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54 BELT DRIVE DUAL ROBOT GANTRY

57 A method and apparatus for positioning robots using a gantry. A base platform is provided, and a work platform is positioned above the base platform for supporting one or more humans. One or more robots are supported on the base platform independently of the work platform. At least one gantry is positioned above the base platform and adjacent the work platform for supporting and positioning the robots along the work platform.

DRAWINGS

Referring now to the drawings in which like reference numbers represent corresponding parts throughout:

FIG. 1 illustrates a typical work cell layout for assembly of an aircraft fuselage.

5 FIGS. 2A and 2B are perspective side and top views of the work cell layout.

FIGS. 3A and 3B further illustrate a configuration of a work platform, wherein FIG. 3A is a side perspective view of the work platform and FIG. 3B is a bottom view of the work platform showing its underside.

10 FIGS. 4A, 4B and 4C further illustrate the configuration of the work platform, robots, gantries and cable carrier system, wherein FIG. 4A is a side perspective view of the work platform, robots and gantries; FIG. 4B is a top view of the work platform, robots and gantries; and FIG. 4C is a bottom view of the work platform, robots, gantries and cable carrier system, showing their underside.

15 FIG. 5 is a cutaway view of the work platform positioned above the base platform, wherein the cutaway view shows only half of the work platform.

FIG. 6 provides a view where the work platform has been removed, leaving only the gantries, cable carrier system, individual support stands and robots.

FIG. 7 is another view of the gantry on one side of the work platform, as well as the individual support stands attached to the gantry, with the robots omitted.

20 FIG. 8 is another view of the gantry on one side of the work platform, as well as the individual support stands attached to the gantry, showing details of the dual drive belts.

FIG. 9 illustrates the steps of an aircraft manufacturing and service method.

FIG. 10 illustrates an aircraft and its components.

25 DETAILED DESCRIPTION

In the following description, reference is made to the accompanying drawings which form a part hereof, and in which is shown by way of illustration a specific example in which the disclosure may be practiced. It is to be understood that other examples may be utilized and structural changes may be made without departing from the scope of the present disclosure.

30 FIG. 1 illustrates a typical work cell 10 layout that includes one or more cradle fixtures 12 to hold and position a fuselage assembly 14 of an aircraft. Currently, robots are used outside the fuselage assembly 14, and some work inside the fuselage assembly 14 is performed by robots as well. However, it is desired to provide an apparatus for stabilized positioning of collaborative robotics inside the fuselage assembly 14.

35 In this disclosure, the fuselage assembly 14 is positioned adjacent a workstand 16 that includes a base platform 18 positioned inside the fuselage assembly 14. (Some of the support

structures for the workstand 16 are omitted from this view in the interests of clarity.) The base platform 18 is independently supported within the fuselage assembly 14 by the workstand 16.

A work platform 20, which is an isolated motion platform, is positioned relative to the base platform 18. The work platform 20 may be positioned above the base platform 18.

5 One or more robots 22 are positioned inside the fuselage assembly 14 and supported on the base platform 18 independently of the work platform 20, so that any movement of the work platform 20, for example, flexing or shaking due to movement on the work platform 20 does not affect the position of the robots 22 or the base platform 18.

10 The robots 22 are supported independently of the work platform 20 on gantries 24 positioned on both sides of the work platform 20. The gantries 24 are mounted on and supported by the base platform 18 independently of the work platform 20. The gantries 24, positioned above the base platform 18 and underneath the work platform 20, are used for positioning the robots 22 along a length of the work platform 20. The robots 22 are placed on individual support stands 26, which are mounted on the gantries 24.

15 The robots 22 are provided with power, control and communication, as well as parts supply and return, via a cable carrier system 28. The cable carrier system 28 is positioned on or above the base platform 18 and underneath the work platform 20 to provide a compact solution for supplying the robots 22.

20 The work platform 20 has a profile height above the base platform 18 inside of the fuselage assembly 14. This profile height allows humans 30 to access the inside of the fuselage assembly 14 while standing on the work platform 20. The profile height can be 12 inches or less, although other embodiments may have a profile height that is more than 12 inches.

25 At the same time, the work platform 20 sets the humans 30 at the correct height to easily reach areas of work in the fuselage assembly 14. Moreover, the fuselage assembly 14 may be rotated, so that the humans 30 can reach upper or lower areas of work in the fuselage assembly 14. In one example, there is no need for ladders when the humans 30 work in the fuselage assembly 14.

30 The robots 22 and individual support stands 26 are positioned on the gantries 24 slightly above the base platform 18, and extend above the work platform 20 to a height necessary to position the robots 22 for an optimum reach within a work area. The robots 22 and individual support stands 26 can have a combined height of about 30 inches, which is about 18 inches above the 12 inch height of the work platform 20, although other embodiments may have a combined height that is less or more than 30 inches.

35 The base platform 18 and work platform 20 together provide a collaborative workspace for the robots 22 and humans 30 within the fuselage assembly 14. The work platform 20 is isolated from the robots 22 for stabilized positioning of the robots 22. Specifically, the work platform 20

provides isolated support for movement thereon without imparting any motion to the robots 22, thereby eliminating positioning errors caused by flexing, vibrations or fluctuations in the work platform's 20 height due to movement of the work platform 20.

FIGS. 2A and 2B are perspective side and top views of the work cell 10 layout, respectively, with the cradle fixture 12 and fuselage assembly 14 omitted, wherein the shape and position of the fuselage assembly 14 are indicated by dashed lines. These figures show the workstand 16 positioned at one end of the fuselage assembly 14 to independently support the base platform 18, as well as the work platform 20, both of which are suspended within the fuselage assembly 14.

These views illustrate an apparatus for supporting four collaborative robots 22 and humans 30 in a narrowing work envelope, for example, an aft/tail section and a nose section of the fuselage assembly 14. Specifically, the work platform 20 may be narrower than the base platform 18. The work platform 20 is positioned relative to the base platform 18 to provide areas 32 for moving or positioning the robots 22 and individual support stands 26, as well as humans 30, on one or more sides of the work platform 20.

The work platform 20 is tapered along its length, to fit the narrowing fuselage assembly 14, with a front end 20a that is wider than a back end 20b. The front end 20a of the work platform 20 is positioned at a forward end of the fuselage assembly 14 and the back end 20b of the work platform 20 is positioned at an aft end of the fuselage assembly 14.

The tapered configuration of the work platform 20 is used to expose areas 32 of the base platform 18 sufficient for the robots 22 and humans 30 to traverse the base platform 18 and maneuver around the work platform 20 for times when the robots 22 need to be serviced or inspected in position. This tapered configuration also allows the use of the same robots 22 for tapered as well as cylindrical sections of the fuselage assembly 14.

The work platform 20 can have a straight configuration, rather than a tapered configuration. This straight configuration could be used for cylindrical sections of the fuselage assembly 14.

Once the fuselage assembly 14 is in position, an end-of-platform support 34 is positioned and interlocked to the back end 20b of the work platform 20 to secure the position of the work platform 20. The end-of-platform support 34 can comprise a structure that is itself supported independently of the workstand 16 and base platform 18.

The work platform 20 also includes a ramp portion 20c, adjacent the front end 20a, that is secured through the base platform 18 and the workstand 16, wherein the ramp portion 20c promotes human 30 and tool cart access to the work platform 20. In addition, a ledge 20d is provided along one (or both) sides of the work platform 20 for humans 30 to stand on.

FIGS. 3A and 3B further illustrate the configuration of the work platform 20. FIG. 3A is a side perspective view of the work platform 20, taken on the line 3A-3A of FIG. 2A looking in the direction of the arrows; and FIG. 3B is a bottom view of the work platform 20 showing its underside, taken on the line 3B-3B of FIG. 3A looking in the direction of the arrows.

5 The work platform 20 can have a tapered configuration, with the wider portion 20a (the front end 20a) at a forward end of the work platform 20 and the narrower portion 20b (the back end 20b) at an aft end of the work platform 20. The work platform 20 also includes the ramp portion 20c adjacent to the front end 20a, which angles downward from the work platform 20 to reside on or above the base platform 18 (not shown).

10 In addition, the work platform 20 has a planar top surface 20a, 20b, 20c as shown in FIG. 3A and a ribbed bottom surface 20e with longitudinal struts 20f as shown in FIG. 3B. FIG. 3b also shows the underside of the ledge 20d of the work platform 20.

FIGS. 4A, 4B and 4C further illustrate the configuration of the work platform 20, robots 22, gantries 24, individual support stands 26 and cable carrier system 28. FIG. 4A is a side
15 perspective view of the work platform 20 (including the front end 20a, back end 20b and ramp 20c), robots 22, gantries 24 and individual support stands 26, taken on the line 4A-4A of FIG. 2B looking in the direction of the arrows; FIG. 4B is a top view of the work platform 20 (including the front end 20a, back end 20b, ramp 20c and ledge 20d), robots 22, gantries 24 and individual support stands 26, taken on the line 4B-4B of FIG. 4A looking in the direction of the arrows; and
20 FIG. 4C is a bottom view of the work platform 20 (including the front end 20a, back end 20b, ramp 20c, ledge 20d and struts 20f), robots 22, gantries 24, individual support stands 26 and cable carrier system 28, taken on the line 4C-4C of FIG. 4A looking in the direction of the arrows.

There may be separate gantries 24 on each side of the work platform 20. Each of the robots 22 are placed upon an individual support stand 26 that is attached to their respective gantries 24.

25 The robots 22 and the individual support stands 26 are fully supported by the gantries 24, which in turn are supported by the base platform 18 (not shown), and are not affected by motion of the work platform 20.

In designing the gantries 24, the need was identified to independently position two robots 22 on each side of the work platform 20 using only a single gantry 24. Current systems only allow
30 for one robot to be positioned along a gantry 24. The single gantry 24 can allow for independent control to drive two robots 22 on one side of the work platform 20 to their respective specified locations using high precision.

Each of the two robots 22 on one side of the work platform 20 are moved laterally along the side of the work platform 20 via the single gantry 24. Specifically, the gantry 24 allows each of
35 the robots 22 to travel a substantial portion of the length of the work platform 20 on one side of the

work platform 20, except for the space occupied by the other robot 22, as well as the space on the opposite side of the other robot 22.

The cable carrier system 28 can be positioned at least partially underneath the work platform 20 and conforms to a tapered configuration of the work platform 20. The cable carrier system 28 provides a set of cables 36 for each of the robots 22. Although shown as individual elements, each of the cables 36 may comprise a bundle of power, control and communication cables, as well as parts supply and return tubes.

The cable carrier system 28 is designed to be integrated with the work platform 20, but can be used independently of it. In designing the cable carrier system 28, there were no available concepts for stacking and nesting two pairs of cables 36 that would provide service to four robots 22 in a narrowing tapered configuration, within a compact space between the base platform 18 and the work platform 20. The cable carrier system 28 provides a unique method for stacking and nesting pairs of the cables 36 to the robots 22 on each side of the work platform 20, while keeping the cables 36 from interfering with each other and still allowing for a full range of motion.

