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(71) Applicants (for all designated States except US): **AIRBUS DEUTSCHLAND GMBH** [DE/DE]; Kreestlag 10, 21129 Hamburg (DE). **CONNECTEURS ELECTRIQUES DEUTSCH** [FR/FR]; 17, rue Lavoisier, F-27000 Evreux (FR).

(72) Inventors; and

(75) Inventors/Applicants (for US only): **TSIRANGELOS, Dimitrios** [GR/DE]; Unnastr. 21, 20253 Hamburg (DE). **SYNODINOS, Alexis** [FR/FR]; 38, rue Eugène Caron, F-92400 Courbevoie (FR).

(74) Agent: **DILG, Andreas**; Mainwald Patentanwalts GmbH, Elisenhof, Elisenstrasse 3, 80335 München (DE).

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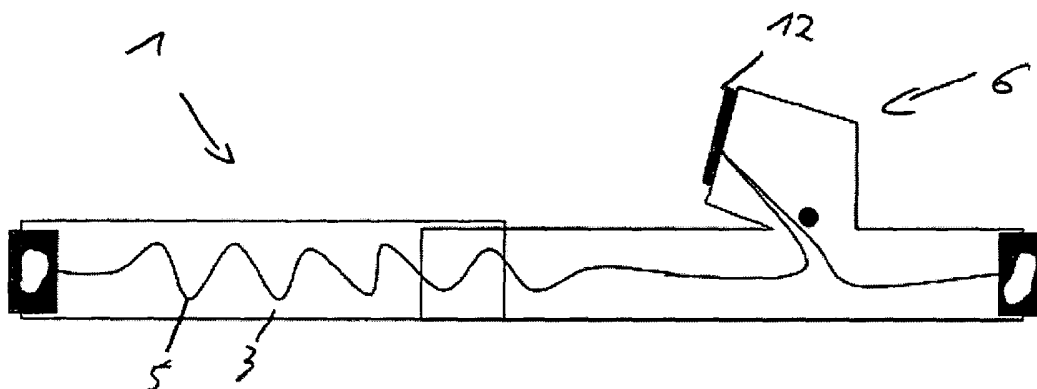
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(54) Title: FLEXIBLE POWER RACEWAY



(57) Abstract: The present invention relates to a connection system for cables (5) which comprises a raceway (1) adapted to cover the cable (5) and a raceway outlet element (6) connectable to the raceway (1), wherein the raceway outlet element (6) includes first connection elements (12) for connecting the cable to second connection elements (13).

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Flexible power raceway

Reference to related Applications

- 5 This application claims the benefit of the filing date of the European Patent Application No. 05 013 505.2 filed June 22, 2005, as well as of United States Provisional Application No. 60/692,904 filed June 22, 2005, the disclosure of which is hereby incorporated herein by reference.

10 Field of the Invention

The present invention relates to a connecting device and a connecting method for cables, to a seat, to the use of a connection device in an aircraft, and to a means of transportation.

15 Background of the Invention

- Cabin layouts for passenger aircrafts comprise usually three different types: first class, business class and economy class. In order to optimize the utilisation of the capacity the aircraft, companies wish to change the cabin layout depending on how many reservations for each class are available. In order to receive a profitable and
20 short reconfiguration time, the aircraft companies need to change the passenger seat configuration very fast.

- Because modern passenger seats are equipped with several electronic devices, it is not enough to change just the seat position, but also the connection of the electronic
25 data and power cables. According to the prior art, the cables are embedded in so-called raceways. Wherever a cable should be connected to a seat, the raceway provides a raceway outlet wherein the cable can exit and can be connected to an electronic device, for instance in a seat. If an aircraft company needs to change the space between each seat, it may be necessary to provide new raceways to position the
30 exits for the cables on the right position, usually close to the seat leg. As a result for

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this complicated system, the duration to reconfigure the cabin layout is quite long and complicated.

Summary of the Invention

- 5 Among other things it may be an object of the invention to provide a flexible connection between cables.

This object may be solved by a connection device, by a seat, by a connecting method, by the use of the connection device in an aircraft, and by a means of
10 transport with the features according to the independent claims.

According to an exemplary embodiment of the invention a connection device is provided, comprising a raceway outlet element connectable to a raceway for receiving cables, wherein the raceway outlet element includes a first connection
15 element for connecting the cable to a second connection element which is designed to correspond to the first connection element.

According to a further exemplary embodiment of the invention, a seat is provided comprising a second connection element which is designed to correspond to and to
20 be connected to a first connection element of a connection device having the above-mentioned features.

According to a further exemplary embodiment of the invention a method for connecting cables is created, wherein the method comprises the steps of installing a
25 raceway to receive the cables, and connecting a first connection element of a raceway outlet element connected to the raceway to a second connection element which is designed to correspond to the first connection element, wherein the first connection element is connected to the cables.

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According to a further exemplary embodiment of the invention, a connection device having the above-mentioned features and/or a seat having the above-mentioned features is or are used in an aircraft.

5

For aircraft companies, it is very important to change the seat configurations in a very fast way, in order to change, for instance, from business class cabin layout to economy class cabin layout. Because modern aircraft seats are equipped with several electronic devices, it may be not enough to change just the seat position. Because the
10 seats need to be fed by power and data connections, it may also be important to provide flexible and adjustable feed lines. Therefore, the cables are embedded in raceways on the floor and can be changed in their length. With the connection system according to an embodiment of the present invention, it is possible at any position of the seats to connect the seats with the cable interface of the raceway. Therefore, it is
15 possible to minimize the lead time by a cabin layout reconfiguration so that, for example, a complete reconfiguration of the aircraft seat positions can be adapted in one night or less. With this fast reconfiguration time of the cabin layout, the efficiency of an aircraft may be increased.

20 According to a further exemplary embodiment of the invention, the raceway outlet element includes a third connection element for connecting a second cable. Therewith it is possible to add further cables respectively connection devices so that every desirable length is available and any amount of connection devices may be added to one connection device.

25

According to a further exemplary embodiment of the invention, the raceway comprises an upper and a bottom part, wherein the bottom part is connected with a floor and the upper part is connected to the bottom part, wherein the cables are

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5 routed in the raceway parts. With this two-part raceway, an easy installation of a raceway system is possible. First of all, the bottom parts can be connected to the floor and the cables can be embedded in a fast and flexible way. With the upper part, the raceway can be closed similarly like a tube so that the cables are saved and hidden in the raceway to be prevented against damage. Additionally, the modular two-part raceway is very flexible because further cables can be inserted easily at any time.

10 According to a further exemplary embodiment of the invention, the length of the raceway is adjustable. Therewith, it is possible to flexibly adjust the cables in any preferable length so that the cables are always protected and embedded by the raceway.

15 According to a further exemplary embodiment of the invention, the upper part of the raceway is adjustable by sliding the upper part on the bottom part of the raceway. With this flexible raceway system, the cables are protected at any length of the raceway.

20 According to a further exemplary embodiment of the invention, in order to adjust a defined and predetermined length, the upper part, one of the upper parts and/or the bottom (2) part at includes a scale. According to a further preferred embodiment of the present invention, the upper part consist of at least two parts, wherein the parts are moveable telescopically, such as a telescopic tube.

25 According to a further exemplary embodiment of the invention, the second connection element is integrated in a seat, substantially in the seat leg.

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According to a further exemplary embodiment of the present invention, the raceway outlet element is fixed in floor tracks. Floor tracks are usually equipped with little fixing holes, wherein the raceway outlet element can be plugged in at a defined position of the aircraft. Therefore, it is very easy and fast to selectively fix the cable
5 interface or especially the raceway outlet element at any desired position of the aircraft floor.

In a further exemplary embodiment of the present invention, the raceway outlet element is fixed in seat track holes. In modern aircraft, these passenger seats are usually fixed in so-called seat track holes that are positioned longitudinal to the
10 aircraft fuselage. With an embodiment of the present invention, it is possible to use these passenger seat track holes in order to fix also the raceway outlet element. Therefore, the raceway outlet element can be fixed very easily in any position of the aircraft without installing further fixing elements.

15 According to a further exemplary embodiment of the present invention, the cables are selected from the group consisting of electronic cables, power cables, data cables, optical fibres and light conductors. However, the connection element according to an embodiment of the invention may be also configured to receive other components than cables.

20 The first and second connection elements may be realized as a plug and a bushing. The first and second connection elements may be realized as a male and a female connector matched to one another. Thus, the first and second connection elements may be any pair of connectors which allow to electrically connect cables coupled to
25 the first connection element to cables coupled to the second connection element.

According to a further exemplary embodiment of the present invention, the first and second connection elements include a press-self-cleaning connection. This kind of connection element is characterized by a non-plugging connection, that means that

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- both connection partners are in slidable contact and not fixed by a plug. Therewith the contacts always grind against each other, whereby they clean themselves automatically because of vibrations or because of changing the connection device position. Today it is a huge problem especially in aircrafts that because of defilement
5 of the contacts in aircraft seats, for instance because of dirt or soft drinks such as coke, the electronic connections are often disconnected. With this further exemplary embodiment of the present invention the self-cleaning effect of this connection improves enormously the electronic connection quality.
- 10 According to a further exemplary embodiment of the present invention, the raceway outlet element comprises an Indux connector of the company Deutsch. This connector provides a cable interface with which two cables can be connected in a very easy and fast way by using a plug-and-play concept.
- 15 According to a further exemplary embodiment of the present invention, the raceway outlet element comprises a deadphase insert. This so-called deadphase insert controls the feeding lines to the seats. In an aircraft, for instance, it is very important to control the power load distribution. Therefore, every seat is connected with its own phase. By adding the deadphase insert to the raceway outlet element, a determined
20 phase is connected to the seat. For instance, the first seat row is connected with Phase A, the second seat row with Phase B etc., so that a constant load distribution for every seat may be provided.
- 25 According to a further exemplary embodiment of the present invention, the raceway and the raceway outlet element are integrally formed, that is to say are manufactured as a single member. With this embodiment, less parts are necessary so that costs and weight may be reduced.

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According to a further exemplary embodiment of the present invention a cable is provided, including a memory lead. Therewith the cable may be stretched in each desirable position, whereby the cable maintains this position without applying force trying to draw the cable back in the previous position. On the other side by pushing
5 the cable back to the first position, the cable recaptures the original position or the original shape. This kind of cable may be called memory-snake-cable.

According to a further embodiment of the method, the method comprises a further step of connecting a raceway bottom part to the floor, further embedding the cables
10 in the bottom part, and finally connecting the upper part to the bottom part, wherein the cables are embedded in the both raceway parts.

According to a further embodiment of the method, the method comprises a further step of connecting the raceway outlet element by a third connection element to a
15 second cable. Therefore a desirable amount of further connection elements are adaptable.

