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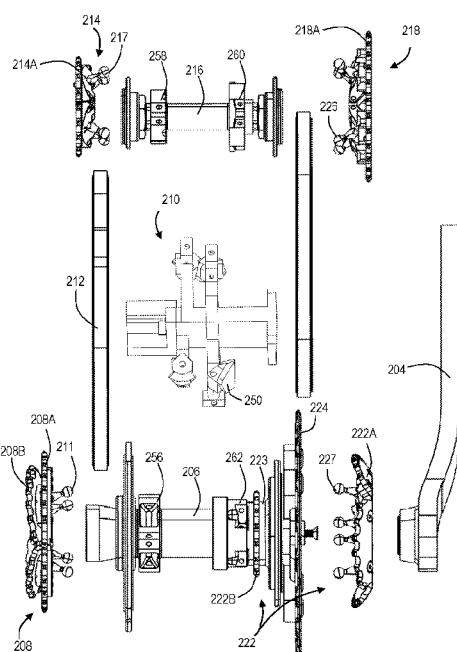


FIG. 11

(57) Abstract: A gearbox may include a drive spindle and several interconnected gear clusters arranged in a housing. A first of the gear clusters is coaxially fastened to the spindle, and has an outboard gear and an inboard gear. The first gear cluster drives a chain to operate one or more of the other gear clusters, and the inboard gear is physically divided into a plurality of segments. A shifting system for the gearbox includes an actuator configured to urge the segments of the inboard gear of the first gear cluster into and out of the plane of the chain, such that a gear ratio of the gearbox is changeable without displacing the chain out of the plane.

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BICYCLE GEARBOX HAVING SEGMENTED SPROCKETS

CROSS-REFERENCES

This application claims the benefit under 35 U.S.C. § 119(e) of the priority of
5 U.S. Provisional Patent Application Serial No. 62/805,746, filed February 14, 2019,
U.S. Provisional Patent Application Serial No. 62/963,064, filed January 19, 2020,
and U.S. Provisional Patent Application Serial No. 62/963,063, filed January 19,
2020, the entireties of which are hereby incorporated by reference for all purposes.

FIELD

This disclosure relates to systems and methods for shifting gears on a bicycle
or other geared vehicle. More specifically, this disclosure relates to gearboxes for
electric bicycles and the like.

INTRODUCTION

A bicycle drivetrain transmits power from a rider of a bicycle to the bicycle's
wheels. The drivetrain typically includes two pedals attached to respective
crankarms on opposing sides of the bicycle frame. The pedals are rotationally
coupled to a gearing system, which typically has a plurality of different gear ratios
20 and a mechanism for shifting gears to effect a desired gear ratio. On a bicycle having
a gearbox, the gearing system is at least partially enclosed in a gearbox disposed on
and/or incorporated into the bicycle frame. An advantage of the gearbox concept is
that the gearing system within the box may be protected from exposure to dirt and
moisture, as well as from damaging impacts. Another advantage is that the gearbox
25 is suitable for mounting on the bicycle frame adjacent the crankarms, where the
weight of the gearbox has a lower impact on bicycle handling than it typically would if
the gearbox were mounted elsewhere (e.g., further from the bicycle center of
gravity). Further advancements in bicycle gearbox technology are desirable.

SUMMARY

The present disclosure provides systems, apparatuses, and methods relating
to a gearbox having segmented sprocket clusters.

In some embodiments, a gearbox for a vehicle may include: a drive spindle; a layshaft spaced from and parallel to the spindle; a first gear cluster coaxially fastened to one of the spindle or the layshaft and rotatable therewith, the first gear cluster including an outboard gear and an inboard gear, wherein the inboard gear is physically divided into a plurality of segments; a second gear cluster coaxially fastened to the other of the spindle or the layshaft and rotatable therewith, the second gear cluster having one or more gears; a continuous chain coupling the first gear cluster to the second gear cluster, such that the chain defines a plane, wherein the segments of the inboard gear of the first gear cluster are each movable into and out of the plane; a chainring coupled to the layshaft, such that the chainring rotates with the layshaft; and a shifting system including an actuator configured to urge the segments of the inboard gear of the first gear cluster into and out of the plane of the chain, such that a gear ratio of the gearbox is changeable without displacing the chain out of the plane.

In some embodiments, a gearbox for a vehicle may include: a drive spindle; a first gear cluster coaxially fastened to the spindle such that the first gear cluster rotates with the spindle, wherein an inboard gear of the first gear cluster includes a plurality of pivotable inboard segments, each of which has a respective pin protruding transversely from an inboard face; a second gear cluster having one or more gears coaxially fastened to a layshaft spaced from and parallel to the spindle, such that the layshaft rotates with the second gear cluster; a continuous first chain coupling the first gear cluster to the second gear cluster, such that the first gear cluster drives the second gear cluster and the first chain defines a first plane, wherein the segments of the inboard gear of the first gear cluster are each pivotable into and out of the first plane; a third gear cluster having one or more gears coaxially fastened to the layshaft and spaced from the second gear cluster, such that the third gear cluster rotates with the layshaft; a fourth gear cluster having one or more gears coupled to a sleeve coaxially mounted over the spindle such that the sleeve rotates independently of the spindle; a continuous second chain coupling the third gear cluster to the second gear cluster, such that the third gear cluster drives the fourth gear cluster and the second chain defines a second plane parallel to the first plane; a chainring fastened to the sleeve, such that the chainring rotates with the fourth gear

cluster; and a shifting system including a first shifting wedge transitionable between:
(a) a first configuration, in which a first ramped face of the wedge is in line with the
pin of each segment of the inboard gear of the first gear cluster when the segment is
out of the first plane, such that rotating the pin into the first ramped face is configured
5 to urge the segment into the first plane, and (b) a second configuration, in which a
second ramped face of the wedge is in line with the pin of each segment of the
inboard gear of the first gear cluster when the segment is in the first plane such that
rotating the pins into the second ramped face is configured to urge the segment out
of the first plane.