In addition, the longitudinal struts 20f of the work platform 20 support at least portions of the cables 36 above the base platform 18, for stacking the pairs of cables 36, so that they do not interfere with each other. Specifically, an upper cable 36 in a pair is supported by the longitudinal struts 20f above a lower cable 36 in the pair, which allows the upper cable 36 to glide over the lower cable and the lower cable 36 to glide under the upper cable 36, without the cables 36 making contact.

FIG. 5 is a cutaway view of the work platform 20 positioned above the base platform 18, wherein the cutaway view shows only the left half of the work platform 20, with the right half of the work platform 20 removed, taken on the line 5-5 of FIG. 2A looking in the direction of the arrows.

The front end 20a of the work platform 20 is mounted on one or more risers 38, 40 mounted on the base platform 18, while the back end 20b of the work platform 20 is cantilevered above the base platform 18. Once the fuselage assembly 14 is in position, the end-of-platform support 34 is positioned and interlocked to the back end 20b of the work platform 20 to secure the position of the work platform 20.

The riser 38 is also a support structure, and is comprised of a bottom flange 38a, a triangular-shaped vertical web element 38b, and a top flange 38c, wherein the triangular-shaped vertical web element 38b connects the bottom flange 38a to the top flange 38c. The bottom flange 38a is mounted on the base platform 18, and the work platform 20 is mounted on the top flange 38c.

Similarly, the riser 40 is a support structure, and is comprised of a bottom flange 40a, a triangular-shaped vertical web element 40b, and a top flange 40c, wherein the triangular-shaped

vertical web element 40b connects the bottom flange 40a to the top flange 40c. The bottom flange 40a is mounted on the base platform 18, and the work platform 20 is mounted on the top flange 40c.

Note that only a portion of the riser 40 is shown with the right half of the work platform 20 removed, e.g., about half of the riser 40, with the remaining portion of the riser 40 hidden underneath the left half of the work platform 20. Note also that there is another riser 38 hidden underneath the left half of the work platform 20, wherein the hidden riser 38 is positioned on the opposite side of the riser 38 shown in FIG. 5.

The ramp portion 20c of the work platform 20 is also mounted on the risers 38, 40 to provide easy access from the base platform 18. The ramp portion 20c of the work platform 20 is supported on or above the triangular-shaped vertical web element 38b. The ramp portion 20c of the work platform 20 also is supported on or above the triangular-shaped vertical web element 40b.

The risers 38, 40 for the work platform 20 are positioned on the base platform 18 in such a way that they do not interfere with the gantries 24 or the cable carrier system 28. The risers 38, 40 allow the gantries 24 and the cable carrier system 28 to be positioned between the work platform 20 and the base platform 18.

The riser 40 may also include a support section 40d for at least portions of the cables 36 positioned midway up the vertical web element 40b, for stacking the pairs of cables 36, so that they do not interfere with each other. Specifically, an upper cable 36 in a pair is supported by the support section 40d above a lower cable 36 in the pair, which allows the upper cable 36 to glide over the lower cable and the lower cable 36 to glide under the upper cable 36, without the cables 36 making contact.

As noted above, there may be one gantry 24 positioned adjacent to each inside edge of the work platform 20 for moving the robots 22 along a length of the work platform 20. The gantry 24 is constructed of a steel main square support tube 42 that is anchored near the riser 38 at one end, i.e., a forward end 18a, of the base platform 18, so that the weight of the gantry 24 is supported from the forward end 18a of the base platform 18. A remainder of the steel main square support tube 42 is cantilevered and positioned above the base platform 18 towards another end, i.e., an aft end 18b, of the base platform 18, so that the gantry 24 is isolated from motion of the work platform 20. The steel main square support tube 42 is then coupled to the end-of-platform support 34 at the aft end 18b of the base platform 18. Another gantry 24 is present on the left side of the work platform 20, in a mirror image of the gantry 24 shown, but is obscured by the work platform 20 in this view.

The work platform 20 also includes one or more removable access panels 44. In the example of FIG. 5, there is one access panel 44 in the left half of the work platform 20 shown, but there would be similarly placed access panel in the right half of the work platform 20 that is

omitted. The removable access panels 44 are designed to provide access to components of the gantry 24 and cable carrier system 28 underneath the work platform 20, e.g., for repair, installation and/or removal.

FIG. 6 provides a view where the work platform 20 has been removed, but with its outline indicated in dashed lines, leaving only the robots 22, gantries 24, individual support stands 26 and cable carrier system 28.

The cable carrier system 28 maintains the cables 36a, 36b, 36c, 36d in a crossover configuration in the space between the base platform 18 and the work platform 20. Specifically, the cable carrier system 28 positions the four cables 36a, 36b, 36c, 36d to independently supply the four robots 22a, 22b, 22c, 22d without interfering with each other and still allowing for a full range of motion for the cables 36a, 36b, 36c, 36d.

The shape of the work platform 20 helps to guide the cable carrier system 28. In addition, sections of the cables 36a and 36c are pinned at 28a and sections of the cables 36b and 36d are pinned at 28b, where they crossover, in order to pivot, which allows the cables 36a, 36b, 36c, 36d to go from a minimum to maximum radius without sliding from the pinned locations at 28a, 28b, which keeps the correct amount of cable 36a, 36b, 36c, 36d in place at all times. The pinning of the cables 36a, 36b, 36c, 36d at 28a, 28b prevents the cables 36a, 36b, 36c, 36d from slipping backward through the crossover area and interfering with any opposing set of cables 36a, 36b, 36c, 36d.

The cables 36a, 36b or 36c, 36d for the robots 22a, 22b or 22c, 22d on a first side of the work platform 20 are fed in from a second side of the work platform 20 opposite the first side of the work platform 20 at a first end of the work platform 20, and the cables 36a, 36b or 36c, 36d for the robots 22a, 22b or 22c, 22d on the second side of the work platform 20 are fed in from the first side of the work platform 20 opposite the second side of the work platform 20 at the first end of the work platform 20. For example, the cables 36a, 36b for the two robots 22a, 22b on a right-side of the work platform 20 lay on the base platform 18 and are fed in from a left-side of the base platform 18 at the front end 20a of the work platform 20. The cables 36c, 36d for the two robots 22c, 22d on the left-side of the work platform 20 are fed in from the right-side of the work platform 20 at the front end 20a of the work platform 20.

In the cable carrier system 28, the cables 36a, 36b, 36c, 36d are crisscrossed to communicate with the robots 22a, 22b, 22c, 22d, so that the cables 36a, 36b, 36c, 36d flow from adjacent the front end 20a on one side of the work platform 20 to adjacent the back end 20b and the front end 20a on an opposite side of the work platform 20. For example, cable 36a connects to robot 22a; cable 36b connects to robot 22b; cable 36c connects to robot 22c; and cable 36d connects to robot 22d. Cables 36a and 36b flow from adjacent the front end 20a of the work platform 20 on the left-side of the work platform 20 to adjacent the back end 20b and the front end

20a of the work platform 20 on the right-side of the work platform 20. Cables 36c and 36d flow from adjacent the front end 20a of the work platform 20 on the right-side of the work platform 20 to adjacent the back end 20b and the front end 20a of the work platform 20 on the left-side of the work platform 20.

5 The cables 36a, 36b, 36c, 36d are stacked and nested so that a first one of the cables 36a, 36b or 36c, 36d can reach any location aft (towards the back end 20b) of a second one of the cables 36b, 36a or 36d, 36c, and the second one of the cables 36a, 36b or 36c, 36d can reach any location forward (towards the front end 20a) of the first one of the cables 36b, 36a or 36d, 36c. For
10 example, the cables 36a, 36b are stacked and nested so that the cable 36a can reach any location aft (towards the back end 20b) of the cable 36b and the cable 36b can reach any location forward (towards the front end 20a) of the cable 36a. Similarly, the cables 36c, 36d are stacked and nested so that the cable 36c can reach any location aft (towards the back end 20b) of the cable 36d and the cable 36d can reach any location forward (towards the front end 20a) of the cable 36c.

 In addition, the cables 36a, 36b, 36c, 36d are stacked and nested, so that on each side of the
15 work platform 20, a first one of the robots 22a, 22b, 22c, 22d can travel towards a first end (20a or 20b) of the work platform 20, while a second one of the robots 22a, 22b, 22c, 22d travels towards a second end (20b or 20a) of the work platform 20, without the cables 36a, 36b, 36c, 36d interfering with each other. For example, one robot 22a can travel towards the front end 20a of the work
20 platform 20, while another robot 22b travels towards the back end 20b of the work platform 20, without the cables 36a, 36b interfering with each other; and one robot 22c can travel towards the front end 20a of the work platform 20, while another robot 22d travels towards the back end 20b of the work platform 20, without the cables 36c, 36d interfering with each other.

 Otherwise, there would be the problem of potential restriction of movement of the four
25 robots 22a, 22b, 22c, 22d. Current cable track systems do not nest and stack in a crossing pattern to provide the full reach that is required in this configuration. The cable carrier system 28 allows for the cables 38, 38b, 38c, 38d to be connected to the robots 22a, 22b, 22c, 22d in a very small
workspace while not interfering with each other.

 FIG. 7 is another view of the gantry 24 on one side of the work platform 20 (not shown), as well as the individual support stands 26a, 26b attached to the gantry 24, with the robots 22
30 omitted. In designing the gantry 24, the need was identified to independently position two robots 22 by using only a single gantry 24. Current systems only allow for one robot to be positioned along a gantry. This system allows for independent control to drive both robots 22 to specified locations on a single gantry 24 using high precision.

 The gantry 24 includes a plurality of drive belts 46a, 46b for independently positioning the
35 individual support stands 26a, 26b (and the robots 22 placed thereon). There can be two belts 46a, 46b running along the length of the gantry 24, wherein the two belts 46a, 46b are positioned

vertically with respect to each other. The top belt 46a can drive the aft individual support stand 26a, and the bottom belt 46b can drive the forward individual support stand 26b, although this may be reversed in other embodiments.

5 Each of the individual support stands 26a, 26b on one side of the work platform 20 are moved laterally along the side of the work platform 20 via the drive belts 46a, 46b. Specifically, the drive belts 46a, 46b allow each of the individual support stands 26a, 26b to travel the length of the work platform 20, except for the space occupied by the other individual support stand 26a, 26b, on one side of the work platform 20.

10 Each of the individual support stand 26a, 26b includes a base 48 that extends underneath the main square support tube 42 of the gantry 24 to counter-balance the individual support stand 26a, 26b (and the robot 22 placed thereon).

The main square support tube 42 is comprised of two guide rails 50a, 50b, comprising an upper guide rail 50a and a lower guide rail 50b. Each of the individual support stands 26a, 26b includes a bracket 52 that mounts the base 48 to the guide rails 50a, 50b of the gantry 24 to provide 15 for movement and support of the individual support stand 26a, 26b (and the robot 22 placed thereon).