According to a further embodiment of the method, the method comprises a further step of adjusting the length of the raceway. Therefore, it is possible to adjust the
20 raceway very flexible at every position of the aircraft. By adding the raceway outlet element to the end of the raceway, the cable interface may be adjusted flexibly.

According to a further embodiment of the method, the method comprises a further step of adjusting the upper parts of the raceway by sliding the upper parts on the
25 bottom part of the raceway. With this embodiment of the method, it is possible to adjust the length of the raceway in a very easy and fast way.

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According to a further embodiment of the method, the method comprises a further step of connecting a second connecting means to the first connecting means. After adjusting the raceway outlet element including the first connection means to a predetermined position, a second connecting means may be connected in a very easy way, for instance with the plug and play method for instance by using a moveable press- self-cleaning connection method.

According to a further exemplary embodiment of the method, the method comprises a further step of connecting the second connecting means to the first connecting means automatically. With this embodiment of the method, the connection means are designed to be connected automatically, such as plug and play or click connections. With this embodiment, installation and connection of the cables may be easy and may be accomplished fast.

According to a further exemplary embodiment of the present method, the method comprises a further step of integrating the second connecting means in a seat, wherein by installing the seat, the first and second connecting means are connected automatically. Especially in order to change the seat configurations of aircraft, it is necessary to configure the seat positions very fast to keep the turnaround time of aircraft very short. With the present method, it is possible to reconfigure the passenger seats by disconnecting the second connecting means from the first connecting means, changing the position of the passenger seats and then, after configuration the raceway outlet element, reconnect the second and the first connecting means. The connection means are therefore designed to connect themselves automatically so that reconfiguration of the cabin layouts may be accomplished in a fast and easy way.

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According to a further exemplary embodiment of the present method, the method comprises a further step of using a press-self-cleaning connection for connecting the first and second connection elements. Therewith the contacts always grind against each other, whereby they clean themselves automatically because of vibrations or
5 because of changing the connection device position.

According to a further exemplary embodiment of the method, the method comprises a further step of covering the raceway and/or the raceway outlet element by covering means. Because the raceway according to an embodiment of the present invention
10 may be kept very small, it is very easy to cover the raceway including the cables, for instance, with a fuselage floor, such as carpets. Therefore, the cables do not disturb the passengers and cannot be damaged by the passengers.

According to a further embodiment of the present method, the method comprises a
15 further step of fixing the raceway outlet element into floor tracks. In aircraft, floor tracks usually are fixed on the fuselage floor to fix several devices. Floor tracks provide fixing holes, wherein also raceway outlet elements may be plugged in and therewith fixed in a very easy and fast way with the fuselage floor. Because the floor tracks were usually positioned longitudinal to the fuselage, it is possible to fix the
20 raceway outlet element or the raceway in every desired position in the aircraft.

According to a further embodiment of the method, the method comprises a further step of fixing the raceway outlet element in seat track holes. With the present embodiment, it is possible to fix the raceway outlet elements or/and the raceway seat
25 track holes, so that additional fixing means are dispensable. Therewith, additional costs or additional reconfiguration time may be prevented.

- 10 -

According to a further embodiment of the method, the method comprises a further step of placing a deadphase insert on the raceway outlet element. Therewith the connection to certain predetermined cables may be controlled easily.

5 According to a further embodiment of the method, the method comprises a further step of adjusting the length of the raceway automatically. Therewith, for instance with simple or small adjusting motors, the raceways may be adjusted to a defined position. The control of the steering of the raceways may be controlled for instance by the board computer.

10

Further exemplary embodiments of the invention provide a means of transportation comprising a connection system for cables having the above-mentioned features.

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In a further embodiment of the present invention, the means of transportation is an aircraft.

In a further exemplary embodiment of the present invention, a connection system for cables having the above-mentioned features is used in an aircraft.

20

Brief Description of the Drawings

In the following, exemplary embodiments of the present invention will be specified for further explanation and for better understanding with reference to the attached drawings:

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Fig. 1 shows a schematic view of a raceway.

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- Fig. 2 shows a schematic view of a connection of an electronic device with the cables using the raceway of Fig. 1.
- 5 Fig. 3 shows an aircraft passenger seat connected with the connection system according to an exemplary embodiment of the present invention.
- Fig. 4 shows a schematic view of a raceway outlet element according to an exemplary embodiment of the present invention
- 10 Fig. 5 shows a schematic view of one configuration of the raceway according to an exemplary embodiment of the present invention.
- Fig. 6 shows a schematic view of a connection system according to an exemplary embodiment of the invention.
- 15 Fig. 7 shows a schematic view of aircraft seat configuration for business class including the connection system according to the present invention.
- 20 Fig. 8 shows a schematic view of passenger seat configuration for economy class including the connection system of the present invention.
- Fig. 9 shows a schematic view of deadphase insert according to an exemplary embodiment of the present invention.
- 25 Fig. 10 shows a schematic view of the raceway and the raceway outlet element configured on the aircraft floor.

- Fig. 11 shows a floor track.
- Fig. 12 shows a raceway outlet element including first connection means according to an exemplary embodiment of the present invention.
- 5 Fig. 13 shows an adjustable raceway including a scale according to an exemplary embodiment of the present invention.
- 10 Fig. 14 shows a connection system according to an exemplary embodiment of the present invention.
- Fig. 15 to Fig. 21 show schematic views illustrating a method of connecting the first and the second connecting means according to an exemplary embodiment of the present invention.
- 15 Fig. 22 shows a preferred embodiment of a raceway outlet element
- Fig. 23 shows an exemplary embodiment of an raceway upper part comprising a scale
- 20 Fig. 24 shows two different set of deliveries of the present invention
- Fig. 25 shows an exploded view by using the connection device according to the present invention
- 25 Fig. 26 shows a preferred embodiment of a raceway outlet element
- Fig. 27 shows a installed connection device of the present invention

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- Fig. 28 shows an enlarged view of the connection section of the present invention
- 5 Fig.29 a-e show a procedure for installing aircraft seats with the connection device according to one preferred embodiment of the present invention
- 10 Fig. 30 shows a detailed view of the connection section according to one preferred embodiment of the present invention

Detailed Description of the preferred Embodiments

Similar or relating components in the several figures are provided with the same reference numerals.

15

The views in the figures are schematic and not full-scaled.

Fig. 15 illustrates a schematic view of an exemplary embodiment of the present invention comprising a raceway 1 receiving a cable 5 and a raceway outlet element 6 including a first connecting means 12.

20

Fig. 1 shows a raceway 1. The raceway of Fig. 1 comprises a bottom part 2 and an upper part 3 which are fixed together and wherein several cables are embedded. With the raceway 1, it is not possible to adjust the length of the raceway 1 flexible, because the raceway outlets cannot be changed.

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Fig. 2 shows a connection system, wherein an electronic device 4 is connected by means of several cables 5 that are embedded in a raceway 1. As shown in Fig. 2, the cables 5 leave the raceway 1 on a defined position in order to connect the electronic device 4. Changing the position of the electronic device 4, new raceways 1 with new positioned raceway outlets have to be installed. The result of a reconfiguration of, for instance, passenger seats takes long time and is very expensive because new raceways have to be designed manually by an engineer for a certain length.

Fig. 3 shows an arrangement of seats 10 comprising a connection system according to the present invention. Between each seat 10, a raceway 1 is placed embedding the feeding cables for the passenger seats 10, wherein at each end a raceway outlet element 6 is placed for connecting cables with the passenger seat electronic 4. By using a cable interface with a first connecting means 12 and a second connecting means 13 (see Fig. 17), it is not longer necessary to connect the cables 5 directly to the electronic devices 4 so that the seat positions can be changed fast and flexible.

Fig. 4 shows a view of an raceway outlet element 6 according to an exemplary embodiment. The raceway outlet element 16 can be exactly adjusted and the position can be defined by the reference point 16.

20

Fig. 5 shows a raceway 1 that is fixed on the fuselage floor 15. As shown in Fig. 5, the raceway 1 can be designed so that covering means 8, such as carpets etc., can covered the raceway 1, which can increase the comfort for the passengers and protect the cables.

25

Fig. 6 shows a schematic view of the connection system. The seat 10 is connected, as shown, with the cables 5. Therefore, the seat 10 and the raceway outlet element 6 are placed in the preferred position measured from the reference point 16. Then, a

- 15 -

second connection means 13 at the seat is plugged to the first connection means 12 of the raceway outlet element 6. According to the plug- and play technology, the raceway outlet element 6 changes from an open position 7 to a closed position 9, so that the cables 5 are connected by means of this interface.

5

Fig. 7 and 8 show the flexibility of the connection system according to the present invention.

In **Fig. 7**, cabin layouts for the business class are shown, wherein the seat rows are spaced, for instance, 60 inches from one another to receive a high comfort for the passengers. For each seat 10, raceway outlet elements 6 have to be provided to connect the seats 10 with all necessary data and power cables 5.

As shown in **Fig. 8**, for a cabin layout for the economy class, each passenger seat row is spaced just 30 inches from each other so that the raceway outlet elements 6 have also to be spaced 30 inches in order to connect the passenger seats 10 with the necessary power and data cables 5. By using the connecting system of the present invention, the reconfiguration between the business class and economy class can be handled very fast because each seat 10 can be connected to the necessary cables 5 very easy.

In **Fig. 9**, an exemplary configuration of the raceway 1 is shown. There, the raceway 1 is routed close besides the seat track 18. The fuselage flooring 17 is also formed closed to the raceway 1, so that the raceway is embedded without creating unwanted splits or edges etc.

Fig. 10 shows an adjustable raceway 1 that is fixed on the floor 15, 17 of a fuselage. The upper side 3 of the raceway 1 consists of two parts, wherein these two parts are

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relocatable connected so that they can be adjusted to a required length. As shown in Fig. 10, on each end of the raceway 1, a raceway outlet element 6 is fixed on the floor or on the raceway 1 to provide an interface with an electronic device 4, for instance an electronic device 4 installed in a seat 10.

5

In Fig. 11 it is shown, that the seat 10 and/or the raceway 1 and/or the raceway outlet elements 6 can be fixed within these track holes 11.

Fig. 12 shows a plugging concept comprising a deadphase insert. The deadphase insert covers the different phases that are embedded in the raceway 1, wherein the deadphase insert allows to connect one or more predetermined phases. Therewith, for instance, power connections for each seat can be controlled for providing for all seats for instance the same or a similar power load.

Fig. 13 shows an adjustable raceway 1. The upper part 3 of the raceway comprises two parts, wherein one part includes a scale for adjusting a defined position. Moreover, a raceway outlet element 6 is shown that can be placed for instance on the right end side. The raceway parts 3 can be moved telescopically.

Fig. 14 shows a connection system according to the present invention wherein the raceway 1, particularly the upper part 3 of the raceway 1, is equipped with a scale so that a determined position can be adjusted easily. It is shown that on each end of the raceway 1, a raceway outlet element 6 is fixed with the floor and builds an interface with an electronic device 4.