10 In some embodiments, a gearbox for a vehicle may include: a drive spindle; a
first gear cluster coaxially fastened to the spindle such that the first gear cluster
rotates with the spindle, the first gear cluster including an outboard gear and an
inboard gear, wherein the inboard gear is physically divided into a plurality of
segments; a second gear cluster having one or more gears coaxially fastened to a
15 layshaft spaced from and parallel to the spindle, such that the layshaft rotates with
the second gear cluster; a continuous first chain coupling the first gear cluster to the
second gear cluster, such that the first gear cluster drives the second gear cluster
and the first chain defines a first plane, wherein the segments of the inboard gear of
the first gear cluster are each movable into and out of the first plane; a third gear
20 cluster having one or more gears coaxially fastened to the layshaft and spaced from
the second gear cluster, such that the third gear cluster rotates with the layshaft; a
fourth gear cluster having one or more gears coupled to a sleeve coaxially mounted
over the spindle such that the sleeve rotates independently of the spindle; a
continuous second chain coupling the third gear cluster to the second gear cluster,
25 such that the third gear cluster drives the fourth gear cluster; a chainring fastened to
the sleeve, such that the chainring rotates with the fourth gear cluster; and a shifting
system including an actuator configured to urge the segments of the inboard gear of
the first gear cluster into and out of the first plane, such that a gear ratio of the
gearbox is changeable without displacing the first chain out of the first plane.

30 Features, functions, and advantages may be achieved independently in
various embodiments of the present disclosure, or may be combined in yet other

embodiments, further details of which can be seen with reference to the following description and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

5 Fig. 1 is a schematic view of an illustrative gearbox in accordance with aspects of the present disclosure.

 Fig. 2 is an isometric view of a gearbox which is an example of the gearbox depicted in Fig. 1.

10 Fig. 3 is an isometric view of the gearbox of Fig. 2 with portions of the housing removed.

 Fig. 4 is a top-down view of the gearbox of Fig. 2 with the housing removed.

 Fig. 5 is an illustrative gear segment in a pivoted position and shift wedge in a first position in accordance with aspects of the present disclosure.

15 Fig. 6 is an illustrative gear segment in a pivoted position and shift wedge in a second position in accordance with aspects of the present disclosure.

 Fig. 7 is an illustrative gear segment in a planar position and shift wedge in a second position in accordance with aspects of the present disclosure.

 Fig. 8 is an illustrative gear segment in a planar position and shift wedge in a first position in accordance with aspects of the present disclosure.

20 Fig. 9 is a sectional view of the gearbox of Fig. 2 taken along a line indicated in Fig. 4.

 Fig. 10 is a sectional view of the gearbox of Fig. 2 taken along a line indicated in Fig. 4.

 Fig. 11 is an exploded view of the gearbox of Fig. 2.

25 Fig. 12 is a section view of the gearbox of Fig. 2 taken along a line indicated in Fig. 3.

 Fig. 13 is an isometric view of a layshaft in accordance with aspects of the present disclosure.

30 Fig. 14 is an isometric view of the layshaft of Fig. 13 having gear clusters attached thereon.

 Fig. 15 is an exploded view of a portion of the gearbox of Fig. 2.

 Fig. 16 is a partial exploded view of the portion of Fig. 15.

Fig. 17 is a front view of a first gear cluster in accordance with aspects of the present disclosure.

Fig. 18 is a rear view of the gear cluster of Fig. 17.

Fig. 19 is an isometric view of the gear cluster of Fig. 17.

5 Fig. 20 is a front view of a second gear cluster in accordance with aspects of the present disclosure.

Fig. 21 is a rear view of the gear cluster of Fig. 20.

Fig. 22 is an isometric view of the gear cluster of Fig. 20.

10 Fig. 23 is a front view of a third gear cluster in accordance with aspects of the present disclosure.

Fig. 24 is a rear view of the gear cluster of Fig. 23.

Fig. 25 is an isometric view of the gear cluster of Fig. 23.

Fig. 26 is a front view of a fourth gear cluster in accordance with aspects of the present disclosure.

15 Fig. 27 is a rear view of the gear cluster of Fig. 26.

Fig. 28 is an isometric view of the gear cluster of Fig. 26.

Fig. 29 is a portion of an illustrative shifting system engaged with gear clusters in accordance with aspects of the present disclosure.

20 Fig. 30 is a sectional view of an illustrative shifting system in accordance with aspects of the present disclosure.

Fig. 31 is side view of an illustrative gear cluster of the shifting system of Fig. 30 in accordance with aspects of the present disclosure.

Fig. 32 is an exploded view of the shifting system of Fig 30.

25 DETAILED DESCRIPTION

Various aspects and examples of a gearbox having segmented sprocket clusters and an associated shifting system, as well as related methods, are described below and illustrated in the associated drawings. Unless otherwise specified, a gearbox system in accordance with the present teachings, and/or its
30 various components may, but are not required to, contain at least one of the structures, components, functionalities, and/or variations described, illustrated, and/or incorporated herein. Furthermore, unless specifically excluded, the process

steps, structures, components, functionalities, and/or variations described, illustrated, and/or incorporated herein in connection with the present teachings may be included in other similar devices and methods, including being interchangeable between disclosed embodiments. The following description of various examples is
5 merely illustrative in nature and is in no way intended to limit the disclosure, its application, or uses. Additionally, the advantages provided by the examples and embodiments described below are illustrative in nature and not all examples and embodiments provide the same advantages or the same degree of advantages.

This Detailed Description includes the following sections, which follow
10 immediately below: (1) Definitions; (2) Overview; (3) Examples, Components, and Alternatives; (4) Illustrative Combinations and Additional Examples; (5) Advantages, Features, and Benefits; and (6) Conclusion. The Examples, Components, and Alternatives section is further divided into subsections A through E, each of which is labeled accordingly.

Definitions

The following definitions apply herein, unless otherwise indicated.

“Comprising,” “including,” and “having” (and conjugations thereof) are used interchangeably to mean including but not necessarily limited to, and are open-
20 ended terms not intended to exclude additional, unrecited elements or method steps.

Terms such as “first,” “second,” and “third” are used to distinguish or identify various members of a group, or the like, and are not intended to show serial or numerical limitation.

“AKA” means “also known as,” and may be used to indicate an alternative or
25 corresponding term for a given element or elements.

“Elongate” or “elongated” refers to an object or aperture that has a length greater than its own width, although the width need not be uniform. For example, an elongate slot may be elliptical or stadium-shaped, and an elongate candlestick may have a height greater than its tapering diameter. As a negative example, a circular
30 aperture would not be considered an elongate aperture.