Each of the individual support stands 26a, 26b are cantilevered from the rails 50a, 50b, so that the individual support stand 26a, 26b (and the robot 22 placed thereon) are supported from an inboard side of the gantry 24, and the weight of the individual support stand 26a, 26b and the 20 robots 22 does not affect either the base platform 18 during positioning of the fuselage assembly 14 or the work platform 20.

The bracket 52 of the individual support stands 26a, 26b also includes one or more bearing blocks 54a, 54b that are attached to both ends of one of the drive belts 46a, 46b. A belt tensioning mechanism 56 connects the bearing blocks 54a, 54b and ensures that a proper tension is maintained 25 on the drive belt 46a, 46b.

Cables 36 for the robots 22 are supported by the base 48 of the individual support stand 26a, 26b, and are routed through an aperture 58 in the bracket 52 of the individual support stand 26a, 26b to the robot 22 placed thereon.

30 FIG. 8 is another view of the gantry 24 on one side of the work platform 20, as well as the individual support stands 26 attached to the gantry 24, showing details of the dual drive belt 46a, 46b.

Each of the belts 46a, 46b includes a motor 60a, 60b, and one or more pulleys 62a, 62b. Specifically, the top belt 46a is driven by pulley motor 60a, wherein the belt 46a is wrapped around pulleys 62a, and the bottom belt 46b is driven by pulley motor 60b, wherein the belt 46b is 35 wrapped around pulleys 62b. Pulleys 62a, 62b are used so that the drive motors 60a, 60b are positioned near a forward end of the work platform 20 for ease of access for maintenance via

access panels 44. A similar configuration of pulleys 62a, 62b are positioned at the other end of the gantry 24, but without the motors 60a, 60b.

The forward sides of the belts 46a, 46b are exposed on the main square support tube 42 between the upper rail guide 50a and lower rail guide 50b. The return sides of the belts 46a, 46b are internal to the main square support tube 42.

Finally, cabling 36 for the robot 22 lays in the base 48, threads through the aperture 58 in the bracket 52, and extends underneath the lower guide rail 50b as well as the belts 46a, 46b.

Airplane Assembly

The disclosure may be described in the context of an aircraft manufacturing and service method 64 comprised of steps 66-78 as shown in FIG. 9 and an aircraft 80 comprised of components 82-94 as shown in FIG. 10.

As shown in FIG. 9, during pre-production, exemplary method 64 may include specification and design 66 of the aircraft 80 and material procurement 68. During production, component and subassembly manufacturing 70 and system integration 72 of the aircraft 80 takes place. Thereafter, the aircraft 80 may go through certification and delivery 74 in order to be placed in service 76. While in service 76 by a customer, the aircraft 80 is scheduled for routine maintenance and service 78 (which includes modification, reconfiguration, refurbishment, and so on). The base platform 18, work platform 20, robots 22 and other elements as described herein can be used at least in steps 70 and 72 of method 64.

Each of the processes of method 64 may be performed or carried out by a system integrator, a third party, and/or an operator (e.g., a customer). For the purposes of this description, a system integrator may include without limitation any number of aircraft manufacturers and major-system subcontractors; a third party may include without limitation any number of vendors, subcontractors, and suppliers; and an operator may be an airline, leasing company, military entity, service organization, and so on.

As shown in FIG. 10, the aircraft 80 produced by exemplary method 64 may include an airframe 82 with a plurality of systems 84 and an interior 86. Examples of high-level systems 84 include one or more of a propulsion system 88, an electrical system 90, a hydraulic system 92, and an environmental system 94. Any number of other systems may be included. Although an aerospace example is shown, the principles of the disclosure may be applied to other industries, such as the automotive industry.

Apparatus and methods embodied herein may be employed during any one or more of the stages of the production method 64. For example, components or subassemblies corresponding to production process 70 may be fabricated or manufactured in a manner similar to components or subassemblies produced while the aircraft 80 is in service 76. Also, one or more apparatus

embodiments, method embodiments, or a combination thereof may be utilized during the production stages 70 and 72, for example, by substantially expediting assembly of or reducing the cost of an aircraft 80. Similarly, one or more of apparatus embodiments, method embodiments, or a combination thereof may be utilized while the aircraft 80 is in service 76, for example and without
5 limitation, to maintenance and service 78.

Conclusies

1. Inrichting voor het positioneren van robots onder gebruikmaking van een stellage, omvattende:

- 5 een basisplatform;
 een werkplatform dat boven het basisplatform is gepositioneerd teneinde één of meer mensen te ondersteunen;
 één of meer robots die aan het basisplatform onafhankelijk van het werkplatform zijn gesteund; en
 10 tenminste een stellage die is gepositioneerd boven het basisplatform en naburig is aan het werkplatform, voor het ondersteunen en positioneren van de robots langs het werkplatform.

2. Inrichting volgens conclusie 1, waarbij elk van de robots op een individuele ondersteuningsstijl is geplaatst die is bevestigd aan de stellage.

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3. Inrichting volgens conclusie 2, waarbij de individuele ondersteuningsstijl een basis omvat die zich onder de stellage uitstrekt teneinde tegenwicht te bieden aan de individuele ondersteuningsstijl en de robot die daarop is geplaatst.

- 20 4. Inrichting volgens conclusie 2 of 3, waarbij de stellage een of meer geleidingsrails omvat en de individuele ondersteuningsstijl een haak omvat die de basis van de geleidingsrails ondersteunt teneinde beweging en ondersteuning van de individuele ondersteuningsstijl te verschaffen en de daarop geplaatste robot.

- 25 5. Inrichting volgens conclusie 4, waarbij de individuele ondersteuningsstijl een vrije einde is aan de geleidingsrail opdat de individuele ondersteuningsstijl en de daarop geplaatste robot ondersteund zijn aan een binnenwaartse zijde van de stellage.

- 30 6. Inrichting volgens een van de conclusies 4 of 5, waarbij kabels voor de robots zijn ondersteund door de basis van de individuele ondersteuningsstijl en voor een opening in de haak van de individuele ondersteuningsstijl, waar doorheen de daarop geplaatste robots zijn gerouteerd.

- 35 7. Inrichting volgens een van de conclusies 4-6, waarbij de haak omvat een of meer lagerblokken die zijn bevestigd aan de einden van een aandrijfriem, en een riemspanmechanisme dat de lagerblokken verbindt teneinde te verzekeren dat een juiste spanning op de aandrijfriem blijft behouden.

8. Inrichting volgens een van de conclusies 1-7, waarbij de stellage omvat een aantal aandrijfriemen voor het individueel positioneren van de robots aan de stellage op gespecificeerde stellingen.

5

9. Inrichting volgens conclusie 8, waarbij de aandrijfriemen verticaal ten opzichte van elkaar gepositioneerd zijn.

10. Inrichting volgens conclusie 8 of 9, waarbij de aandrijfriemen elk van de robots zijdelings langs een zijde van het werkplatform bewegen.

11. Inrichting volgens een van de conclusies 8-10, waarbij de aandrijfriemen elk van de robots zijdelings langs een zijde van werkplatform bewegen, behalve voor ruimten die door andere robots worden ingenomen.

15

12. Inrichting volgens een van de conclusies 8-11, waarbij elk van de aandrijfriemen een motor omvat en een of meer pulleys, en de motor is gepositioneerd aan een einde van het werkplatform naburig aan een toegangspaneel voor toegangsgemak voor onderhoud.

20 13. Inrichting volgens een van de conclusies 1-12, waarbij de stellage is gepositioneerd langs een rand van het werkplatform en tenminste gedeeltelijk onder het werkplatform.

14. Inrichting volgens een van de conclusies 1-13, waarbij de ten minste één stellage een aantal stellingen op meer zijden van het werkplatform omvat.

25

15. Inrichting volgens een van de conclusies 1-14, waarbij de stellage is verankerd en aan een zijde van het basisplatform is ingeklemd met een vrij einde, zodat het overblijvende gedeelte van de stellage is gepositioneerd boven het basisplatform.

30 16. Werkwijze voor het positioneren van robots onder gebruikmaking van een stellage, omvattende:

het verschaffen van een basisplatform

het positioneren van een werkplatform boven het basisplatform voor het ondersteunen van een of meer mensen;'

35 het ondersteunen van een of meer robots aan het basisplatform onafhankelijk van het werkplatform;

en

het positioneren van tenminste een stellage boven het basisplatform en naburig aan het werkplatform voor het ondersteunen en positioneren van de robots langs het werkplatform.

5 17. Werkwijze volgens conclusie 16, waarbij elk van de robots op een individuele ondersteuningsstijl is geplaatst die is bevestigd aan de stellage.

18. Werkwijze volgens conclusie 17, waarbij de individuele ondersteuningsstijl een basis omvat die zich onder de stellage uitstrekt teneinde tegenwicht te bieden aan de individuele
10 ondersteuningsstijl en de robot die daarop is geplaatst.

19. Werkwijze volgens conclusie 17 of 18, waarbij de stellage een of meer geleidingsrails omvat en de individuele ondersteuningsstijl een haak omvat die de basis van de geleidingsrails ondersteunt teneinde beweging en ondersteuning van de individuele ondersteuningsstijl te
15 verschaffen en de daarop geplaatste robot.

20. Werkwijze volgens conclusie 19, waarbij de individuele ondersteuningsstijl een vrije einde is aan de geleidingsrail teneinde dat de individuele ondersteuningsstijl en de daarop geplaatste robot ondersteund zijn van een binnenwaartse zijde van de stellage.

20

21. Werkwijze volgens conclusie 19 of 20, waarbij kabels voor de robots zijn ondersteund door de basis van de individuele ondersteuningsstijl en voor een opening in de haak van de individuele ondersteuningsstijl, waar de daarop geplaatste robots zijn gerouteerd.

25 22. Werkwijze volgens een van de conclusies 19-21, waarbij de haak omvat een of meer lagerblokken die zijn bevestigd aan de einden van een aandrijfriem, en een riemspanmechanisme dat de lagerblokken verbindt teneinde te verzekeren dat een juiste spanning op de aandrijfriem blijft behouden.

30 23. Werkwijze volgens een van de conclusies 16-22, verder omvattende het onafhankelijk van elkaar positioneren van een aantal robots aan de stellage op vastgestelde locaties onder gebruikmaking van een aantal aandrijfriemen.

24. Werkwijze volgens conclusie 23, waarbij de aandrijfriemen verticaal zijn gepositioneerd
35 ten opzichte van elkaar.

25. Werkwijze volgens conclusie 23 of 24, waarbij de aandrijfriemen elk van de robots zijdelings langs een zijde van het werkplatform bewegen.

5 26. Werkwijze volgens een van de conclusies 23-25, waarbij de aandrijfriemen elk van de robots zijdelings langs een zijde van werkplatform bewegen, behalve de ruimten die door andere robots worden ingenomen.