25

Fig. 15 to Fig. 21 show the method of connecting the cables with the electronic devices according to the present invention. In Fig. 15, the raceway 1 is shown with its upper part 3 wherein a cable 5 is embedded. On the right end, a raceway outlet

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element 6 is connected to the raceway 1. The raceway outlet element 6 is equipped with the first connection means 12 with which several second connection means 13 can be connected.

5 **Fig. 16** points out the flexible connection between the raceway 1 and the raceway outlet element 6.

Fig. 17 shows that, after positioning of the predetermined length of the connecting system, an electronic device 4 including a second connecting means 13 can be
10 installed.

 In **Fig. 18** to **Fig. 21** it is shown that the connection system according to the present invention provides a very comfortable and easy way of connecting the first 12 and second 13 connecting means by using plug- and play techniques.

15

Fig. 22 shows an exemplary embodiment of the raceway outlet element (6), whereby on the upper surface of the raceway outlet element, for instance a seat 10 can be connected.

20 **Fig. 23** shows an exemplary embodiment of an upper part 3 of a raceway 1, whereby the upper part 3 comprises a scale for adjusting the raceway 1 exactly.

Fig. 24 shows two exemplary embodiments of a set of delivery including an upper rail 3 and a snake cable 5, whereby the snake cable 5 is connected on one end to a raceway outlet element 6 and includes another end 14 that is connectable to another raceway outlet element 6. Thereby the delivery sets can comprise two different basic lengths of the raceway 1. The left delivery set can be a set for a pitch from 30-45 inches (i.e. economy class) and the right delivery set can be a set for a pitch from 45-60 inches (i.e. business class).

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Fig. 25 shows an exploded view of one preferred embodiment of the connection device for connecting aircraft seats 10. On the aircraft floor an in the floor embedded bottom part 2 is shown, wherein the cables 5 can be received. The cables 5 are connected to an raceway outlet element 6 that is also fixed to the rail 2. The first seat 5 10 can be installed just by placing the seat 10 including a second connection means 13 over the raceway outlet element 6. Thereby the electronic and data cables will be connected automatically by the plug and play concept and the press-self cleaning connector. It is also possible to adjust the position of the raceway outlet element and therewith the connection position of the sets 10. As shown one upper part 3 of a 10 raceway 1 comprises a scale with which a specific position can be adjusted.

After placing the first seat element 10, further seat elements 10 can be placed. Therewith a second cable 5 can be connected to the already placed first raceway outlet element 6 and to a second raceway outlet element 6. Again an upper part 3 of 15 the raceway 1 covers the bottom part 2 of the raceway 1 including the cables 5. This process can be repeated for any desired amount of seats rows 10.

Fig. 26 shows an detailed view of preferred embodiment of on raceway outlet element 6. It is illustrated, that at least two cables can be connected an additionally a 20 third connection, for instance for connecting the element 6 to a seat 10, is provided.

Fig. 27 shows an installed seat configuration 10 by using the connection device of the present invention. After the first installation described in Fig. 29a-e, each seat row 10 can be moved longitudinal in any desired position. The snake cable 5 provides a 25 sufficient cable length and can be equipped with an memory lead for guiding the cable during the reconfiguration of the seats 10.

Fig. 28 shows an enlarged view of the connection section. The floor track holes 11 are shown, wherein the connection system and the seats 10 can be fixed.

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- Fig. 29 a-e** show a method of installing the seats 10 with the connection device according to the present invention for the first time. It becomes obvious that after installing one seat row a further seat row can be placed and interconnected with the seat and a front and back seat row 10. Every desirable amount of seat rows 10 and any desirable space between the seat rows 10 are possible. After placing and connecting the seat rows for the first time, each seat row 10 can be moved longitudinal in any desired position.
- Fig. 30** shows a detailed view of a connection section, wherein it is shown that one first upper part 3 comprises a scale and another upper part 3 is slidable connected to the first upper part 3 and can be moved telescopic on it. By using the scale each seat row 10 can be positioned exactly without requiring further measuring means.
- It should also be noted that reference signs in the claims shall not be construed as limiting the scope of the claims.

It should be noted that the term “comprising” does not exclude other elements or steps and the “a” or “an” does not exclude a plurality. Also elements described in association with different embodiments may be combined.

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What is claimed is:

1. Connection device, comprising:
 - a raceway outlet element (6) connectable to a raceway (1) for
5 receiving cables (5), wherein the raceway outlet element (6) includes a first
connection element (12) for connecting the cable (5) to a second connection element
(13) which is designed to correspond to the first connection element (12).
2. Connection device according to claim 1, wherein the raceway outlet
10 element (6) includes a third connection element for connecting a second cable.
3. Connection device according to claim 1 or 2, comprising the raceway
(1) for receiving cables.
- 15 4. Connection device according to claim 3, wherein the raceway (1)
comprises an upper part (3) and a bottom (2) part, wherein the bottom part (2) is
connectable with a floor (17) and the upper part (3) is connectable to the bottom part
(2), wherein the cables (5) are guidable through the upper part (3) and the bottom (2)
part.
20
5. Connection device according to claim 3 or 4, wherein a length of the
raceway (1) is adjustable.
6. Connection device according to claim 4 or 5, wherein the upper part
25 (3) of the raceway (1) is adjustable by sliding the upper part (3) on the bottom part
(2) of the raceway.

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7. Connection device according to any of claims 4 to 6, wherein the upper part (3) comprises at least two parts which are moveable telescopically.
8. Connection device according to any of claims 4 to 7, wherein the upper part (3) or one of the upper parts and/or the bottom (2) part includes or include a scale for adjusting a defined length.
9. Connection device according to any of claims 1 to 8, wherein the second connection element (13) is integrated in a seat (10), substantially in a seat leg.
10. Connection device according to any of claims 1 to 9, wherein the raceway (1) and/or the raceway outlet element (6) is or are covered by a covering element (8).
11. Connection device according to any of claims 1 to 10, wherein the raceway outlet element (6) is fixed in floor tracks (18).
12. Connection device according to any of claims 1 to 11, wherein the raceway outlet element (6) is fixed in seat track holes (11).
13. Connection device according to any of claims 1 to 12, wherein the cables (5) are selected from the group consisting of electronic cables, power cables, data cables, optical fibres and light conductors.
14. Connection device according to any of claims 1 to 13, wherein the first (12) and second (13) connection elements include a press-self-cleaning connection.

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15. Connection device according to any of claims 1 to 13, wherein the raceway outlet element (6) comprises an Indux connector.

16. Connection device according to any of claims 1 to 15, wherein the
5 raceway outlet element (6) comprises a deadphase insert.

17. Connection device according to any of claims 1 to 16, wherein the raceway (1) and the raceway outlet element (6) are integrally formed.

10 18. Connection device according to any of claims 1 to 17, wherein the length of the raceway (1) is adjustable automatically.

19. Seat, comprising
a second connection element (13) which is designed to correspond and to be
15 connected to a first connection element (12) of a connection device according to any of claims 1 to 16.

20. Method for connecting cables (5), wherein the method comprises the following steps:
20 - installing a raceway (1) to receive the cables (5),
- connecting a first connection element (12) of a raceway outlet element (6) connected to the raceway (1) to a second connection element (13) which is designed to correspond to the first connection element (12), wherein the first connection element (12) is connected to the cables (5).

25 21. Method according to claim 20, wherein the method comprises the steps of
- connecting a raceway bottom part (2) to a floor (17),

- 23 -

- embedding the cables (5) in the raceway bottom part (12), and
- connecting a raceway upper part (3) to the raceway bottom part(2), so that the cables (5) are embedded between the raceway upper part (3) and the raceway bottom part(2).

5

22. Method according to claim 20 or 21, wherein the method comprises a further step of connecting the raceway outlet element (6) by a third connection element to a second cable.

10

23. Method according to any of claims 20 to 22, wherein the method comprises a further step of adjusting the length of the raceway (1).

15

24. Method according to any of claims 21 to 23, wherein the method comprises a further step of adjusting the upper part (3) of the raceway (1) by sliding the upper part (3) on the bottom part (2) of the raceway (1).

20

25. Method according to any of claims 20 to 24, wherein the method comprises a further step of connecting the second connection element (13) to the first connection element (12) automatically.

25

26. Method according to any of claims 20 to 25, wherein the method comprises a further step of integrating the second connection element (13) in a seat, wherein by installing the seat (10), the first and second connection elements (12, 13) are connected automatically.

27. Method according to any of claims 20 to 26, wherein the method comprises a further step of using a press-self-cleaning connection for connecting the first (12) and second (13) connection element.

- 24 -

28. Method according to any of claims 20 to 27, wherein the method comprises a further step of covering the raceway (1) and/or the raceway outlet element (6) by covering elements (8).

5

29. Method according to any of claims 20 to 28, wherein the method comprises a further step of fixing the raceway outlet element (6) in floor tracks (11;18).

10

30. Method according to any of claims 20 to 29, wherein the method comprises a further step of fixing the raceway outlet element (6) in seat track holes (11).

15

31. Method according to any of claims 20 to 30, wherein the method comprises a further step of placing a deadphase insert on the raceway outlet element (6).

20

32. Means of transportation, comprising a connection device for cables (5) according to any of claims 1 to 18 and/or a seat according to claim 19.