The terms “inboard,” “outboard,” “forward,” and “aft” (and the like) are intended to be understood in the context of a host vehicle, such as a bicycle, on

which systems described herein may be mounted or otherwise attached. For example, “outboard” may indicate a relative position that is laterally farther from the centerline of the vehicle, or a direction that is away from the vehicle centerline. Conversely, “inboard” may indicate a direction toward the centerline, or a relative position that is closer to the centerline. Similarly, “forward” means toward the front portion of the vehicle, and “aft” means toward the rear of the vehicle. In the absence of a host vehicle, the same directional terms may be used as if the vehicle were present. For example, even when viewed in isolation, a component may have a “forward” edge, based on the fact that the component would be installed with the edge in question facing in the direction of the front portion of the host vehicle.

“Coupled” means connected, either permanently or releasably, whether directly or indirectly through intervening components.

“Resilient” describes a material or structure configured to respond to normal operating loads (e.g., when compressed) by deforming elastically and returning to an original shape or position when unloaded.

“Rigid” describes a material or structure configured to be stiff, non-deformable, or substantially lacking in flexibility under normal operating conditions.

“Elastic” describes a material or structure configured to spontaneously resume its former shape after being stretched or expanded.

Directional terms such as “up,” “down,” “vertical,” “horizontal,” and the like should be understood in the context of the particular object in question. For example, an object may be oriented around defined X, Y, and Z axes. In those examples, the X-Y plane will define horizontal, with up being defined as the positive Z direction and down being defined as the negative Z direction.

A “controller” or “electronic controller” includes processing logic programmed with instructions to carry out a controlling function with respect to a control element. For example, an electronic controller may be configured to receive an input signal, compare the input signal to a selected control value or setpoint value, and determine an output signal to a control element (e.g., a motor or actuator) to provide corrective action based on the comparison. In another example, an electronic controller may be configured to interface between a host device (e.g., a desktop computer, a mainframe, etc.) and a peripheral device (e.g., a memory device, an input/output

device, etc.) to control and/or monitor input and output signals to and from the peripheral device.

“Providing,” in the context of a method, may include receiving, obtaining, purchasing, manufacturing, generating, processing, preprocessing, and/or the like, such that the object or material provided is in a state and configuration for other steps to be carried out.

In this disclosure, one or more publications, patents, and/or patent applications may be incorporated by reference. However, such material is only incorporated to the extent that no conflict exists between the incorporated material and the statements and drawings set forth herein. In the event of any such conflict, including any conflict in terminology, the present disclosure is controlling.

Overview

In general, a gearbox in accordance with aspects of the present teachings includes gear clusters (AKA cogsets, cassettes, and/or sprocket clusters) coupled by one or more chains and at least partially contained within a housing, wherein one or more of the gear clusters has a segmented sprocket. A shifter is configured to move the sprocket segments relative to a plane defined by a chain associated with that sprocket. The housing may be mounted on and/or integral with a bicycle or other suitable vehicle. Each gear cluster includes at least one sprocket, also referred to as a gear. At least one of the gear clusters is mounted on a spindle (AKA an axle or a shaft) coupled at either end to bicycle crankarms (AKA cranks) and/or a drive motor, and at least one other of the gear clusters is mounted on a layshaft. Chains, belts, and/or any other suitable coupling device (hereinafter referred to as chains) couple a gear cluster on the spindle to a gear cluster on the layshaft, such that rotation of one of the gear clusters causes rotation of the other gear cluster. Each chain may selectively engage individual sprockets in a cluster. The combination of sprockets coupled to each chain at a given moment determines the current gear ratio of the gearbox.

Shifting gear ratios of the gearbox may include sequential displacement of the segments of a selected segmented gear, such that the chain is shifted onto a different sprocket or gear of the gear cluster without displacing the chain in a lateral

direction. Repositioning of the gear segments is performed as each segment is unloaded (i.e., free of the chain), such that shifting may be performed under load without negative consequences. Multiple segmented sprockets of the gearbox may be simultaneously shifted in this manner, if desired.

5

Examples, Components, and Alternatives

The following sections describe selected aspects of exemplary bicycle gearboxes, as well as related systems and/or methods. Although described in terms of bicycles and electric bicycles, gearboxes of the present disclosure may be utilized in any suitable application, such as on a motorized two- or three-wheeled vehicle. The examples in these sections are intended for illustration and should not be interpreted as limiting the entire scope of the present disclosure. Each section may include one or more distinct embodiments or examples, and/or contextual or related information, function, and/or structure.

15

A. Schematic Diagram of a Gearbox of the Present Disclosure

As shown schematically in Fig. 1, this section describes an illustrative gearbox 100 having segmented gear clusters. Gearbox 100 includes a housing 102 having a gearing system disposed within. The gearing system includes a plurality of (e.g., four) gear clusters, namely a first gear cluster 108, a second gear cluster 114, a third gear cluster 118, and a fourth gear cluster 122, arranged as shown in Fig. 1. Each gear cluster has a plurality of individual gears labeled 1 through N. Each gear of the cluster has a plurality of individual gear segments labeled 1 through M. In some examples, each gear of each gear cluster has the same number of gear segments. In some examples, the number of segments may vary from gear to gear.

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Each gear comprising gear segments is referred to as a segmented gear. Each gear segment is shaped as an annular sector. In some examples, a segmented gear comprises four gear segments. A selected gear of each gear cluster is coupled to (i.e., engaged with) a chain by teeth arranged around a periphery thereof. In some examples, two or more gear clusters may be engaged with the same chain. Each gear segment of a segmented gear is movable with respect to the chain. The movement of gear segments is utilized to shift between gear ratios. In some

30

examples, each gear segment may be pivotable about a hinge joint disposed at an axle end of the segment. In some examples, each gear segment may be linearly displaceable (e.g., translated or shifted axially).

5 Gearbox 100 includes an associated shifting system 110. Shifting system 110 is configured to individually move segments of the segmented gears into and out of engagement with the respective chain. Shifting system 110 may be coupled to a controller 126, which is configured to send command signals to one or more actuators of the shifting system to change gear ratios. For example, controller 126 may signal the shifting system to increase the gear ratio. Shifting is described further
10 in sections below.

In principle, gearbox 100 may be operable with any gear ratio achievable by the installed cogsets. In some cases, however, controller 126 is configured to allow a rider to select only a subset of gear ratios. For example, in some cases two or more different combinations of gears may produce identical or nearly identical gear ratios.
15 Providing the vehicle operator with a set of selectable gear combinations that includes different gear combinations that result in substantially the same gear ratio may be unhelpful and confusing. Accordingly, shifting system 110 and/or controller 126 may be configured to enable selection of only one of the redundant gear combinations.