10 27. Werkwijze volgens een van de conclusies 23-26, waarbij elk van de aandrijfriemen een motor omvat en een of meer pulleys, en de motor is gepositioneerd aan een einde van het werkplatform naburig aan een toegangspaneel voor toegangsgemak voor onderhoud.

28. Werkwijze volgens een van de conclusies 16-27, waarbij de stellage is gepositioneerd langs een rand van het werkplatform en tenminste gedeeltelijk onder het werkplatform.

15 29. Werkwijze volgens een van de conclusies 16-28, waarbij de tenminste een stellage een aantal stellages op meer zijden van het werkplatform omvat.

20 30. Werkwijze volgens een van de conclusies 16-29, waarbij de stellage is verankerd en aan een zijde van het basisplatform is ingeklemd met een vrij einde, zodat het overblijvende gedeelte van de stellage is gepositioneerd boven het basisplatform.

25 31. Werkwijze volgens een van de voorgaande conclusies 16-30, waarbij het basisplatform is aangebracht binnen een assemblage voor een vliegtuig en waarin het werkplatform is gepositioneerd boven het basisplatform in de assemblage.

32. Werkwijze volgens conclusie 31 voor gebruik bij het assembleren van een vliegtuigromp.

30 33. Systeem omvattende een inrichting volgens een van de conclusies 1-15 en een vliegtuigrompsamenstel.

34. Gebruik van een inrichting volgens een van de conclusies 1-15, of een systeem volgens een van de conclusies 16-31, voor het assembleren van een vliegtuigromp.