33. Means of transportation according to claim 32, wherein the means of transportation is an aircraft.

25

34. Use of a connection device according to any of claims 1 to 19 in an aircraft.

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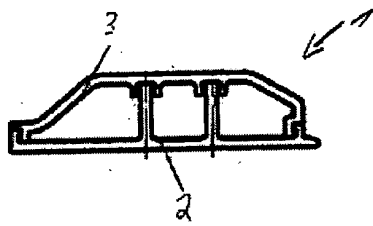


Fig. 1

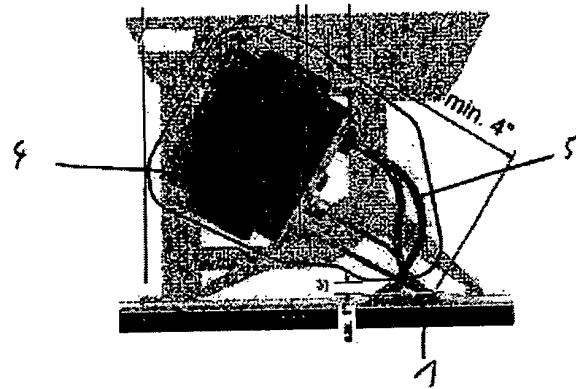
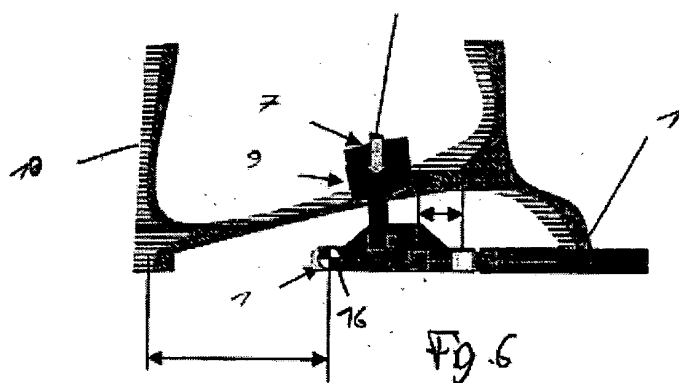
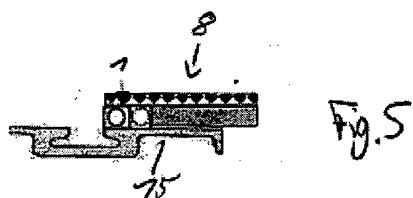
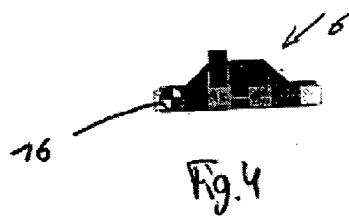
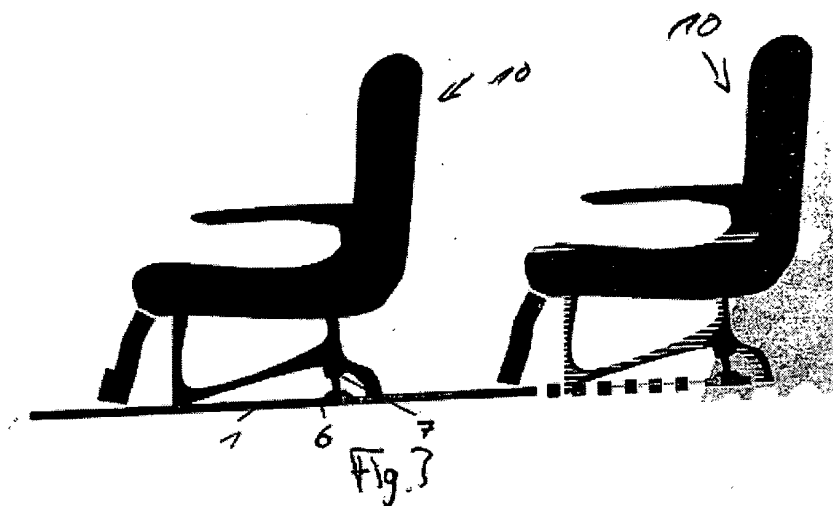


Fig. 2

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- 3 / 21 -

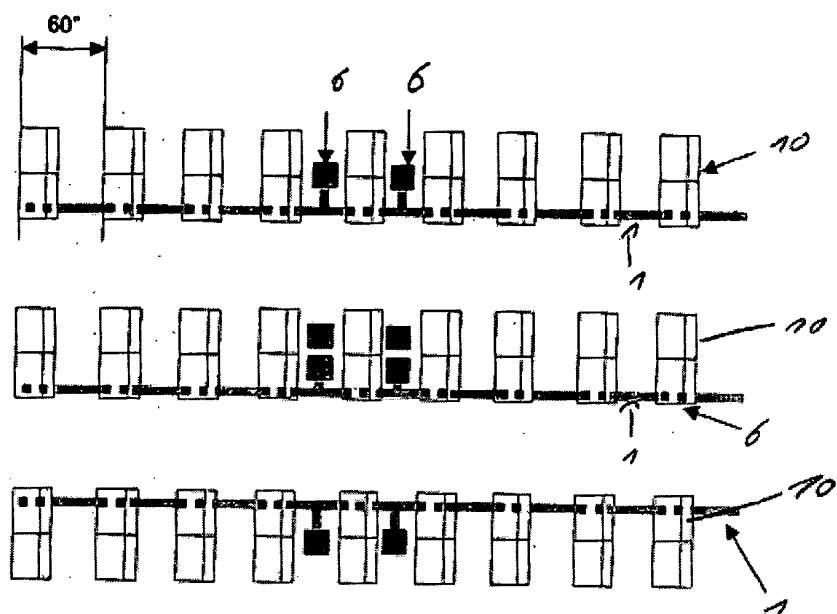


Fig. 7

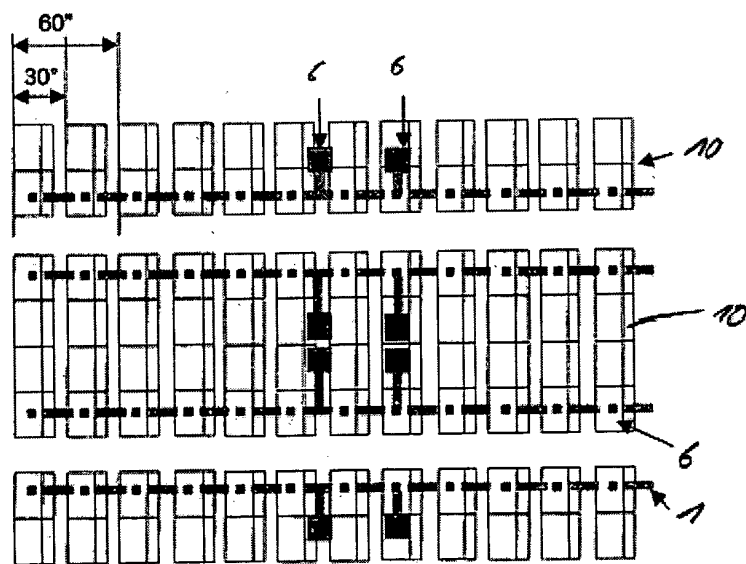


Fig. 8

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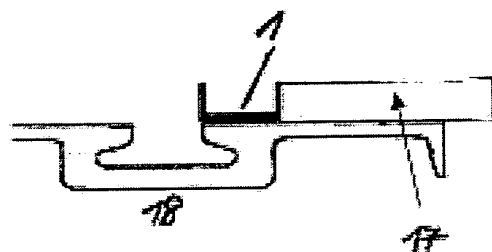