20 Gearbox 100 includes a crankset 104 disposed outside of housing 102 and coupled to a spindle 106. Spindle 106 passes through housing 102 to engage first gear cluster 108, such that rotation of the crankset causes rotation of the spindle which, in turn, causes rotation of the first gear cluster.

First gear cluster 108 is coupled to a first chain 112 such that rotation of the
25 gear cluster causes rotation of the chain. First chain 112 may be oriented orthogonally with respect to spindle 106.

First chain 112 is coupled to second gear cluster 114, thereby transmitting power from cluster 108 to cluster 114. Second gear cluster 118 is coupled to third gear cluster 118 via a layshaft 116. Accordingly, rotation of chain 112 using the
30 crankshaft and first gear cluster drives the rotation of second gear cluster 114, which rotates layshaft 116 and third gear cluster 118. Layshaft is generally parallel to and spaced from spindle 106. Third gear cluster 118 is coupled to a second chain 120

which is further coupled to a fourth gear cluster 122, such that rotation of third gear cluster 118 causes rotation of fourth gear cluster 122.

Fourth gear cluster 122 is coupled to an external chainring 124 (i.e., disposed outside of housing 102) via an output shaft 123 that passes through housing 102.

5 Output shaft 123 is coaxial with spindle 106, such that spindle 106 passes through the center of output shaft 123. Spindle 106 and output shaft 123 are configured to rotate independently with respect to one another. Chain ring 124 is coupled to an output system 130 (e.g., a rear wheel) via a third chain 128.

10 In some examples, more or fewer gear clusters and/or layshafts may be included. For example, a two-cluster version of gearbox 100 may include first gear cluster 108 on spindle 106, chain 112, and second gear cluster 114 on layshaft 116. In this example, gear clusters 118 and 122 are excluded, and the drive output is via a chainring 124' coupled to layshaft 116' as shown in dashed outline in Fig. 1. In other examples, additional gear clusters may be interspersed with those shown in
15 Fig. 1, to provide additional gear ratios and combinations.

B. First Illustrative Gearbox

This section describes a gearbox 200, which is an example of gearbox 100 described above. See Figs. 2-27.

20 As shown in Figs. 2 and 3, gearbox 200 includes a housing 202. The housing at least partially contains a gearing system, as described above. An illustrative gearing system for gearbox 200 is described further below. A spindle 206 extends through the housing. A first crankarm 204 and a second crankarm (not shown) are coupled to respective ends of spindle 206. A chainring 224 couples gearbox 200 to a
25 wheel, e.g., a rear wheel, via an external drive chain or belt (not shown).

Fig. 4 is a top view of gearbox 200. Gearbox 200 includes a layshaft 216 and four gear clusters: a first (input) gear cluster 208 (also referred to as cluster 1) disposed on spindle 206, a second gear cluster 214 (also referred to as cluster 2) disposed on layshaft 216, a third gear cluster 218 (also referred to as cluster 3)
30 disposed on layshaft 216, and a fourth gear cluster 222 (also referred to as cluster 4) disposed on an output shaft 223 (AKA a driven shaft), an example of output shaft 123. First gear cluster 208 is coupled to second gear cluster 214 by a first chain 212.

Similarly, third gear cluster 218 is coupled to fourth gear cluster 222 by a second chain 220.

Accordingly, rotation of spindle 206 (e.g., by a bicycle rider operating pedals attached to the crankarms and/or by a motor) transmits power from first gear cluster 208 via first chain 212 to second gear cluster 214, and from the second gear cluster via the layshaft to third gear cluster 218. Second chain 220 transmits power from third gear cluster 218 to fourth gear cluster 222, and power is transmitted from the fourth gear cluster via output shaft 223 to chainring 224, and/or to another suitable system.

Each of the gear clusters may include a plurality of gears, one or more gears of the plurality of gears having a plurality of gear segments. Gears comprising gear segments may be referred to as segmented gears. Each gear segment may be shaped as an annular sector. In one example, each segmented gear comprises four gear segments. Each gear segment is rotatably attached to a hinge disposed near the center of the segmented gear. One or more gear clusters may have a non-segmented sprocket having a smaller diameter than the respective segmented gear. Each gear segment may be attached to a pin. Each gear segment pivots (or folds) in a direction transverse to the plane of the gear. In other words, each gear segment may transition between a coplanar position and a pivoted (AKA folded) position. This configuration may enable a segmented gear to transition (e.g., stepwise) between a coplanar configuration (i.e., with all segments aligned to form a substantially coplanar gear) and a pivoted (AKA pyramidal) configuration (i.e., with all gear segments rotationally skewed in the same direction away from the plane formed in the coplanar configuration)

As shown in Fig. 4, a shifting system 210 is disposed at least partially within the gearbox, in a generally central location. Shifting system 210 is an example of shifting system 110 described above.

Shifting system 210 includes a shift rod 248 attached to a shift wedge 250 configured to selectively and mechanically interface with portions of the gear segments. Although shift rods are depicted and described herein, any suitable actuator configured to rotate the shift wedges may be utilized, such as a flexible cable or the like, whether manually or electromechanically operated, e.g., by an

electronic controller. Manual handles at the upper ends of the shift rods, depicted in Fig. 3 and elsewhere, are shown for purposes of understanding, e.g., where a controller would actuate the shifting system.

Shift wedge 250 includes a pair of ramps referred to herein as a ramped first face 252 and a ramped second face 254 (i.e., a first ramp and a second ramp), generally configured such that planar extensions of each face intersect at an angle (e.g., an acute angle). Rotation of shift rod 248 simultaneously rotates shift wedge 250, thereby changing the orientation of shift wedge 250 (and the first and second faces/ramps).

In the current example, shifting system 210 has a shift rod and shift wedge for each gear cluster. In some examples, two or more gear clusters may share a shift wedge. For example, third gear cluster 218 and fourth gear cluster 222 may share the same shift wedge. Figs. 25 and 26 depict system 210 shifting the gear ratio of gearbox 200 by causing the segments of a segmented gear to pivot into or out of alignment with the chain.