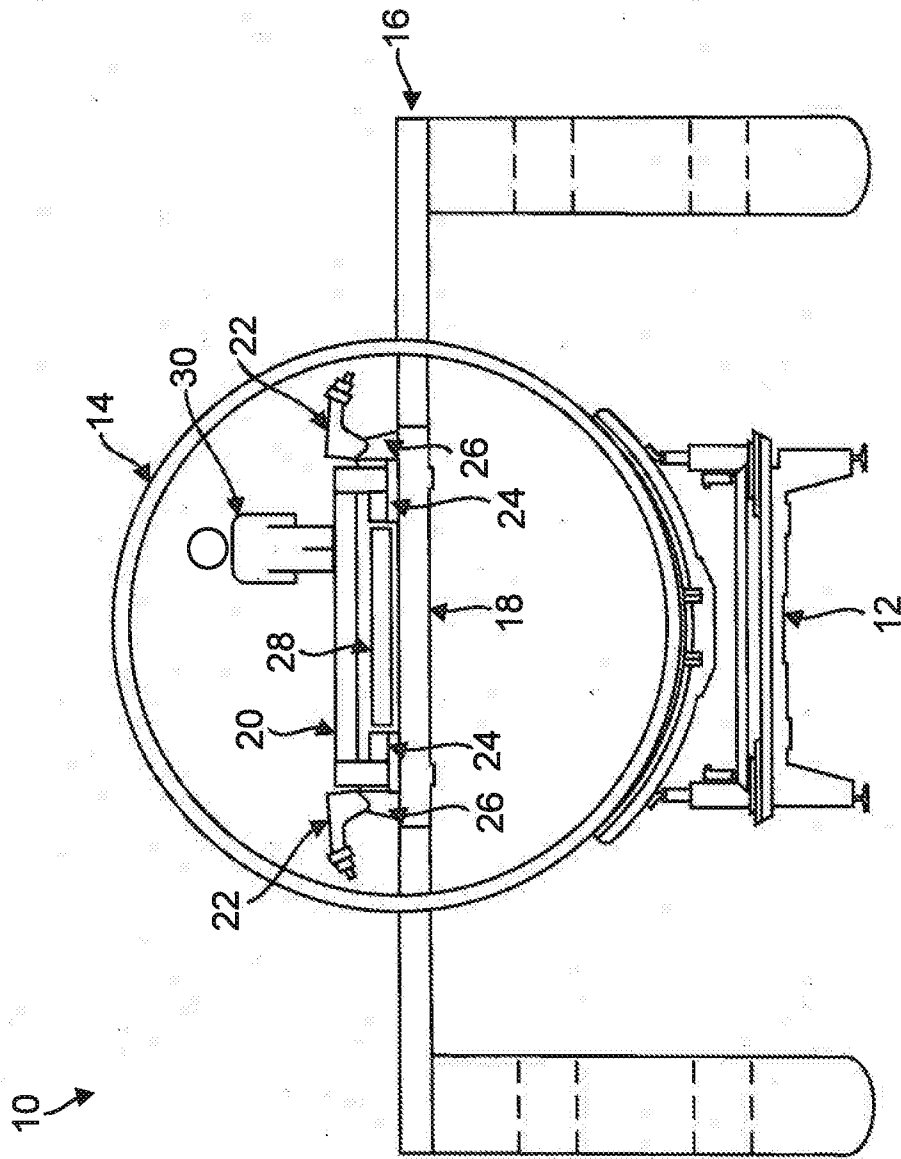


FIG. 1

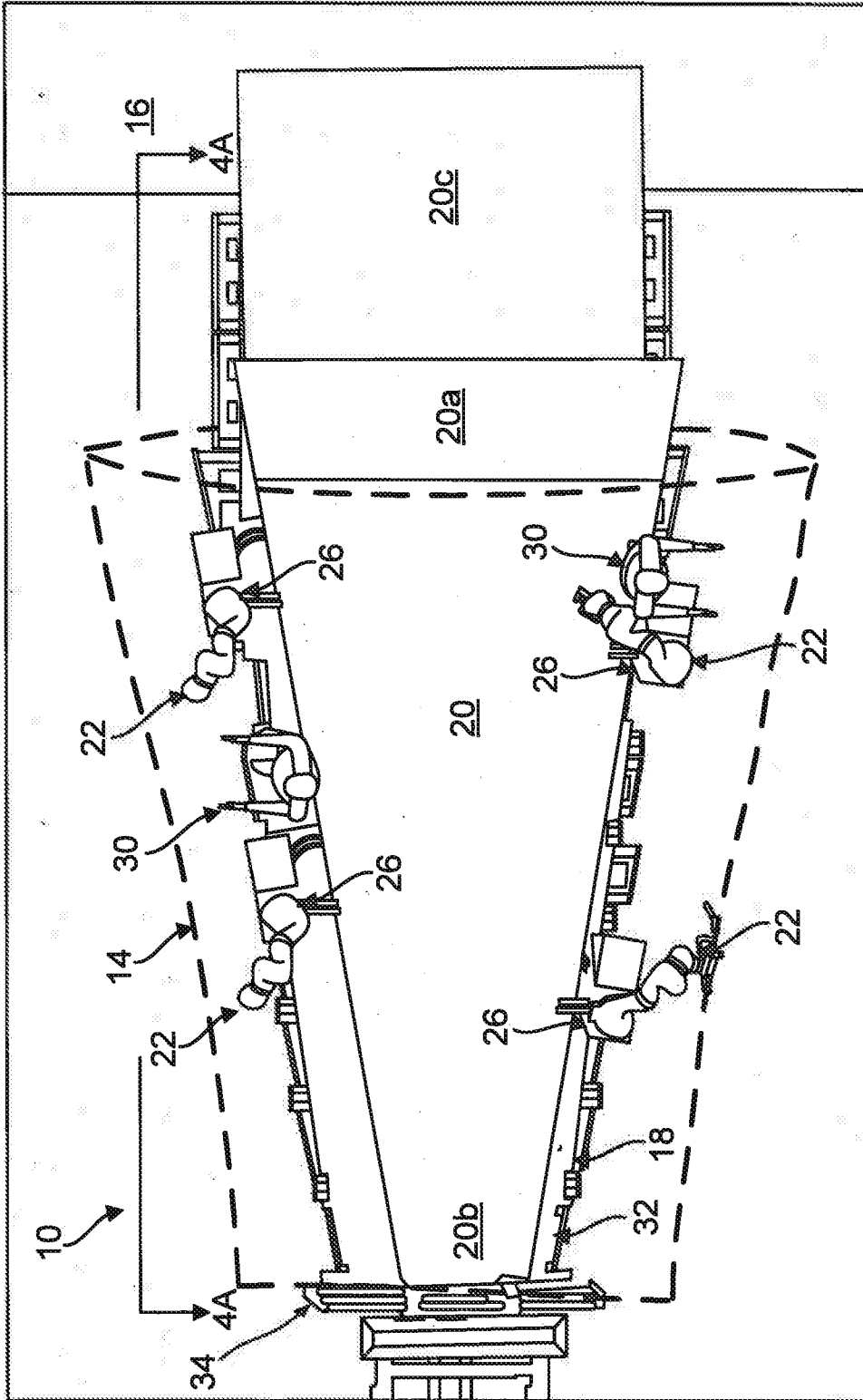


FIG. 2B

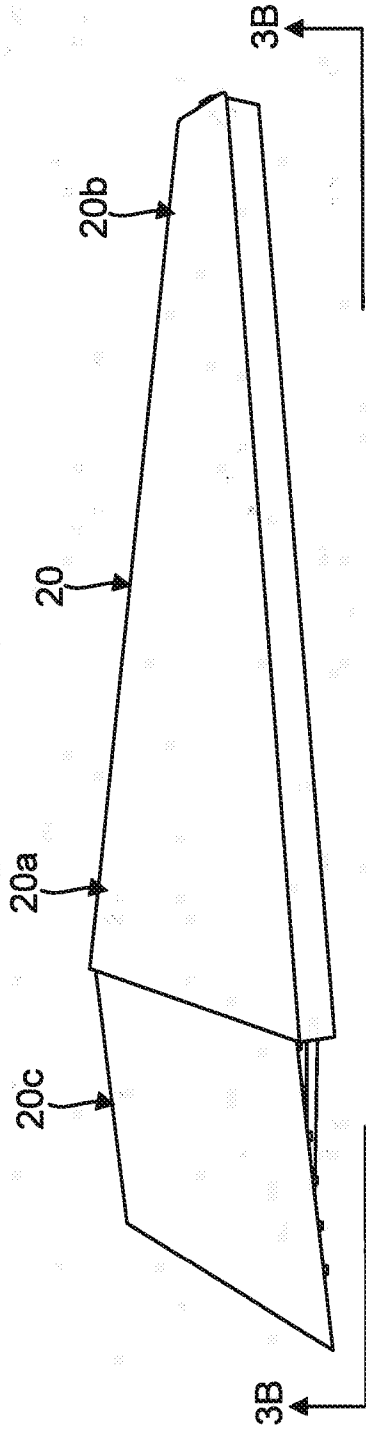


FIG. 3A

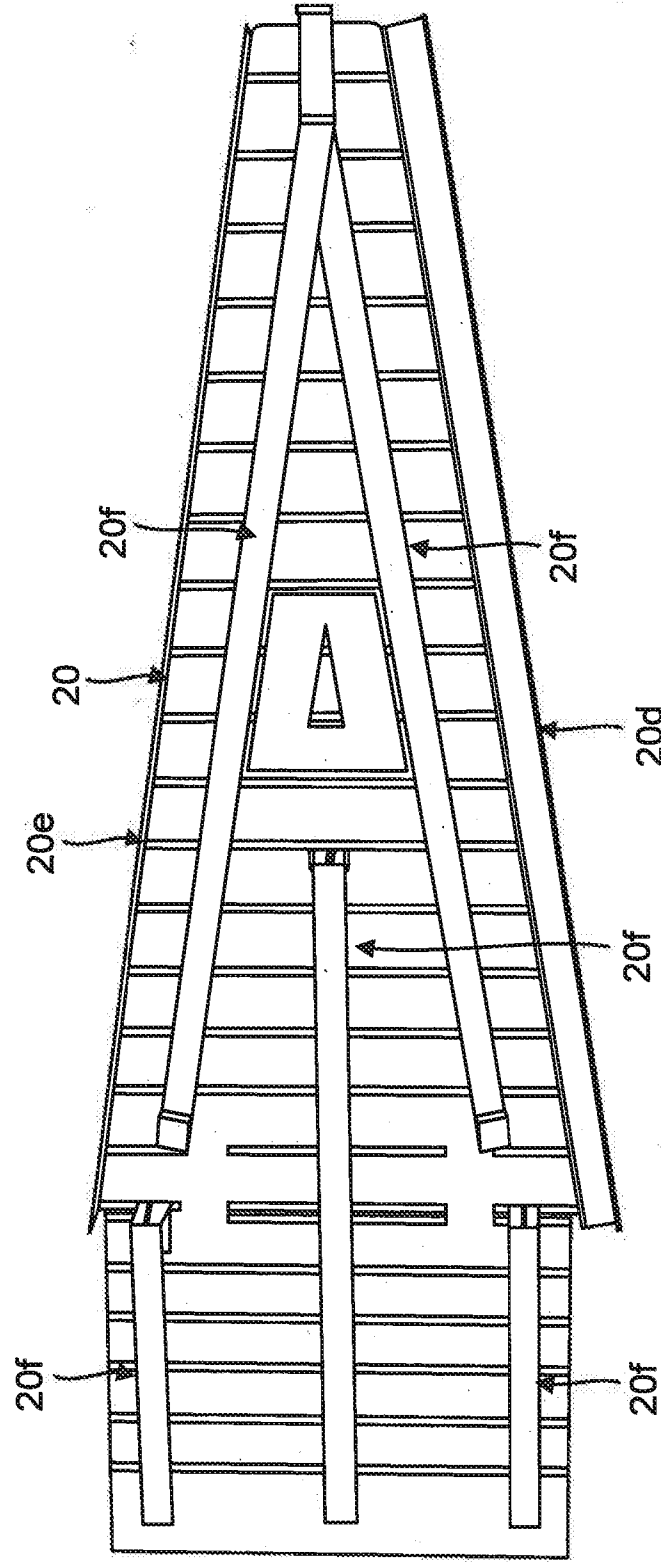


FIG. 3B

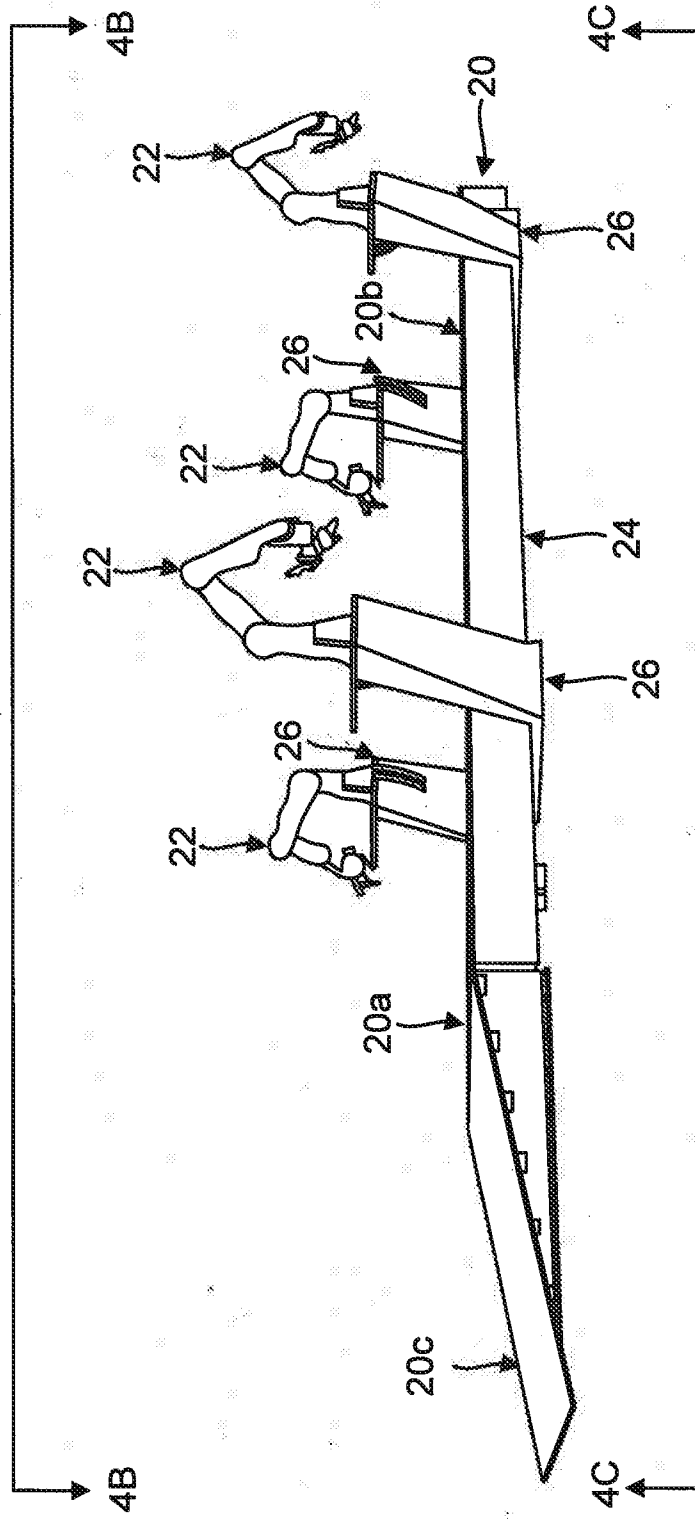


FIG. 4A

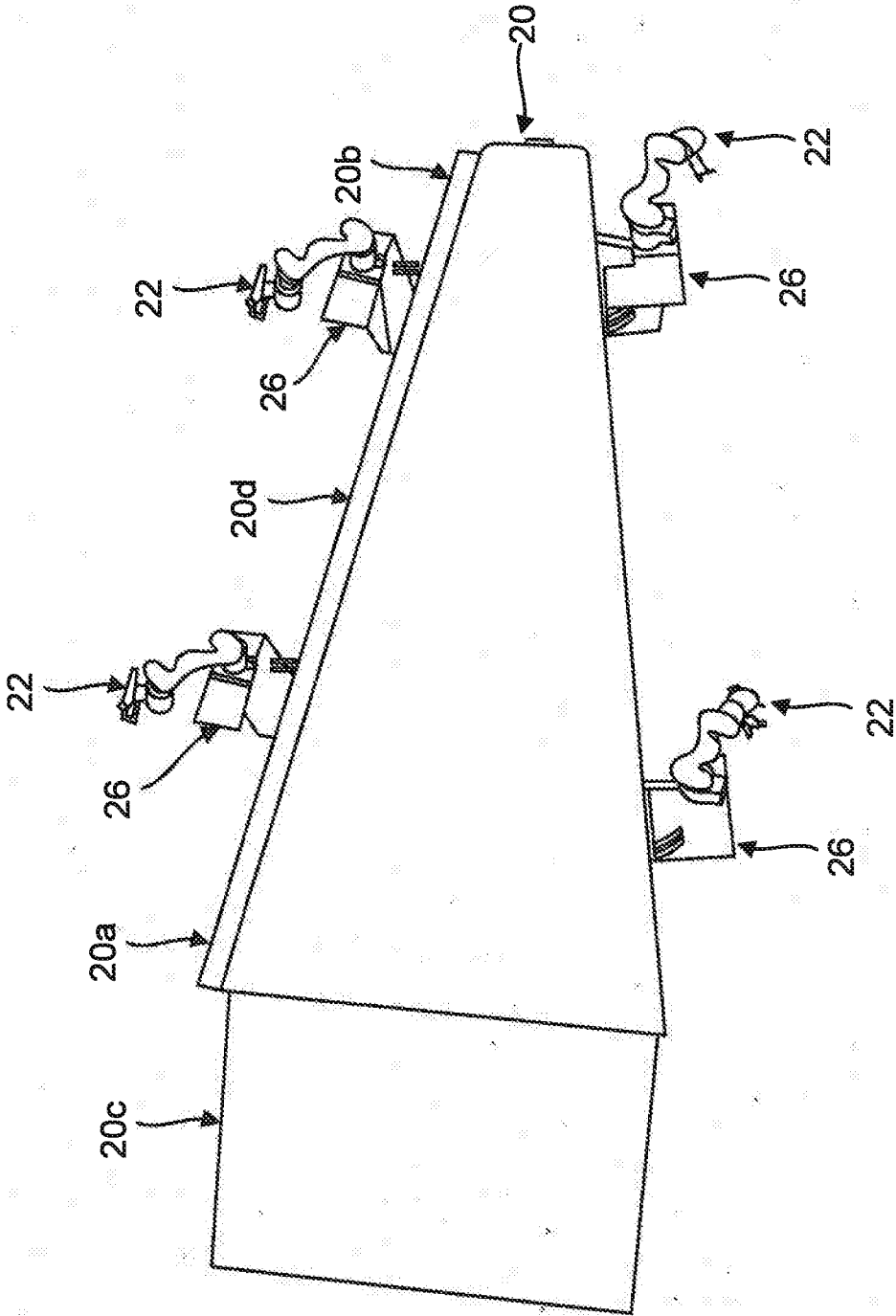


FIG. 4B

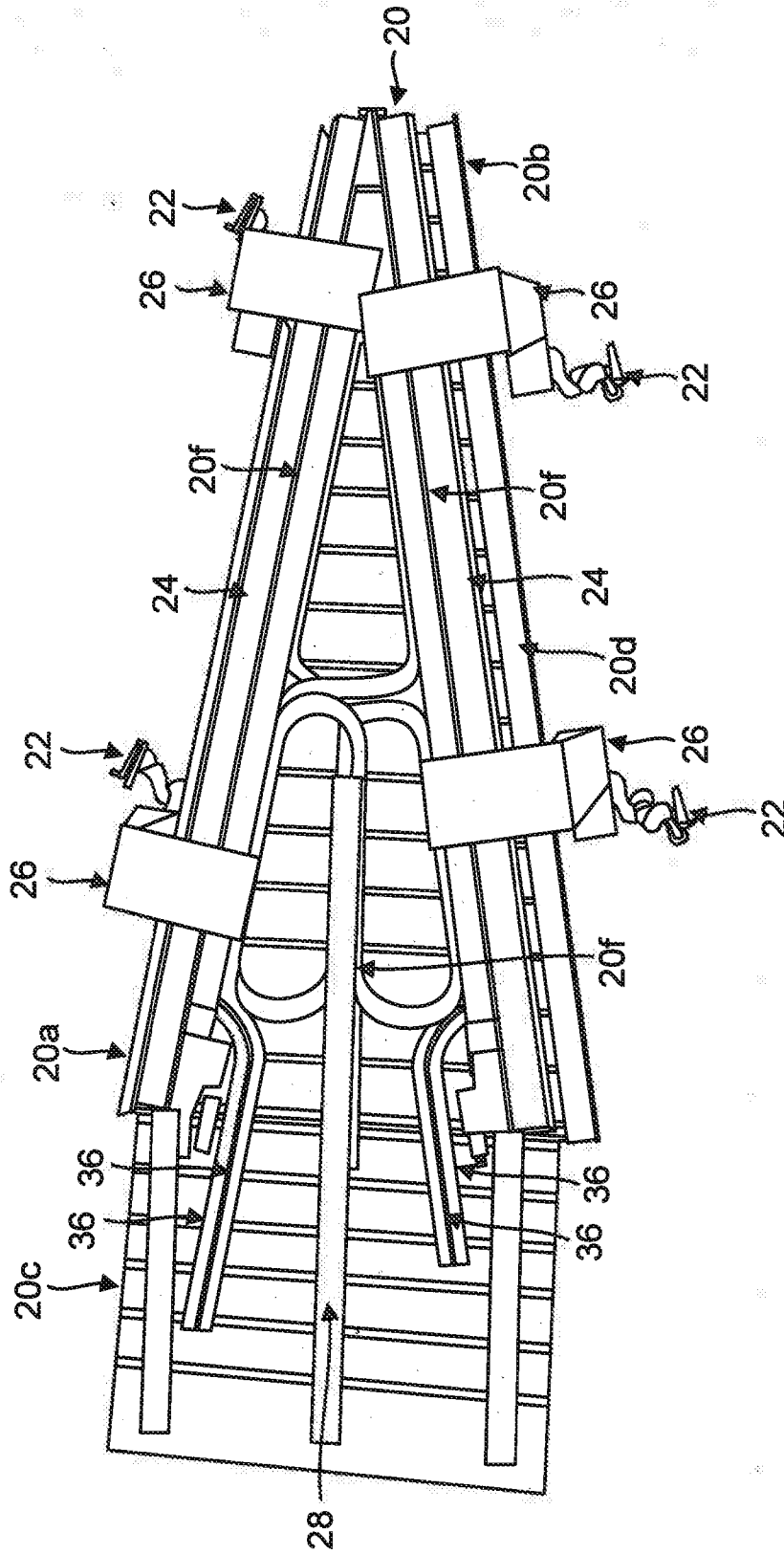


FIG. 4C

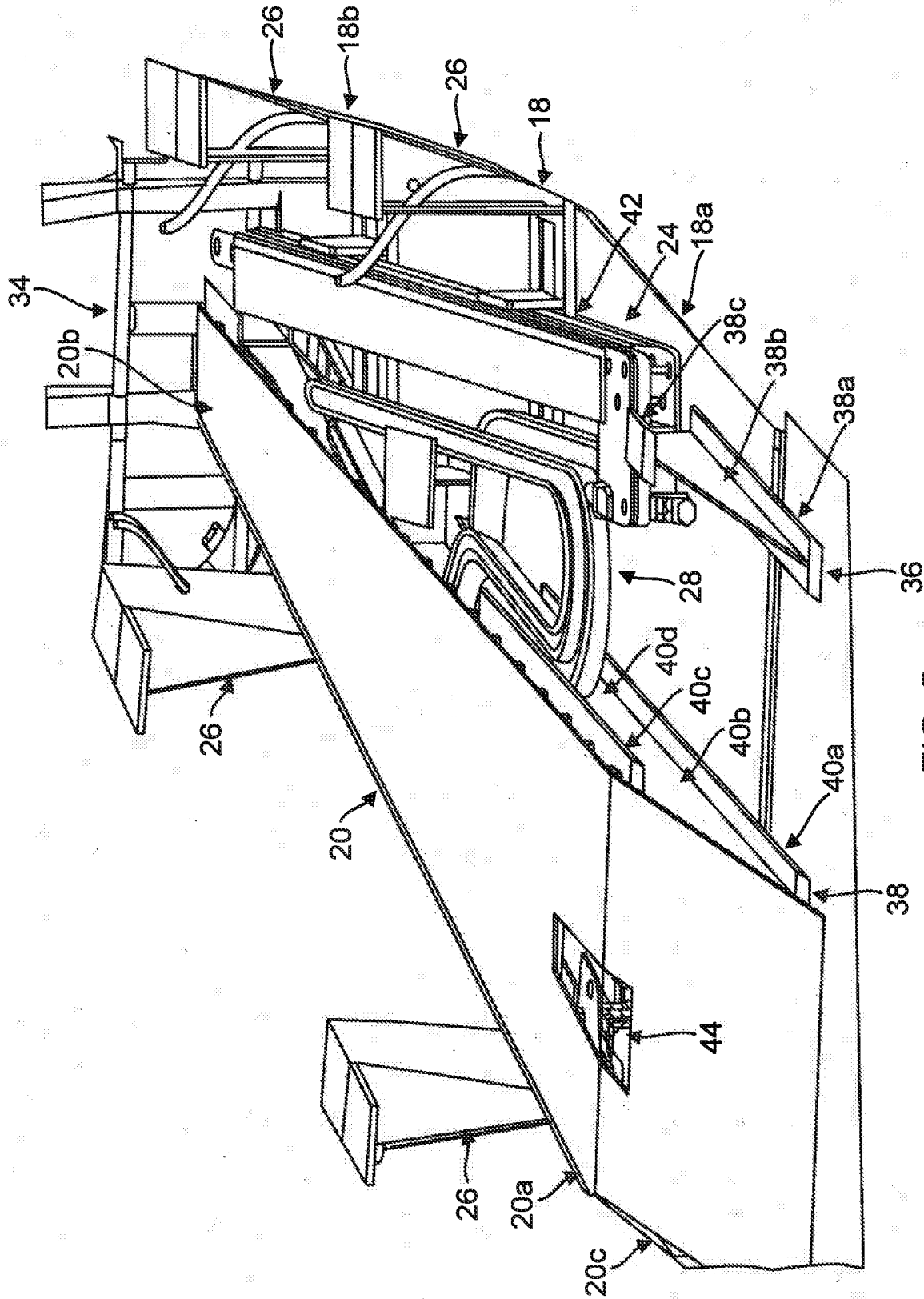


FIG. 5

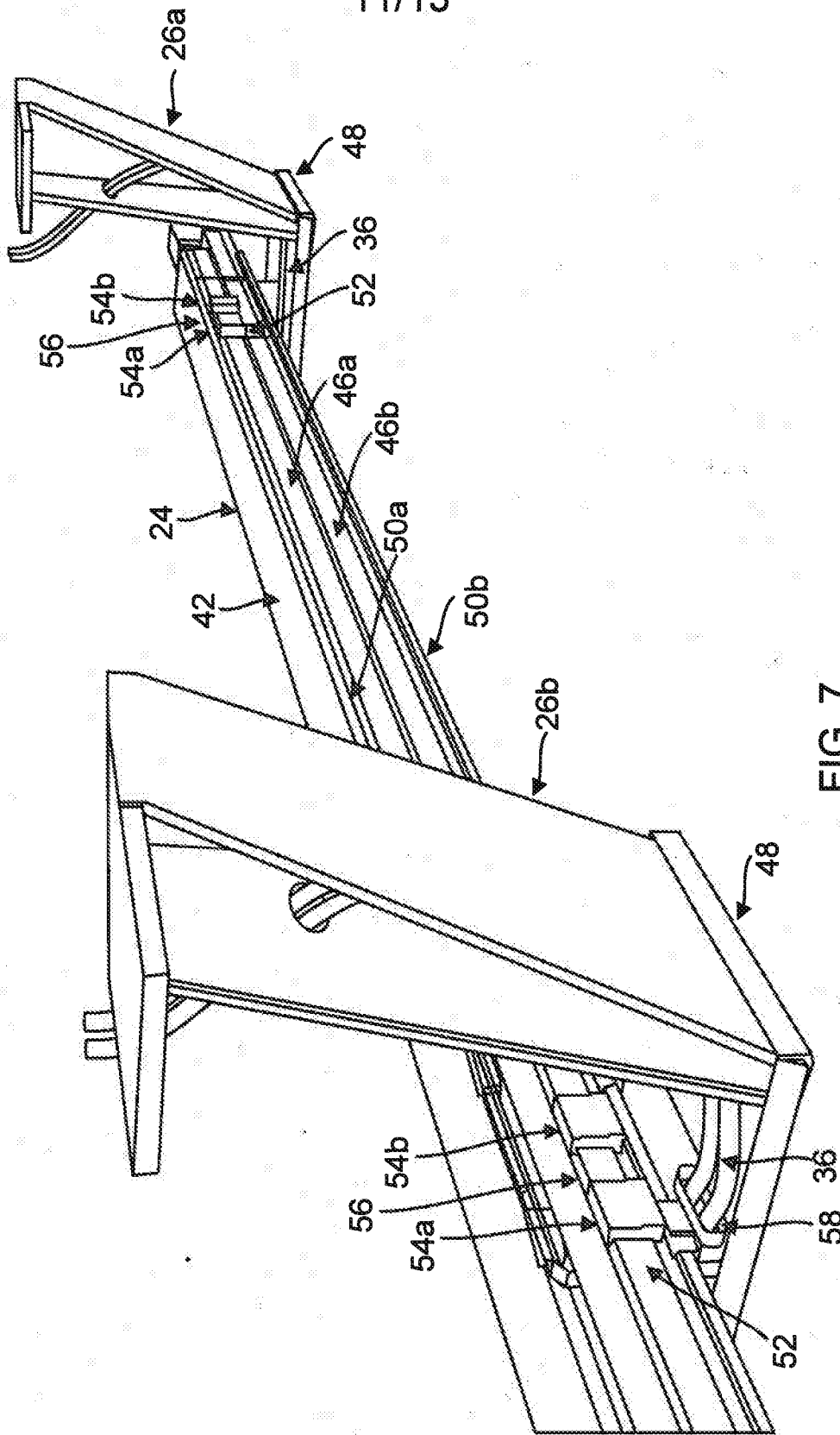


FIG. 7

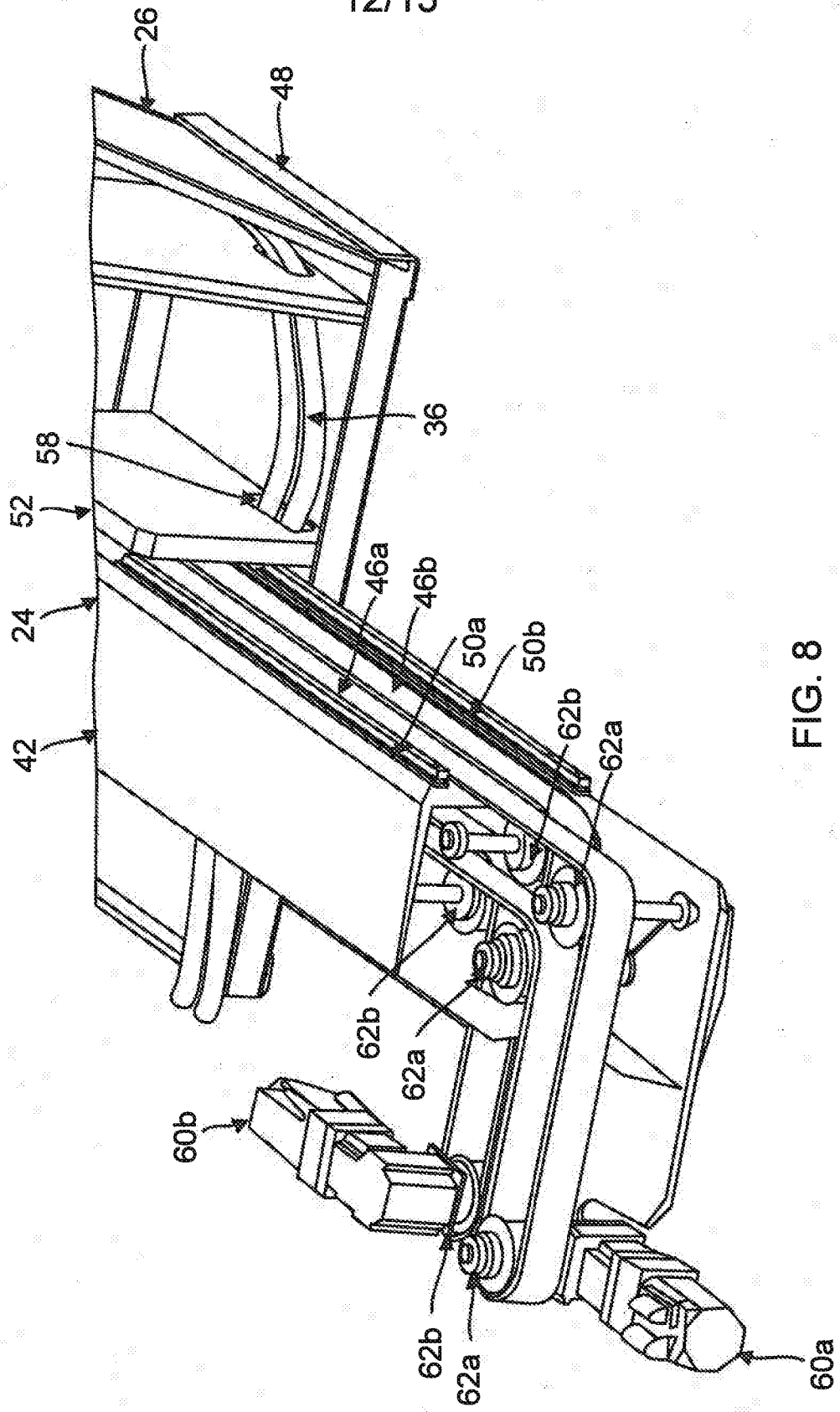


FIG. 8

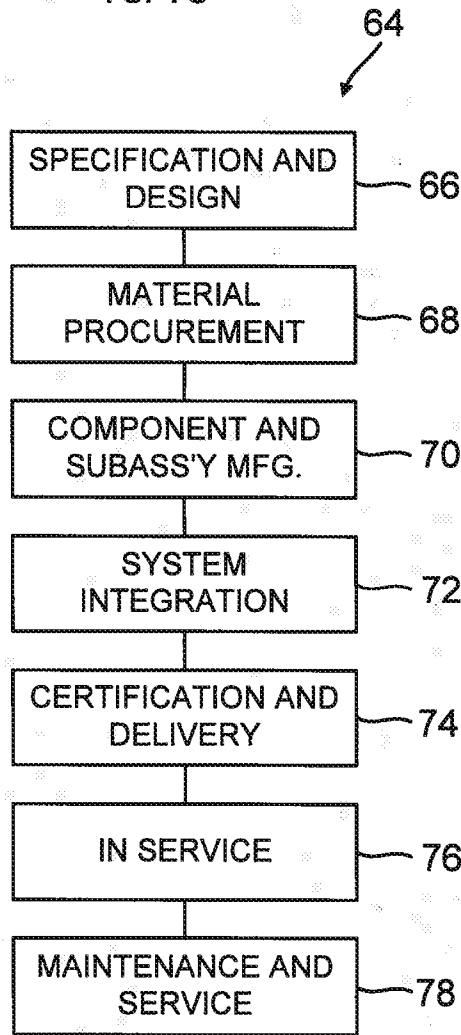


FIG. 9

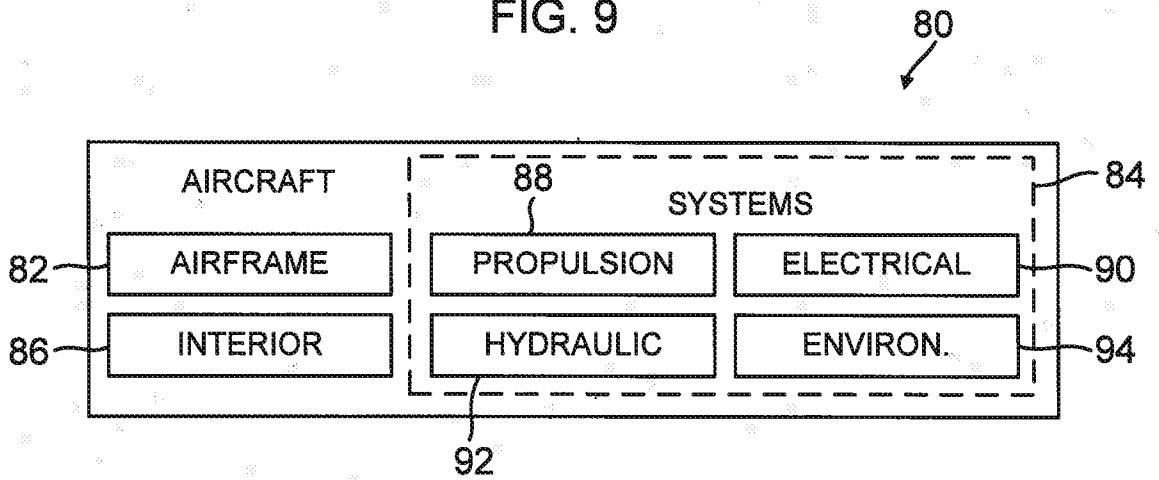


FIG. 10

ABSTRACT

A method and apparatus for positioning robots using a gantry. A base platform is provided, and a work platform is positioned above the base platform for supporting one or more humans.

- 5 One or more robots are supported on the base platform independently of the work platform. At least one gantry is positioned above the base platform and adjacent the work platform for supporting and positioning the robots along the work platform.

SAMENWERKINGSVERDRAG (PCT)

RAPPORT BETREFFENDE NIEUWHEIDSONDERZOEK VAN INTERNATIONAAL TYPE

IDENTIFICATIE VAN DE NATIONALE AANVRAGE	KENMERK VAN DE AANVRAGER OF VAN DE GEMACHTIGDE
	H/2UT98/1438