Fig. 9

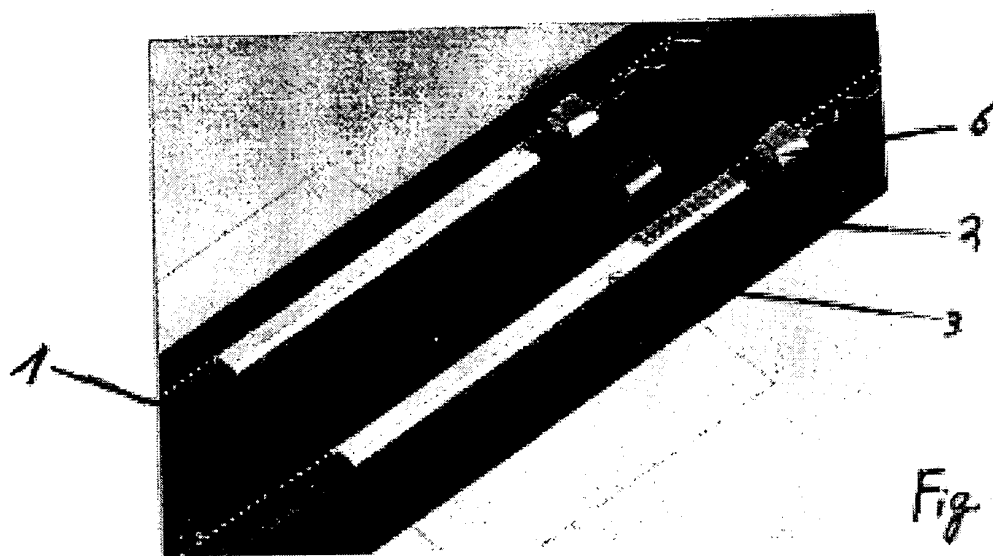


Fig. 10

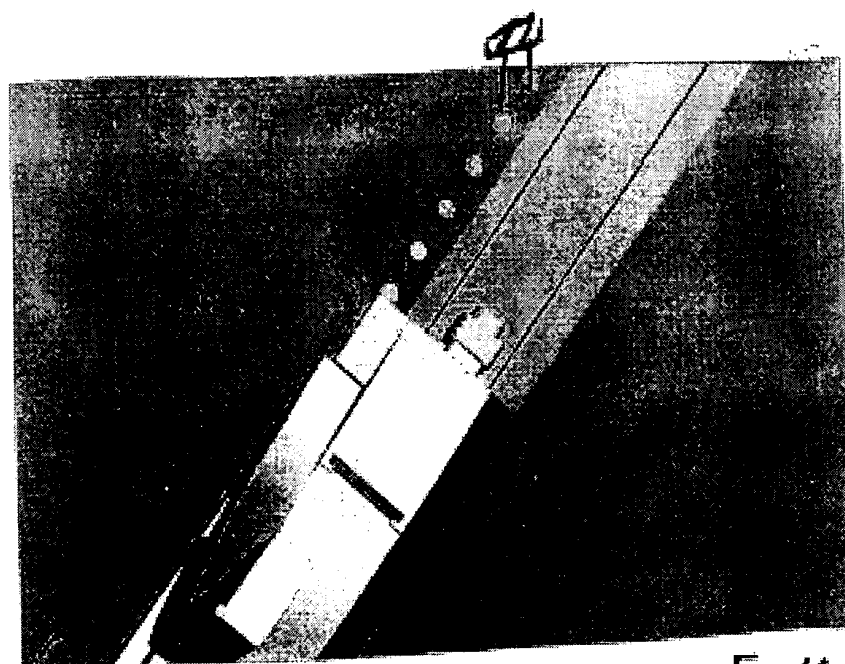
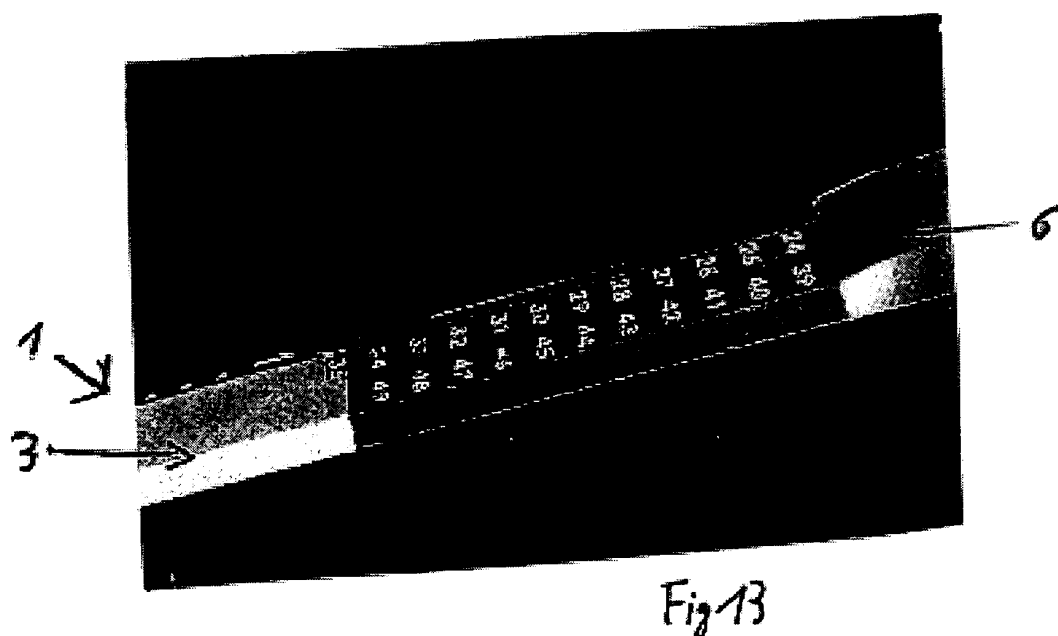
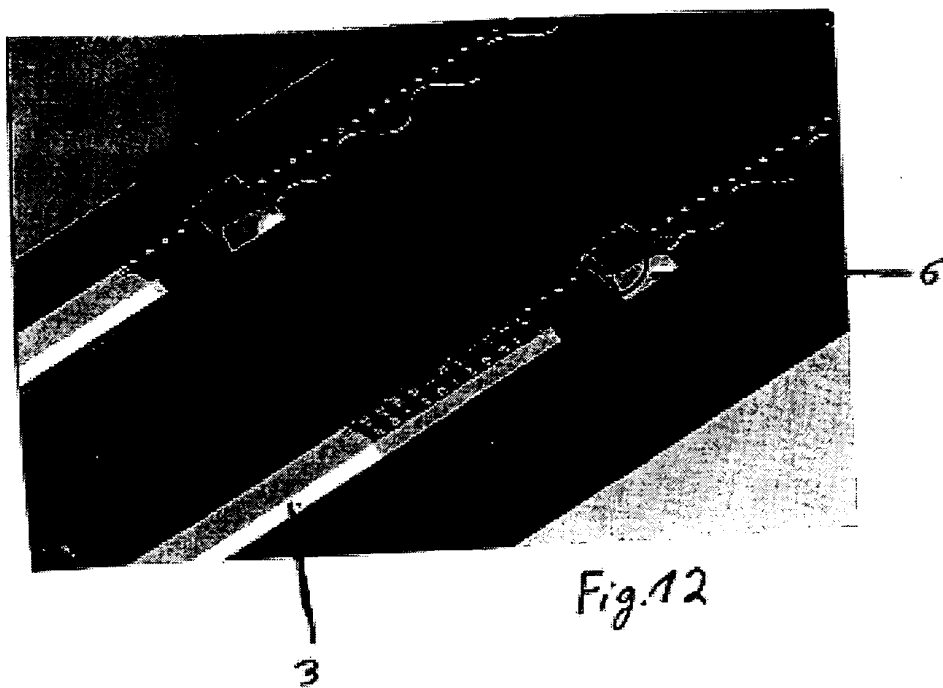
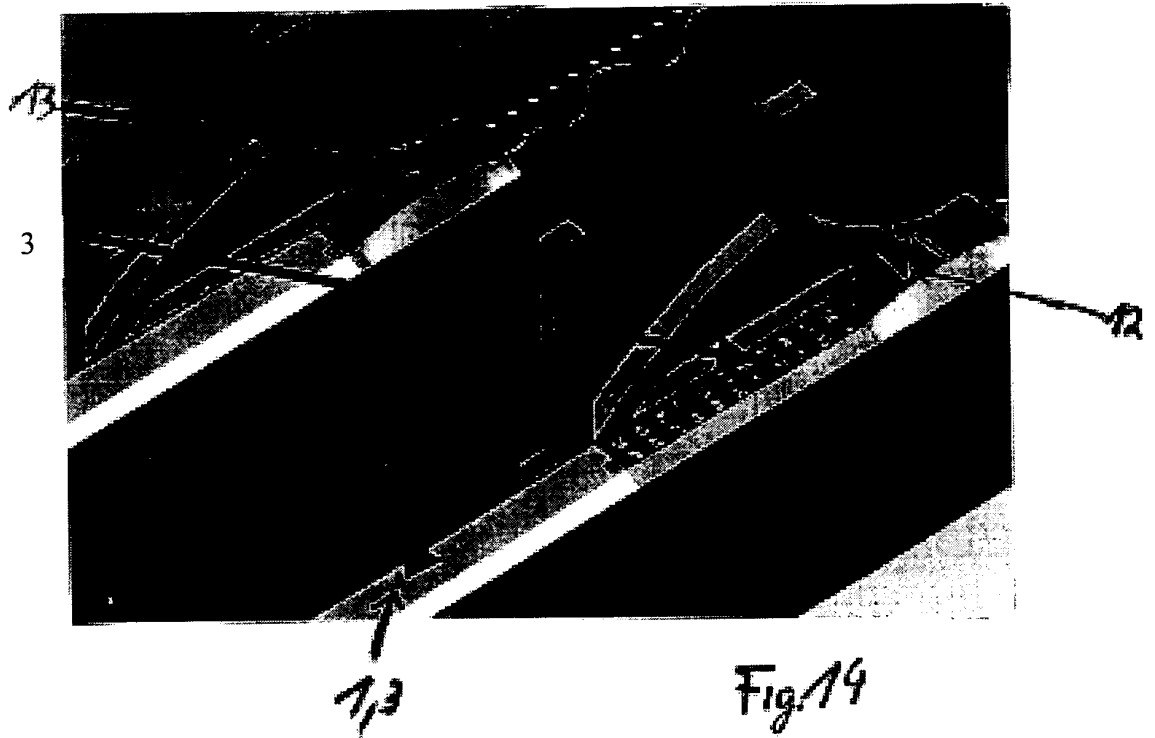


Fig. 11

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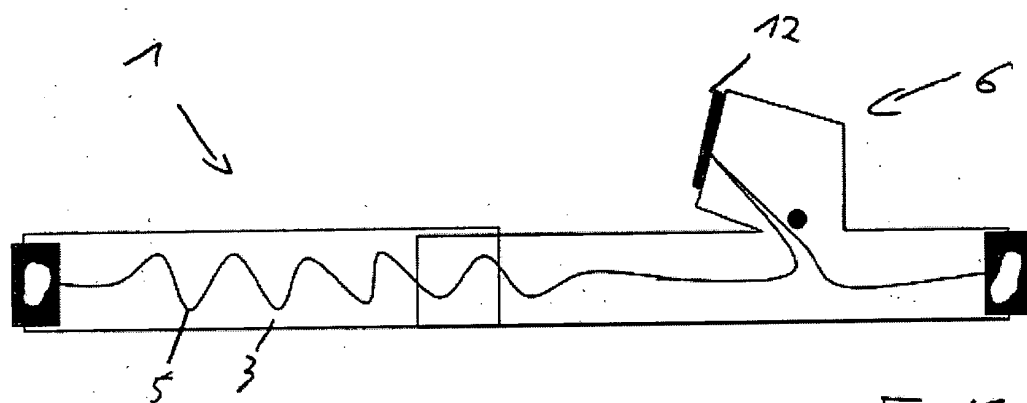