Figs. 5-8 depict a portion of the shifting system to facilitate the following description thereof. Each of Figs. 5-8 depict a single gear segment, which is rotating in a generally horizontal plane into the page, and a shift wedge in a series of positions configured to either cause the gear segment to pivot in a selected direction or to avoid the gear segment, as the case may be. Fig. 5 is an isometric view of the single gear segment and shift wedge 250. Shift wedge 250 is in a first position configured such that the shift wedge does not interfere with the pin of the gear segment. In this configuration, the gear segment is in its pivoted position. This position of the gear segment corresponds to a first gear ratio in which the present gear segment is tilted out of the plane of the chain (i.e., not engaged with the chain).

In Fig. 6, shift wedge 250 is shown in a second position configured such that the shift wedge is in the path of the pin of the gear segment. More specifically, in this position, second face 254 has been brought into the path of the pin of the gear segment. Accordingly, further rotation of the gear segment brings the pin into contact with second face 254 and thereby slides along face 254 in the direction indicated by the arrow. This pivots the gear segment into its coplanar position (see Fig. 7) (i.e., in the plane of the chain) and thus the chain engages the segment.

Fig. 7 depicts the gear segment in its coplanar position and shift wedge 250 in the second position. In this configuration, the shift wedge does not interfere with the pin of the gear segment. In other words, this configuration corresponds to operation of the system in a second gear ratio in which the present gear segment is engaged with the chain and able to freely rotate without striking the shift wedge.

In Fig. 8, shift wedge 250 is again in the first position. Because the gear segment is coplanar with the chain, the shift wedge is now in the path of the pin of the gear segment. More specifically, in this position, first face 252 has been brought into the path of the pin of the gear segment. Accordingly, further rotation of the gear segment brings the pin into contact with first face 252 and thereby slides along face 252 in the direction indicated by the arrow. This pivots the gear segment into its pivoted (i.e., non-coplanar) position, and the gear segment and wedge are again as depicted in Fig. 5.

Accordingly, shifting system 210 includes a shifting wedge transitionable between: (a) a first configuration, in which a first ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is out of the plane of its chain, such that rotating the pin into the first ramped face is configured to urge the segment into the plane of the chain, and (b) a second configuration, in which a second ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is in the plane of its chain, such that rotating the pins into the second ramped face is configured to urge the segment out of the plane of the chain.

As shown in Fig. 9, gearbox 200 includes a first chain tensioner 232. Chain tensioner 232 has at least one idler 236 having a fixed location and at least one adjustable gear 238 configured to be moved or translated by a pushrod 240. In some examples, chain tensioner 232 includes two idlers and one adjustable gear. A spring is coaxially mounted to pushrod 240 to provide a biasing force. Chain tensioner 232 may be configured to engage any of the chains described above. In the current example, idler 236 and gear 238 of chain tensioner 232 are configured to engage chain 220. Accordingly, chain 220 interfaces with third gear cluster 218, fourth gear cluster 222, and chain tensioner 232.

Chain tensioner 232 is configured such that pushrod 240 can be utilized to displace gear 238, thereby applying more or less tension to the engaged chain. Manipulation of pushrod 240 may be manual (e.g., by a user), and/or may be automatic (e.g., using mechanical and/or electric components).

5 As shown in Fig. 10, gearbox 200 includes a second chain tensioner 234, which is substantially similar to chain tensioner 232. In the current example, chain tensioner 234 includes a single idler 242 and a movable gear 244 attached to a pushrod 246. Second chain tensioner is configured to engage first chain 212. Accordingly, chain 212 is configured to interface with first gear cluster 208, second
10 gear cluster 214, and chain tensioner 234. Any suitable chain tensioners may be utilized.

Fig. 11 depicts an exploded view of portions of gearbox 200. The first gear cluster is configured to be driven by the vehicle's prime mover (e.g., human-powered pedaling and/or electric motor) via spindle 206. Each gear of first gear cluster 208 is
15 configured to selectively engage first chain 212, which may include one or more chains, belts, and/or any other suitable devices.

In the current example, first gear cluster 208 comprises two segmented gears, 208A and 208B. Affixed to each gear segment of segmented gear 208A is a pin 211. Each gear segment of segmented gear 208A shares a common hinge portion 209
20 with a corresponding gear segment of segmented gear 208B, in a fixed angular relationship. Hinge portion 209 is configured to mate with a hinge receiver 256 disposed on spindle 206. Hinge receiver 256 may be unitary with spindle 206 or may be affixed by a suitable mechanism (e.g., screws, friction fit, etc.). Corresponding segments of the two gears are configured to pivot together, rather than
25 independently (see Figs. 17-19). In other words, when a segment of gear 208A is shifted out of the plane of chain 212, the corresponding segment of 208B is brought into the plane of chain 212 (thereby engaging the chain).

First gear cluster 208 is coupled to second gear cluster 214 by first chain 212. The system is configured such that first chain 212 directly engages a single one of
30 the gears of first gear cluster 208 and a single one of the gears of second gear cluster 214 at any given time; however, the chain may partially engage more than one of the gears of each cluster at some stages of operation, such as when the

chain is being segmentally shifted from one gear to another (e.g., in response to user and/or controller input).

Second gear cluster 214 is securely mounted on layshaft 216 such that rotation of second gear cluster 214 also rotates the layshaft. Second gear cluster 214 has a nested arrangement, such that a segmented gear 214A and a non-segmented sprocket 214B are nestable together (see Figs. 20-22). Affixed to the inboard face of each gear segment of segmented gear 214A is a pin 217. Each gear segment of segmented gear 214A includes a hinge portion 215 coupled to a hinge receiver 258 disposed on layshaft 216. Hinge receiver 258 may be unitary with layshaft 216 or may be affixed by a suitable fastening mechanism (e.g., screws, friction fit, etc.).

Third gear cluster 218 comprises a segmented gear 218A and a non-segmented sprocket 218B nestable therein (see Figs. 23-25). Affixed to the inboard face of each gear segment of segmented gear 218A is a pin 226. Each gear segment of segmented gear 218A includes a hinge portion 219 coupled to a hinge receiver 260 disposed on layshaft 216. Hinge receivers 258 and 260 may be unitary with layshaft 216 or may be affixed by a suitable mechanism (e.g., screws, friction fit, etc.).

Third gear cluster 218 is configured to engage second chain 220. Second chain 220 couples a selected one of the gears to fourth gear cluster 222, thereby transmitting rotation of third gear cluster 218 to fourth gear cluster 222. Typically, second chain 220 directly engages a single one of gears of third gear cluster 218 and fourth gear cluster 222 at any given time; however, the chain may engage more than one of the gears of the clusters at some stages of operation, such as when the chain is being shifted from one gear to another (e.g., in response to user and/or controller input).