Nederlands aanvraag nr.	Indieningsdatum
2018471	06-03-2017
	Ingeroepen voorrangsdatum
Aanvrager (Naam)	
The Boeing Company	
Datum van het verzoek voor een onderzoek van internationaal type	Door de instantie voor Internationaal Onderzoek aan het verzoek voor een onderzoek van internationaal type toegekend nr.
22-07-2017	SN69357
I. CLASSIFICATIE VAN HET ONDERWERP (bij toepassing van verschillende classificaties, alle classificatiesymbolen opgeven)	
Volgens de internationale classificatie (IPC)	
B25J5/02;B64F5/10	
II. ONDERZOCHE GEBIEDEN VAN DE TECHNIEK	
Onderzochte minimumdocumentatie	
Classificatiesysteem	Classificatiesymbolen
IPC	B25J;B64F;F16F;B23Q;F16M
Onderzochte andere documentatie dan de minimum documentatie, voor zover dergelijke documenten in de onderzochte gebieden zijn opgenomen	
III. <input type="checkbox"/>	GEEN ONDERZOEK MOGELIJK VOOR BEPAALDE CONCLUSIES (opmerkingen op aanvullingsblad)
IV. <input type="checkbox"/>	GEBREK AAN EENHEID VAN UITVINDING (opmerkingen op aanvullingsblad)

**ONDERZOEKSRAPPORT BETREFFENDE HET
RESULTAAT VAN HET ONDERZOEK NAAR DE STAND
VAN DE TECHNIEK VAN HET INTERNATIONALE TYPE**

Nummer van het verzoek om een onderzoek naar
de stand van de techniek

NL 2018471

A. CLASSIFICATIE VAN HET ONDERWERP