Fig. 15

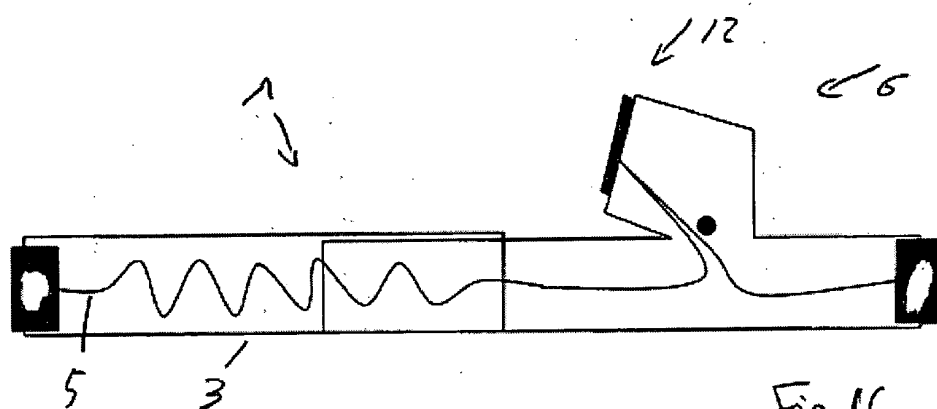
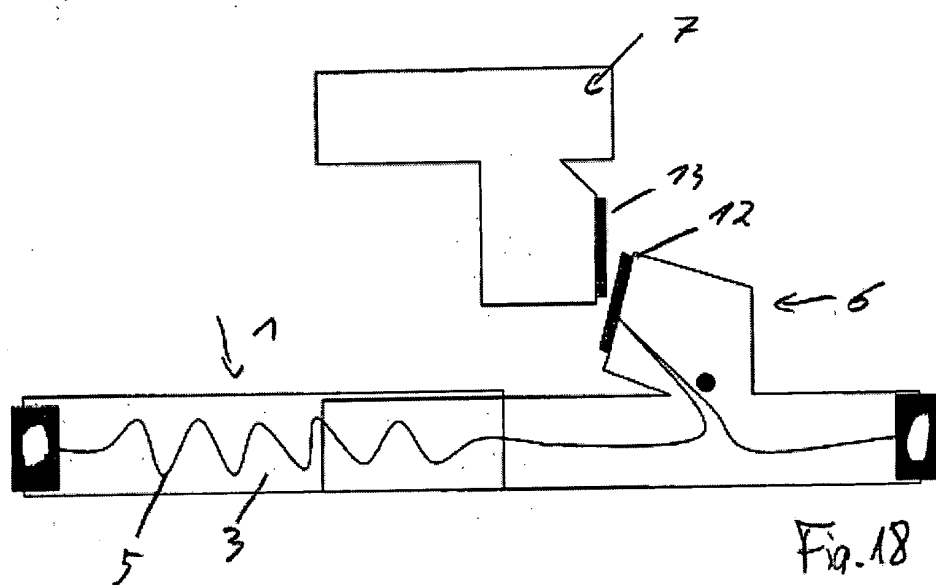
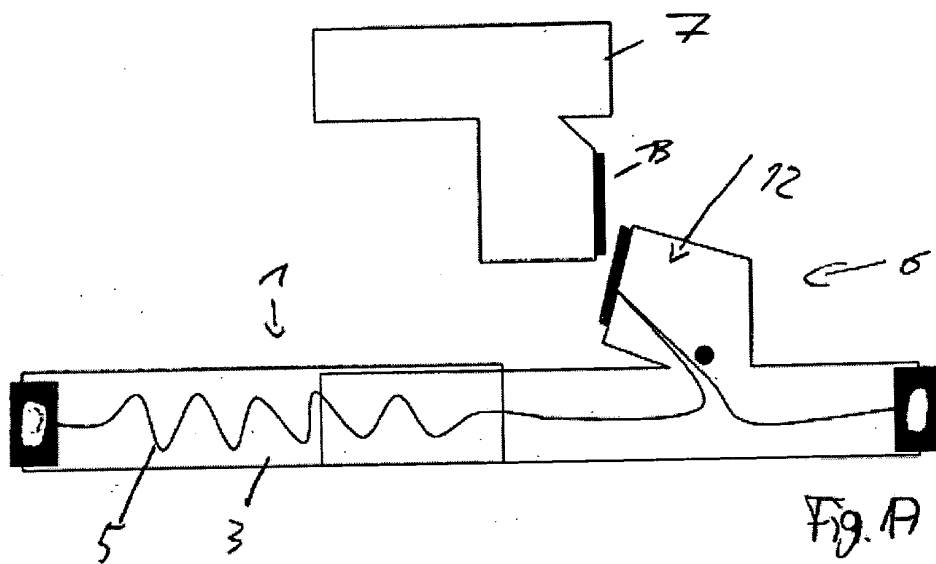
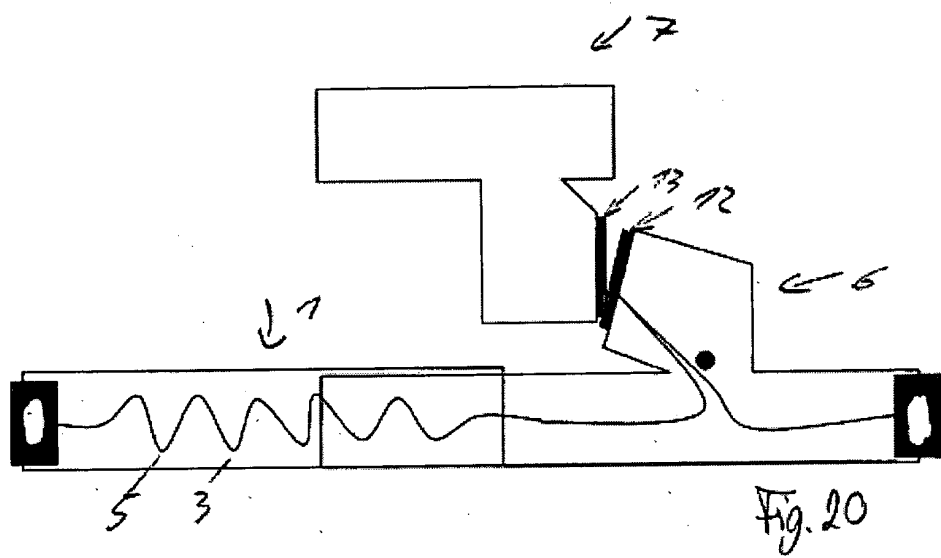
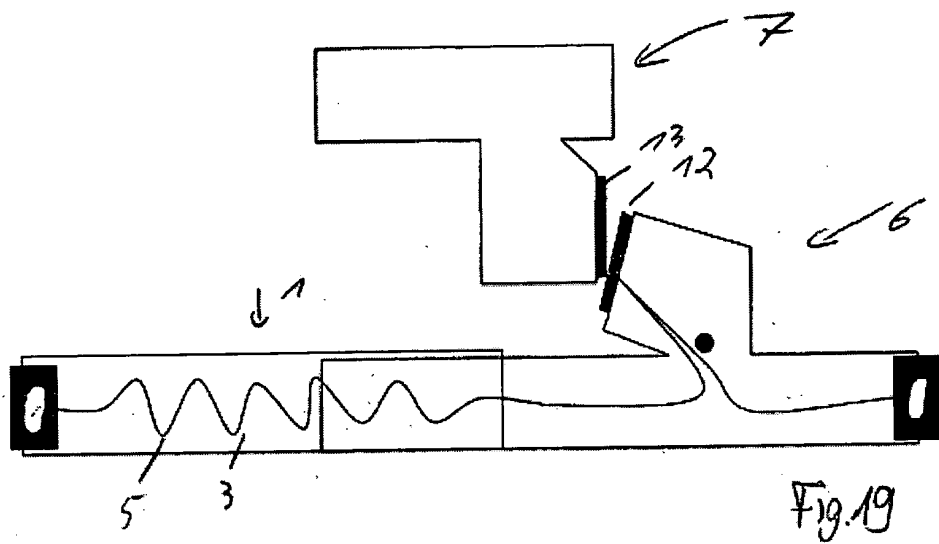


Fig. 16

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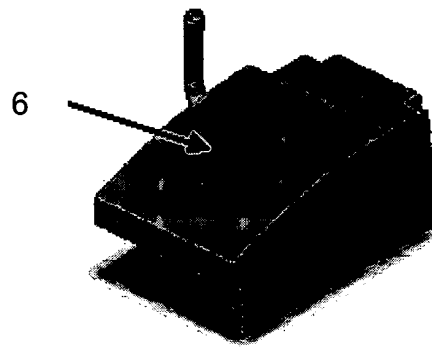
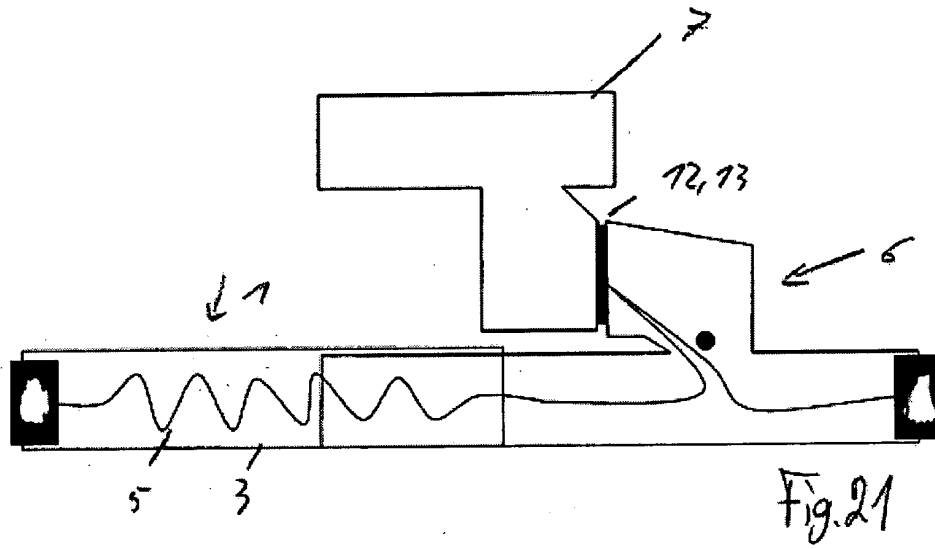


Fig. 22

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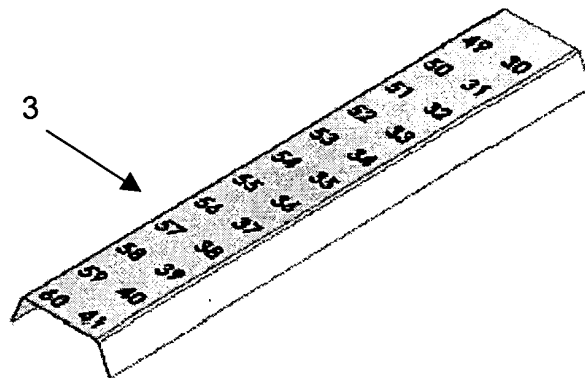