Fourth gear cluster 222 is securely mounted on output shaft 223 such that the output shaft rotates with the fourth gear cluster. Fourth gear cluster 222 comprises a segmented gear 222A and a non-segmented sprocket 222B (see Figs. 26-28). Affixed to the inboard face of each gear segment of segmented gear 222A is a pin 227. Sprocket 222B includes an opening for mating with output shaft 223. Each gear segment of segmented gear 222A includes a hinge portion 221 configured to mate

with a hinge receiver 262 disposed on layshaft 216. Hinge receiver 258 may be unitary with layshaft 216 or may be attached by a suitable mechanism (e.g., screws, friction fit, etc.).

Hollow output shaft 223 (AKA an output sleeve) surrounds and is coaxial with spindle 206 (see. Fig. 12), such that the output shaft and the spindle are freely able to rotate independently of one another. Output shaft 223 is affixed to chainring 224 (e.g., by a spider), such that the chainring rotates with the output shaft independently of the spindle. Chainring 224 thus transmits power from gearbox 200 to an external system, typically a rear wheel of a bicycle or another suitable wheel or vehicle.

Fig. 12 depicts a sectional view of the gearing system of gearbox 200 taken at line 12-12 of Fig. 3. Crank arm 204 is coupled to spindle via crank screw 205. Output shaft 223 is situated coaxially on an end of spindle 106 and rotationally isolated from the spindle by bearings 225A and 225B.

Disposed at one end of spindle 206 is a flange 206A and disposed at the opposite end, encircling output shaft 223 is a flange 206B. Spindle 206 is rotationally isolated from flange 206A via bearing 207A, and similarly, output shaft 223 is rotationally isolated from flange 206B via bearing 207B.

Similarly, disposed at one end of layshaft 216 is a flange 216A and disposed at the opposite end is a flange 216B. Layshaft 216 is rotationally isolated from flange 216A via bearing 117A, and similarly, layshaft 216 is rotationally isolated from flange 216B via bearing 117B.

Figs. 13 and 14 show layshaft 216 with gear clusters 214 and 218 removed and coupled, respectively. As shown in Figs. 13 and 14, sprocket 214B mates with layshaft 216 in the space between hinge receiver 258 and flange 216A. Similarly, sprocket 218B mates with layshaft 216 in the space between hinge receiver 260 and flange 216B. Figs. 17-28 depict various views of portions of the gear clusters described above.

Figs. 15 and 16 show an exploded view and partial exploded view, respectively, of spindle 206 and output shaft 223 with various components for attachment thereon.

As shown in Figs. 17-19, first gear cluster 208 comprises a plurality of segmented gears having different diameters. In the current example, first gear

cluster 208 comprises two gears (one inboard and one outboard). In another example, the first gear cluster may comprise more or fewer gears. Gears are arranged within first gear cluster 208 from largest-diameter gear to smallest-diameter gear. Each segment of the segmented gear 208A shares a hinge with a
5 corresponding segment of segmented gear 208B.

As shown in Figs. 20-22, second gear cluster 214 comprises a sprocket or cog (e.g., a single non-segmented gear) having a first diameter and a segmented gear having a second (larger) diameter, the segmented gear being capable of transitioning into and out of the same plane as the smaller sprocket.

10 As shown in Fig. 23-25, third gear cluster 218 includes a non-segmented cog or sprocket having a first diameter and a segmented gear having a second (larger) diameter, the segmented gear being capable of transitioning into and out of the same plane as the smaller sprocket.

As shown in Fig. 26-28, fourth gear cluster 222 comprises a cog having a first
15 diameter and a segmented gear having a second (larger) diameter, the segmented gear being capable of transitioning into and out of the same plane as the smaller sprocket.

Fig. 29 shows the engagement of portions of shifting system 210 with gear clusters 208 and 222. As shown in the figure, the shift wedge corresponding to gear
20 cluster 208 is in its second position and the gear segments of gear 208B are in their pivoted position. Accordingly, the gear segments of gear 208A are in their coplanar position. In contrast, the shift wedge corresponding to gear cluster 222 is in its first position and the gear segments of gear 222A are in their pivoted position.

In the current example, gearbox 200 includes two gear options for first gear
25 cluster 208, corresponding to gears 208A and 208B. These options may be identified as A1 and A2, respectively. In the current example, gearbox 200 includes two gear options for second gear cluster 214, corresponding to gears 214A and 214B. These options may be identified as B1 and B2, respectively. In the current example, gearbox 200 includes two gear options for third gear cluster 218, corresponding to
30 gears 218A and 218B. These options may be identified as C1 and C2, respectively. In the current example, gearbox 200 includes two gear options for fourth gear cluster

222, corresponding to gears 222A and 222B. These options may be identified as D1 and D2, respectively.

A combination of any one of the gear options of the first gear cluster 208, any one of the gear options of second gear cluster 214, any one of the gear options for third gear cluster 218, and any one of the gear options for fourth gear cluster 222 determines a gear ratio of gearbox 200. Each combination of the available options may be referred to as a “gear” and/or “speed” of the vehicle that includes gearbox 200.

An operator of the vehicle may switch between gear ratios by switching any of the selected options to another available option. For example, if the selected options are presently A1, B1, C2, and D2, the operator may change the present gear ratio by switching D2 to D1. Alternatively, or additionally, the operator may change A1 to A2, and/or may change C2 to C1. Switching gear ratios is typically achieved by actuating a mechanical and/or electronic control to pivot the gear segments of a segmented gear, thereby engaging the chain with a different gear.

C. Second Illustrative Gearbox

As shown in Figs. 30-32, this section describes an illustrative gearbox 300. Gearbox 300 is an example of a system for shifting gear ratios within a gear box by displacing a chain from one sprocket in a cluster to another, without causing the chain to leave its original plane. Aspects of gearbox 300 are suitable for use with the gearbox systems described above, and vice versa.

Fig. 30 depicts an illustrative gear cluster 310 having five gears 312. Gear cluster 310 may be substantially similar in at least some respects to, e.g., gear cluster 208, and/or any other suitable gear cluster described above. Gear cluster 310 is mounted on a shaft 315, which may be substantially similar in at least some respects to layshaft 216, and/or any other suitable axle described above. Shaft 315 rotates along with gear cluster 310.