INV. B25J5/02 B64F5/10
ADD.

Volgens de Internationale Classificatie van octrooien (IPC) of zowel volgens de nationale classificatie als volgens de IPC.

B. ONDERZOCHE GEBIEDEN VAN DE TECHNIEK

Onderzochte minimum documentatie (classificatie gevolgd door classificatiesymbolen)

B25J B64F F16F B23Q F16M

Onderzochte andere documentatie dan de minimum documentatie, voor dergelijke documenten, voor zover dergelijke documenten in de onderzochte gebieden zijn opgenomen

Tijdens het onderzoek geraadpleegde elektronische gegevensbestanden (naam van de gegevensbestanden en, waar uitvoerbaar, gebruikte trefwoorden)

EPO-internal, WPI Data

C. VAN BELANG GEACHTE DOCUMENTEN

Categorie	Geopteerd documenten, eventueel met aanduiding van speciaal van belang zijnde passages	Van belang voor conclusie nr.
X	DE 20 2015 101427 U1 (KUKA SYSTEMS GMBH [DE]) 21 juni 2016 (2016-06-21) * samenvatting; figuren 1,2 * * alinea [0004] * * alinea's [0009], [0030] * * alinea [0022] - alinea [0024] * -----	1,2,8, 13, 15-17, 23,28, 30,32-34
A	US 2015/343473 A1 (MATHIS DENNIS R [US]) 3 december 2015 (2015-12-03) * samenvatting; figuren 1-4,14,15 * * alinea's [0040], [0042] * * alinea [0060] * ----- -/--	1-34

Verdere documenten worden vermeld in het vervolg van vak C.