Fig. 23

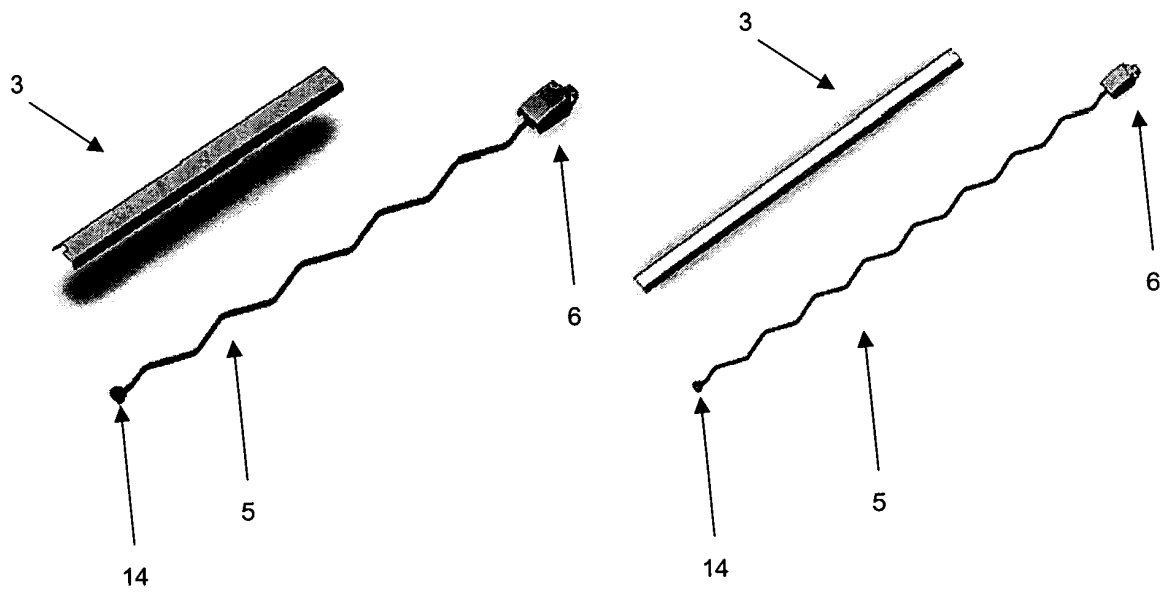


Fig. 24

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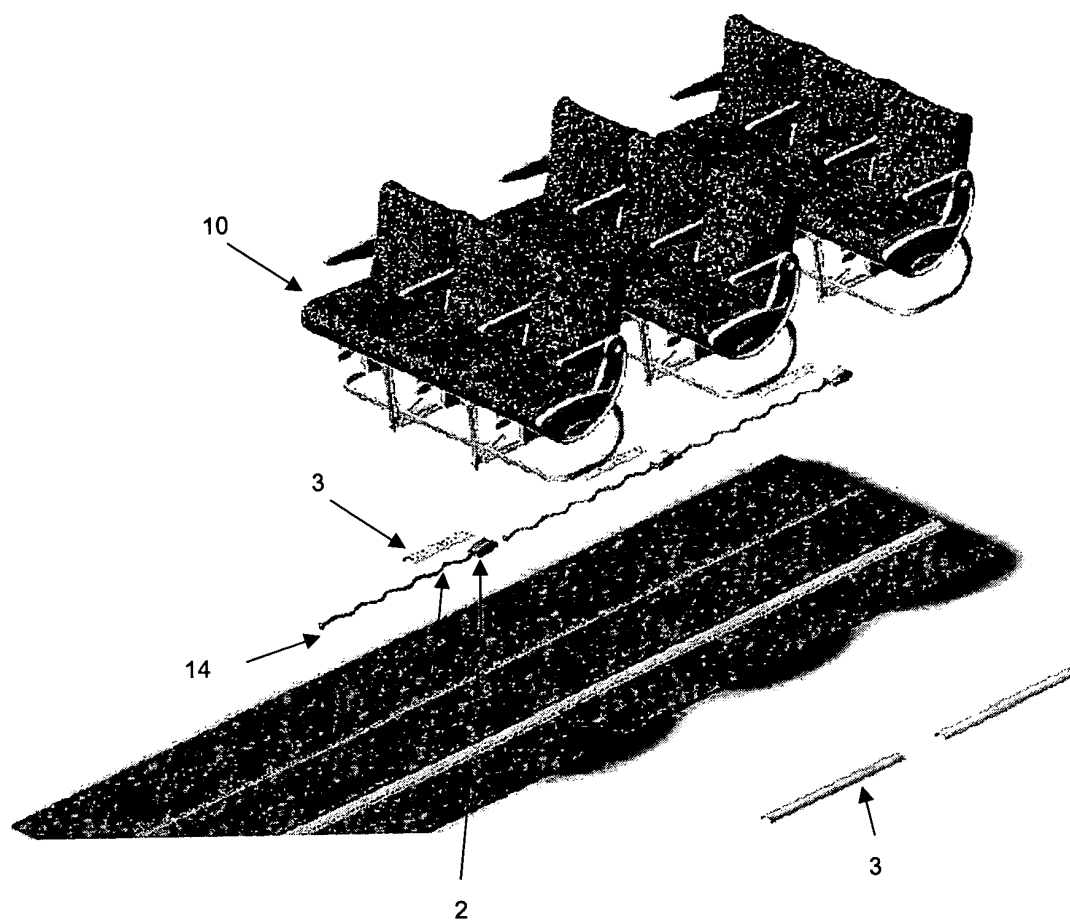


Fig. 25

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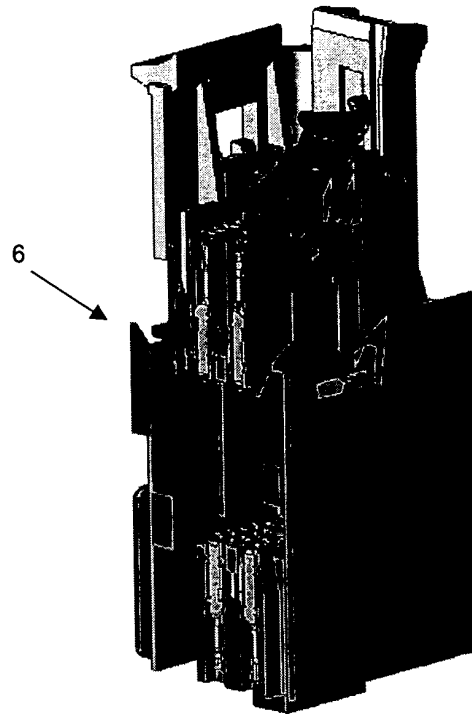


Fig. 26

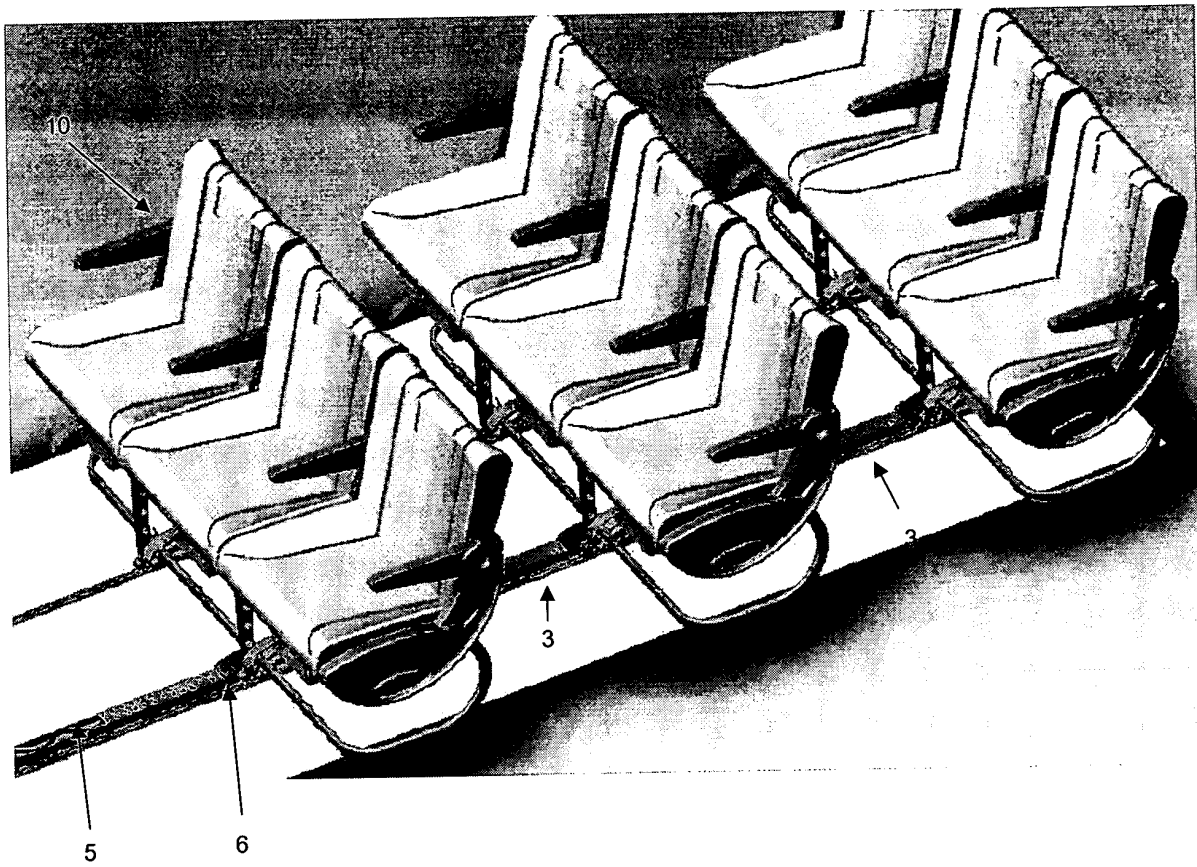


Fig. 27

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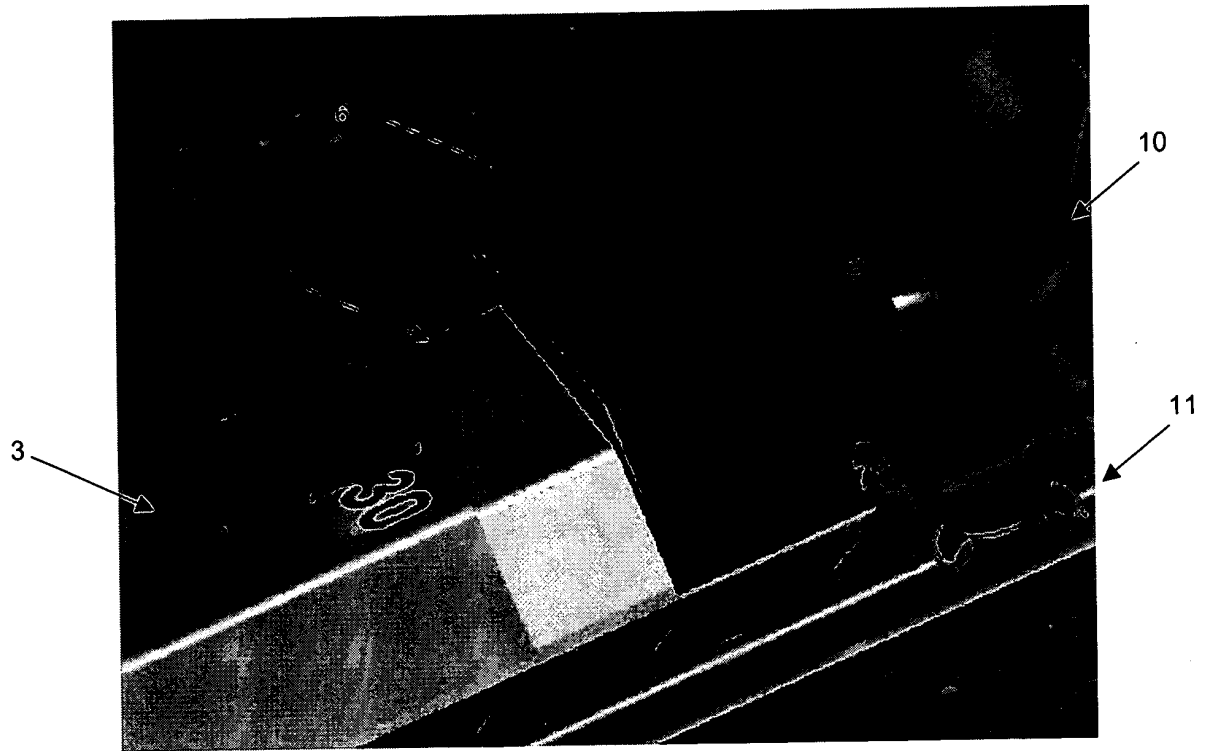