Gearbox 300 may include any suitable adjustment mechanism for adjusting an axial position of gear cluster 310 and/or segments of the gear cluster. The adjustment mechanism may be disposed within shaft 315 and/or outside of the shaft, and may rotate with the shaft and/or remain stationary relative to the shaft. The

adjustment mechanism may be activated electrically, mechanically, hydraulically, and/or in any other suitable manner.

In some examples, the adjustment mechanism comprises at least one actuator (e.g., a linear actuator) disposed outside shaft 315 and configured to rotate with the shaft. For example, the actuator may be mounted to an exterior surface of shaft 315. The actuator is configured to adjust an axial position of gear cluster 310, or one or more segments of the gear cluster. For example, the actuator may be configured to push and/or pull segments of the gear cluster, either directly or through intervening component(s), thereby translating the segment in an axial direction.

In other examples, the adjustment mechanism comprises at least one actuator (e.g., a linear actuator) disposed outside shaft 315 and configured to remain stationary with respect to the frame of the bike, i.e., not to rotate with the shaft. As an example, the actuator may be fixed to a stationary part of the gearbox, such as the housing. In another example, the actuator may be disposed on a bearing positioned at least partially around shaft 315. In this configuration, shaft 315 is allowed to rotate within the bearing, and the actuator remains fixed with respect to the bearing and therefore does not rotate. The actuator may be configured to push or otherwise move gear cluster 310, or segments thereof, in an appropriate direction, e.g., as the gear cluster rotates past the actuator. The actuator may contact gear cluster 310 directly and/or through intervening component.

In some examples, the adjustment mechanism comprises at least one actuator (e.g., a linear actuator) disposed at least partially within shaft 315. The actuator may either be configured to rotate with shaft 315, or not to rotate with the shaft. Figs. 30-32 and associated description are related to an example wherein an actuator disposed within shaft 315 adjusts a position of segments of gear cluster 310 by translating a shift drum 320 disposed within the shaft.

As shown in Fig. 30, shift drum 320 is disposed within shaft 315 and configured to remain stationary while the shaft and gear cluster 310 rotate. In other words, shift drum 320 does not rotate with shaft 315. This may be accomplished, for example, by using a keyed connection between shift drum 320 and an actuating device 321 (see Fig. 32). Actuating device 321 may comprise any device suitable for translating shift drum 320 within shaft 315, such as a linear actuator. Actuating

device 321 may be fastened to a stationary (e.g., non-rotating) part of the gearbox, such as the housing.

Fig. 31 is a side view depicting gear cluster 310 mounted on shaft 315, with shift drum 320 depicted semitransparent within the shaft. The largest gear 312 is depicted in front of smaller gears 312, with the smaller gears visible through openings in the largest gear. As Fig. 31 shows, each gear 312 of gear cluster 310 comprises a plurality of segments 322. Each segment 322 is shaped substantially as an annular sector and/or as a pie slice. Adjacent segments 322 are spaced from each other by small gaps 324. Gaps 324 of each gear 312 are aligned with corresponding gaps within the other gears of gear cluster 310, such that each segment 322 of each gear is aligned with corresponding segments of the other gears. Each set of aligned segments 322 is fused together across gears to form a rigid segment block 330. Each segment block 330 includes a guide pin 335 extending from an inner edge of the segment block through a slot 337 in shaft 315 (see Fig. 32).

Fig. 32 is an exploded isometric view depicting shift drum 320, shaft 315, and gear cluster 310. In the example depicted in Figs. 30-32, shift drum 320 has a substantially cylindrical shape with a hollow channel extending longitudinally through a center of the shift drum, and a circumferential recess 340 extending circumferentially around a central portion of the shift drum. Circumferential recess 340 has a narrow portion 345 having a narrower width than the rest of the recess. Narrow portion 345 has a width substantially similar to a width of each guide pin 335, such that when the guide pin is positioned within the narrow portion, the axial position of the guide pin relative to shift drum 320 is fixed. Accordingly, gear cluster 310 rotates around shift drum 320 at an axial position corresponding to the position of narrow portion 345. Moving shift drum 320 axially within shaft 315 adjusts the position of narrow portion 345 relative to the shaft, and thus adjusts the axial position of segment blocks 330, i.e., causing the segment block to translate in an axial direction. Adjustment of the axial position of segment blocks 330 enables the shifting of a chain 380 (see Fig. 30) from one gear 312 to another, substantially without changing the axial position of the chain. Each segment block 330 shifts, e.g., sequentially, into a position suitable for accepting chain 380 (e.g., under the chain)

as the respective guide pin 335 passes through narrow portion 345. Shaft 315 is typically indexed (e.g., by circumferential indexing grooves 385) to define a plurality of positions of gear cluster 310. Typically, with gear cluster 310 positioned at each position defined by indexing grooves 385, a corresponding one of gears 312 is
5 configured to carry chain 380. Accordingly, shifting gears using gearbox 300 includes adjusting a position of shift drum 320 within shaft 315, thereby moving each segment block 330 such that the selected gear 312 is in a position suitable for accepting chain 380. In some examples, each segment block 330 is moved at a time when the segment block is not engaged with chain 380. In other words, segment blocks 330
10 may not be typically moved under load.

D. Illustrative Combinations and Additional Examples

This section describes additional aspects and features of gearboxes as outlined in Sections A through C, presented without limitation as a series of
15 paragraphs, some or all of which may be alphanumerically designated for clarity and efficiency. Each of these paragraphs can be combined with one or more other paragraphs, and/or with disclosure from elsewhere in this application, including the materials incorporated by reference in the Cross-References, in any suitable manner. Some of the paragraphs below expressly refer to and further limit other
20 paragraphs, providing without limitation examples of some of the suitable combinations.