Leden van dezelfde octrooifamilie zijn vermeld in een bijlage

* Speciale categorieën van aangehaalde documenten

A niet tot de categorie X of Y behorende literatuur die de stand van de techniek beschrijft

D in de octrooiaanvraag vermeld

E eerdere octrooi(aanvraag), gepubliceerd op of na de indieningsdatum, waarin dezelfde uitvinding wordt beschreven

L om andere redenen vermelde literatuur

O niet-schriftelijke stand van de techniek

P tussen de voorrangsdatum en de indieningsdatum gepubliceerde literatuur

T na de indieningsdatum of de voorrangsdatum gepubliceerde literatuur die niet bezwarend is voor de octrooiaanvraag, maar wordt vermeld ter verheldering van de theorie of het principe dat ten grondslag ligt aan de uitvinding

X de conclusie wordt als niet nieuw of niet inventief beschouwd ten opzichte van deze literatuur

Y de conclusie wordt als niet inventief beschouwd ten opzichte van de combinatie van deze literatuur met andere geopteerde literatuur van dezelfde categorie, waarbij de combinatie voor de vakman voor de hand liggend wordt geacht

Z lid van dezelfde octrooifamilie of overeenkomstige octrooipublicatie

Datum waarop het onderzoek naar de stand van de techniek van internationaal type werd voltooid

20 november 2017

Verzenddatum van het rapport van het onderzoek naar de stand van de techniek van internationaal type

Naam en adres van de instantie

European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
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De bevoegde ambtenaar

Lumineau, Stéphane

2

**ONDERZOEKSRAPPORT BETREFFENDE HET
 RESULTAAT VAN HET ONDERZOEK NAAR DE STAND
 VAN DE TECHNIEK VAN HET INTERNATIONALE TYPE**

Nummer van het verzoek om een onderzoek naar
 de stand van de techniek

NL 2018471

C.(Vervolg). VAN BELANG GEACHTE DOCUMENTEN		
Categorie *	Geciteerde documenten, eventueel met aanduiding van speciaal van belang zijnde passages	Van belang voor conclusie nr.
A	US 2016/011593 A1 (OBEROI HARINDER S [US] ET AL) 14 januari 2016 (2016-01-14) * samenvatting; figuren 11-17 *	1-34
A	US 5 018 923 A (MELAN CORNEILLE [LU] ET AL) 28 mei 1991 (1991-05-28) * figuur 1 *	1-34
A	US 2012/053726 A1 (PETERS SCOTT LAWRENCE [US] ET AL) 1 maart 2012 (2012-03-01) * figuren 2,3,15 *	1-34

**ONDERZOEKSRAPPORT BETREFFENDE HET
RESULTAAT VAN HET ONDERZOEK NAAR DE STAND
VAN DE TECHNIEK VAN HET INTERNATIONALE TYPE**

Informatie over leden van dezelfde octrooifamilie

Nummer van het verzoek om een onderzoek naar
de stand van de techniek

NL 2018471

In het rapport genoemd octrooigescrift	Datum van publicatie	Overeenkomst(e) geschrift(en)	Datum van publicatie	
		KR 20160006602 A	19-01-2016	
		KR 20160006605 A	19-01-2016	
		KR 20160006609 A	19-01-2016	
		KR 20160006610 A	19-01-2016	
		KR 20160006620 A	19-01-2016	
		KR 20160006621 A	19-01-2016	
		KR 20160006627 A	19-01-2016	
		KR 20160006628 A	19-01-2016	
		KR 20160007379 A	20-01-2016	
		US 2016008869 A1	14-01-2016	
		US 2016008934 A1	14-01-2016	
		US 2016008981 A1	14-01-2016	
		US 2016009155 A1	14-01-2016	
		US 2016009416 A1	14-01-2016	
		US 2016009417 A1	14-01-2016	
		US 2016009418 A1	14-01-2016	
		US 2016009419 A1	14-01-2016	
		US 2016009420 A1	14-01-2016	
		US 2016009421 A1	14-01-2016	
		US 2016009422 A1	14-01-2016	
		US 2016011593 A1	14-01-2016	
		US 2017066044 A1	09-03-2017	

US 5018923	A	28-05-1991	AU 617872 B2	05-12-1991
			BE 1003577 A3	28-04-1992
			CA 2000544 A1	09-05-1990
			DE 3932145 A1	10-05-1990
			ES 2016199 A6	16-10-1990
			FR 2638774 A1	11-05-1990
			GB 2224768 A	16-05-1990
			IT 1236680 B	26-03-1993
			JP H02176388 A	09-07-1990
			LU 87381 A1	12-06-1990
			NL 8902591 A	01-06-1990
			US 5018923 A	28-05-1991

US 2012053726	A1	01-03-2012	US 2012053726 A1	01-03-2012
			US 2015082740 A1	26-03-2015
			US 2017254102 A1	07-09-2017
			WO 2012021732 A1	16-02-2012

WRITTEN OPINION

File No. SN69357	Filing date (day/month/year) 06.03.2017	Priority date (day/month/year)	Application No. NL2018471
International Patent Classification (IPC) INV. B25J5/02 B64F5/10			
Applicant The Boeing Company			

This opinion contains indications relating to the following items:

- Box No. I Basis of the opinion
- Box No. II Priority
- Box No. III Non-establishment of opinion with regard to novelty, inventive step and industrial applicability
- Box No. IV Lack of unity of invention
- Box No. V Reasoned statement with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement
- Box No. VI Certain documents cited
- Box No. VII Certain defects in the application
- Box No. VIII Certain observations on the application

Examiner Lumineau, Stéphane

WRITTEN OPINION

Application number
NL2018471

Box No. I Basis of this opinion

1. This opinion has been established on the basis of the latest set of claims filed before the start of the search.
2. With regard to any **nucleotide and/or amino acid sequence** disclosed in the application and necessary to the claimed invention, this opinion has been established on the basis of:
 - a. type of material:
 - a sequence listing
 - table(s) related to the sequence listing
 - b. format of material:
 - on paper
 - in electronic form
 - c. time of filing/furnishing:
 - contained in the application as filed.
 - filed together with the application in electronic form.
 - furnished subsequently for the purposes of search.
3. In addition, in the case that more than one version or copy of a sequence listing and/or table relating thereto has been filed or furnished, the required statements that the information in the subsequent or additional copies is identical to that in the application as filed or does not go beyond the application as filed, as appropriate, were furnished.
4. Additional comments:

Box No. V Reasoned statement with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement

1. Statement

Novelty	Yes: Claims	3-7, 9-12, 14, 18-22, 24-27, 29, 31
	No: Claims	1, 2, 8, 13, 15-17, 23, 28, 30, 32-34
Inventive step	Yes: Claims	3-7, 9-12, 14, 18-22, 24-27, 29, 31
	No: Claims	1, 2, 8, 13, 15-17, 23, 28, 30, 32-34
Industrial applicability	Yes: Claims	1-34
	No: Claims	

2. Citations and explanations

see separate sheet

WRITTEN OPINION

Application number
NL2018471

Box No. VIII Certain observations on the application

see separate sheet

Re Item V

Reasoned statement with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement

1 Reference is made to the following document:

D1 DE 20 2015 101427 U1 (KUKA Systems GmbH) - 21 June 2016

2 **Independent claim 1: lack of novelty**

The present application does not meet the criteria of patentability, because the subject-matter of claim 1 is not new. Document D1 indeed discloses (the references and explanations in parentheses applying to this document):

een inrichting voor het positioneren van robots (8) onder gebruikmaking van een stellage (24), omvattende:

een basisplatform (6);

een werkplatform (11) dat boven het basisplatform is gepositioneerd teneinde één of meer mensen (10) te ondersteunen (*see paragraph [0022]*);

één of meer robots (8) die aan het basisplatform onafhankelijk van het werkplatform zijn gesteund (*the work platform being supported on the base platform by height adjustment means and the robot being - in one of the embodiments - supported by the column (24), see paragraph [0024]*); en

tenminste een stellage (24) die is gepositioneerd boven het basisplatform en naburig is aan het werkplatform (*see figure 1*), voor het ondersteunen en positioneren van de robots langs het werkplatform.

All the features of claim 1 are therefore known from D1.

3 **Independent claim 16: lack of novelty**

Claim 16 defines a method for positioning robots which corresponds to the functioning of the device defined in claim 1.

The objection of lack of novelty raised in paragraph 2 above concerning the subject-matter of claim 1 applies, mutatis mutandis, to the subject-matter of claim 16, which therefore also lacks novelty.

4 Independent claim 34: lack of novelty

Notwithstanding a lack of clarity (see Item VIII below), the subject-matter of claim 34 lacks novelty for the following reason:

Claim 34 defines an use of a device as defined in claim 1 for assembling the fuselage of an airplane. The device of claim 1 is known from D1 and this document also mentions the use of such a device for assembling and airplane, see paragraphs [0004] and [0017].

5 Dependent claims 2, 8, 13, 15, 17, 23, 28, 30, 32 and 33: lack of novelty and/or inventive step

The dependent claims 2, 8, 13, 15, 17, 23, 28, 30, 32 and 33 do not contain any features which, in combination with the features of any claim to which they refer, meet the requirements of novelty and/or inventive step. The reasons for this objection are the following:

- 5.1 Concerning claims 2, 8, 17 and 23: in D1 (see figure 1), the robot (8) comprises a plurality of articulated segments connected in series and mounted on a support base which is movable along the column (24). This vertical movement can be realized by means of an actuator (see paragraph [0023]), so that the robot is displaced along a vertical. A belt and pulleys system is one of the well-known solution that the skilled person would chose without exercising an inventive step.
- 5.2 Concerning claims 13, 15, 28 and 30: in D1, the column (24) is fixed at its lower end on the base platform (6) and extends vertically above this base platform partially under the work platform (11) and - in its upper part - along a vertical side of the work platform (11) (which comprises a safety balustrade).
- 5.3 Concerning claims 32 and 33: the apparatus and method disclosed in D1, can be used for the assembly of an airplane, as explicitly mentioned in paragraphs [0004] and [0017]. A method according to claim 16 for assembling an airplane, respectively a system including an apparatus according to claim 1 and an airplane fuselage, are consequently implicitly disclosed in D1.

- 6 **Dependent claims 3 to 7, 9 to 12, 14, 18 to 22, 24 to 27, 29 and 31**
The features of dependent claims 3 to 7, 9 to 12, 14, 18 to 22, 24 to 27, 29 and 31 seem to be neither known from, nor rendered obvious by, the available prior art.
- 7 **Industrial applicability**
The claims 1 to 34 satisfy the criteria of industrial applicability.

Re Item VIII

Certain observations on the application

Claim 34 is not clear because it refers to "a system according to one of the claims 16 to 31", whereas claims 16 to 31 actually define a method.