Fig. 28

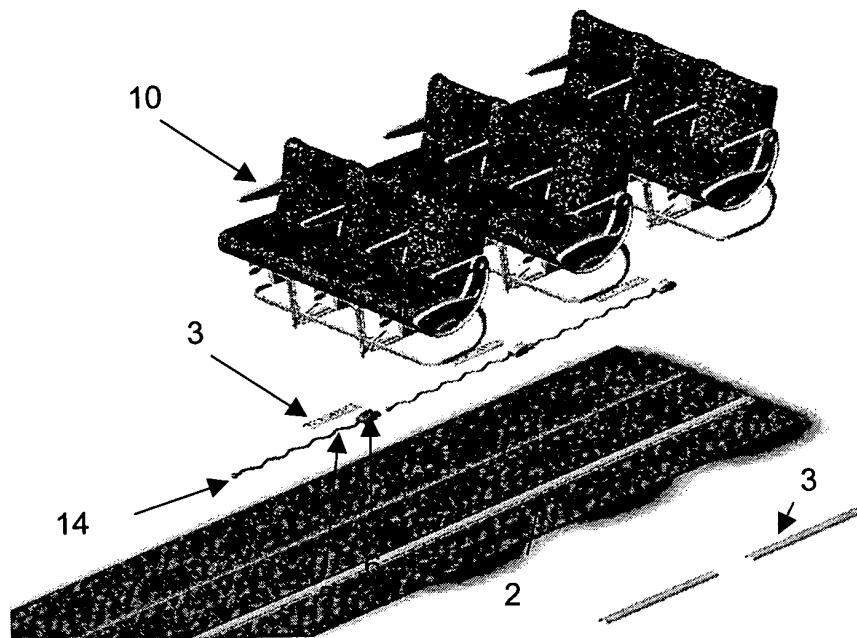


Fig. 29a

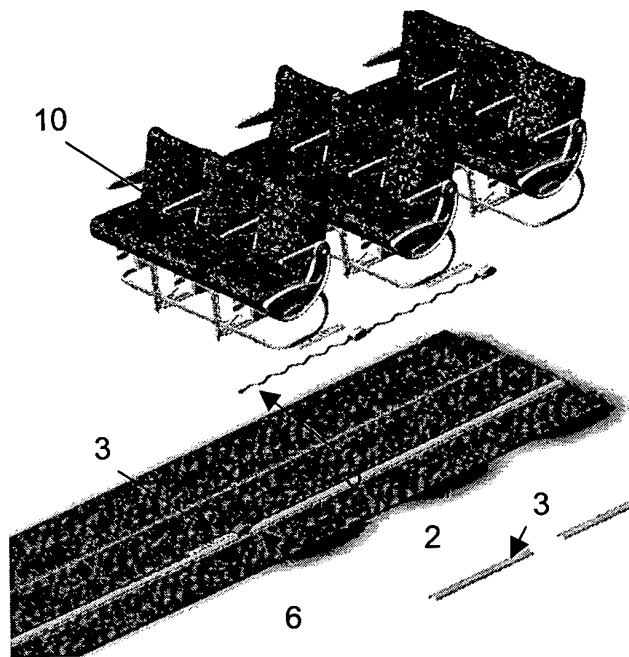


Fig. 29b

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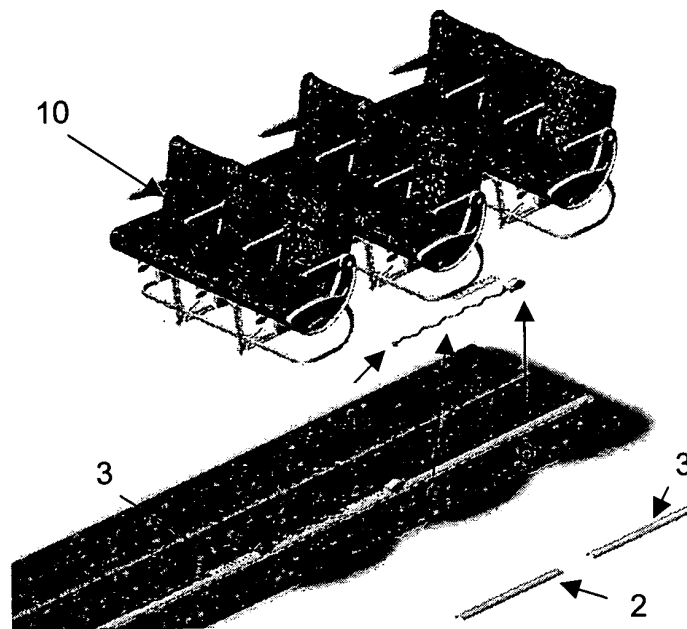


Fig. 29c

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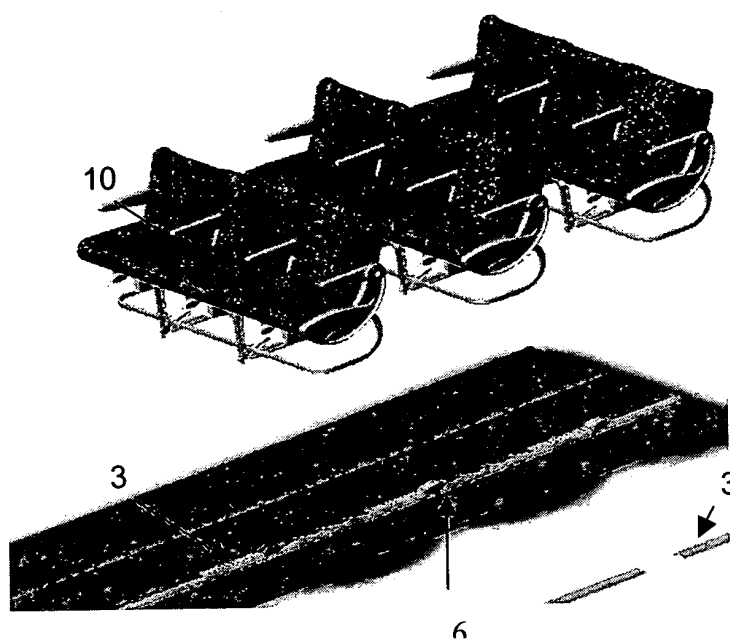


Fig. 29d

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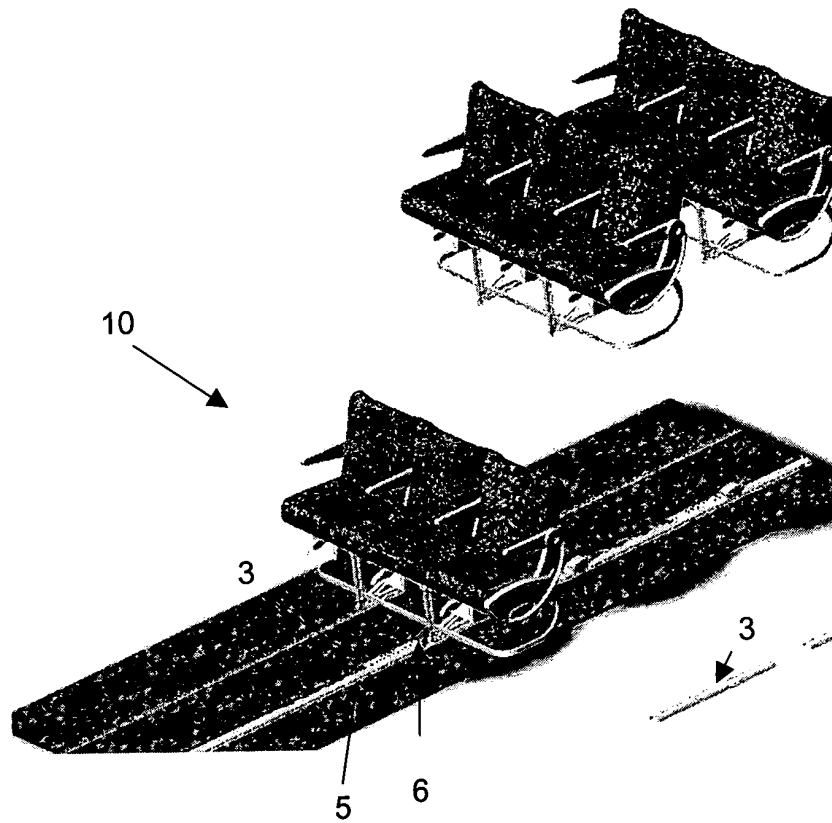


Fig. 29e

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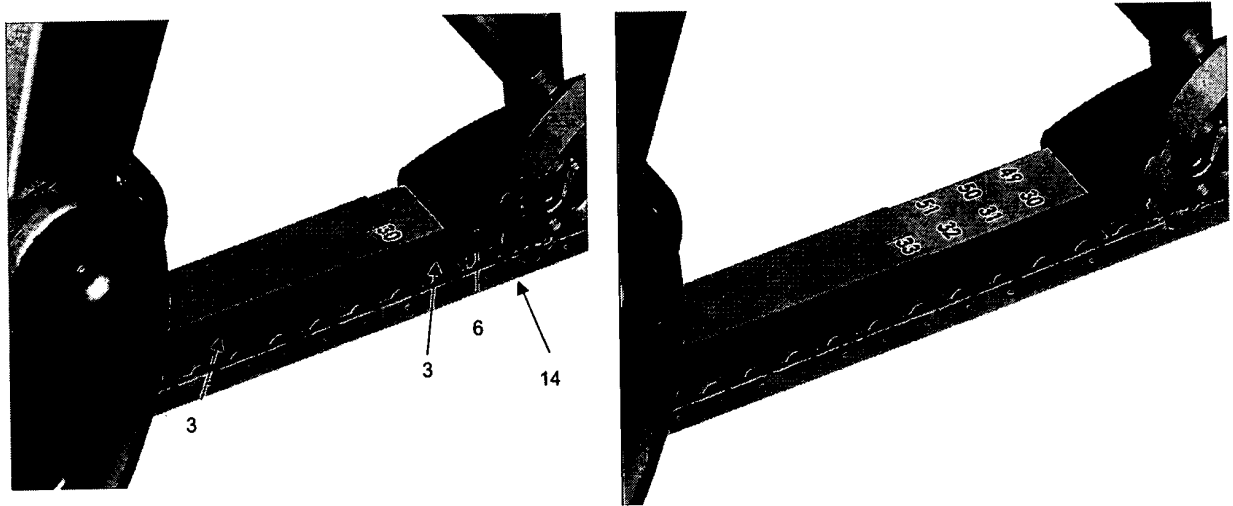


Fig. 30

INTERNATIONAL SEARCH REPORT

International application No

PCT/EP2006/005914

A. CLASSIFICATION OF SUBJECT MATTER

INV. H02G3/10 H02G3/04 B64D11/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

H02G B64D

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

EPO-Internal, WPI Data, PAJ

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 3 873 177 A (ROSS ET AL) 25 March 1975 (1975-03-25) the whole document	1-4, 10, 13, 19-22, 28, 32-34
A	PATENT ABSTRACTS OF JAPAN vol. 2003, no. 12, 5 December 2003 (2003-12-05) -& JP 2004 056938 A (BUREST KOGYO KENKYUSHO CO LTD), 19 February 2004 (2004-02-19) abstract	5-7, 23, 24
A	US 2004/129445 A1 (WINKELBACH HORST ET AL) 8 July 2004 (2004-07-08) paragraph [0026]	9
	-/--	



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X document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

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Date of the actual completion of the international search

26 October 2006

Date of mailing of the international search report

06/11/2006

Name and mailing address of the ISA/

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NL - 2280 HV Rijswijk
Tel. (+31-70) 340-2040, Tx. 31 651 epo nl,
Fax: (+31-70) 340-3016

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INTERNATIONAL SEARCH REPORT

International application No
PCT/EP2006/005914

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 2004/195446 A1 (SMALLHORN GEORGE R) 7 October 2004 (2004-10-07) figure 16 -----	11

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/EP2006/005914

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