A0. A gearbox for a vehicle, the gearbox comprising:

a drive spindle;

a first gear cluster coaxially fastened to the spindle such that the first gear
25 cluster rotates with the spindle, wherein an inboard gear of the first gear cluster includes a plurality of pivotable inboard segments, each of which has a respective pin protruding transversely from an inboard face;

a second gear cluster having one or more gears coaxially fastened to a
layshaft spaced from and parallel to the spindle, such that the layshaft rotates with
30 the second gear cluster;

a continuous first chain coupling the first gear cluster to the second gear cluster, such that the first gear cluster drives the second gear cluster and the first

chain defines a first plane, wherein the segments of the inboard gear of the first gear cluster are each pivotable into and out of the first plane;

5 a third gear cluster having one or more gears coaxially fastened to the layshaft and spaced from the second gear cluster, such that the third gear cluster rotates with the layshaft;

a fourth gear cluster having one or more gears coupled to a sleeve coaxially mounted over the spindle such that the sleeve rotates independently of the spindle;

10 a continuous second chain coupling the third gear cluster to the second gear cluster, such that the third gear cluster drives the fourth gear cluster and the second chain defines a second plane parallel to the first plane;

a chainring fastened to the sleeve, such that the chainring rotates with the fourth gear cluster; and

a shifting system including a first shifting wedge transitionable between:

15 (a) a first configuration, in which a first ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is out of the first plane, such that rotating the pin into the first ramped face is configured to urge the segment into the first plane, and

20 (b) a second configuration, in which a second ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is in the first plane such that rotating the pins into the second ramped face is configured to urge the segment out of the first plane.

A1. The gearbox of A0, wherein the first gear cluster, second gear cluster, first chain, third gear cluster, fourth gear cluster, and second chain are enclosed in a housing.

25 A2. The gearbox of A0 or A1, wherein an outboard gear of the first gear cluster is nested within the inboard gear, such that the outboard gear is in line with the first plane.

A3. The gearbox of A2, wherein the outboard gear is a non-segmented gear.

30 A4. The gearbox of A0 or A1, wherein an outboard gear of the first gear cluster includes a plurality of pivotable outboard segments arranged in pairs with the inboard segments, each pair of outboard and inboard segments being mounted to a

common hinge, such that pivoting the inboard segment of the pair out of the first plane automatically pivots the outboard segment of the pair into the first plane.

A5. The gearbox of any one of paragraphs A0 through A4, wherein the drive spindle is coupled to a crankset configured to rotate the spindle.

5 A6. The gearbox of any one of paragraphs A0 through A5, wherein the drive spindle is coupled to an electric motor configured to rotate the spindle.

A7. The gearbox of any one of paragraphs A0 through A6, wherein an inboard gear of the second gear cluster includes a plurality of pivotable segments, each of which has a respective pin protruding transversely from an inboard face.

10 A8. The gearbox of A7, the shifting system further comprising a second shifting wedge configured to pivot the segments of the inboard gear of the second gear cluster.

A9. The gearbox of any one of paragraphs A0 through A8, wherein a respective inboard gear of each of the third and fourth gear clusters includes a plurality of pivotable segments, each of which has a respective pin protruding transversely from an inboard face.

B0. A gearbox for a vehicle, the gearbox comprising:

a drive spindle;

20 a first gear cluster coaxially fastened to the spindle such that the first gear cluster rotates with the spindle, the first gear cluster including an outboard gear and an inboard gear, wherein the inboard gear is physically divided into a plurality of segments;

25 a second gear cluster having one or more gears coaxially fastened to a layshaft spaced from and parallel to the spindle, such that the layshaft rotates with the second gear cluster;

a continuous first chain coupling the first gear cluster to the second gear cluster, such that the first gear cluster drives the second gear cluster and the first chain defines a first plane, wherein the segments of the inboard gear of the first gear cluster are each movable into and out of the first plane;

30 a third gear cluster having one or more gears coaxially fastened to the layshaft and spaced from the second gear cluster, such that the third gear cluster rotates with the layshaft;

a fourth gear cluster having one or more gears coupled to a sleeve coaxially mounted over the spindle such that the sleeve rotates independently of the spindle;

a continuous second chain coupling the third gear cluster to the second gear cluster, such that the third gear cluster drives the fourth gear cluster;

5 a chainring fastened to the sleeve, such that the chainring rotates with the fourth gear cluster; and

a shifting system including an actuator configured to urge the segments of the inboard gear of the first gear cluster into and out of the first plane, such that a gear ratio of the gearbox is changeable without displacing the first chain out of the first
10 plane.

B1. The gearbox of B0, wherein the segments of the inboard gear of the first gear cluster are configured to translate into and out of the first plane along the spindle.

B2. The gearbox of B0, wherein the segments of the inboard gear of the
15 first gear cluster are configured to pivot into and out of the first plane.

B3. The gearbox of B2, wherein the outboard gear of the first gear cluster includes a plurality of pivotable outboard segments arranged in pairs with the inboard segments, each pair of outboard and inboard segments being mounted to a common hinge, such that pivoting the inboard segment of the pair out of the first plane
20 automatically pivots the outboard segment of the pair into the first plane.

B4. The gearbox of B2, wherein each of the segments of the inboard gear has a respective pin protruding transversely from an inboard face; and

the actuator of the shifting system includes a shifting wedge transitionable between:

25 (a) a first configuration, in which a first ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is out of the first plane, such that rotating the pin into the first ramped face is configured to urge the segment into the first plane, and

(b) a second configuration, in which a second ramped face of the
30 wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is in the first plane such that rotating the pins into the second ramped face is configured to urge the segment out of the first plane.

B5. The gearbox of B2, wherein a respective inboard gear of each of the second, third, and/or fourth gear clusters includes a plurality of pivotable segments.

5 B6. The gearbox of B5, the actuator of the shifting system further comprising a second shifting wedge configured to pivot the segments of the inboard gear of the second gear cluster.

B7. The gearbox of any one of paragraphs B0 through B6, wherein the first gear cluster, second gear cluster, first chain, third gear cluster, fourth gear cluster, and second chain are enclosed in a housing.

10 B8. The gearbox of any one of paragraphs B0 through B2, wherein an outboard gear of the first gear cluster is nestable with the inboard gear.

B9. The gearbox of B8, wherein the outboard gear is a non-segmented gear.

C0. A gearbox for a vehicle, the gearbox comprising:
a drive spindle;
15 a layshaft spaced from and parallel to the spindle;
a first gear cluster coaxially fastened to one of the spindle or the layshaft and rotatable therewith, the first gear cluster including an outboard gear and an inboard gear, wherein the inboard gear is physically divided into a plurality of segments;
a second gear cluster coaxially fastened to the other of the spindle or the
20 layshaft and rotatable therewith, the second gear cluster having one or more gears;
a continuous chain coupling the first gear cluster to the second gear cluster, such that the chain defines a plane, wherein the segments of the inboard gear of the first gear cluster are each movable into and out of the first plane;
a chainring coupled to the layshaft, such that the chainring rotates with the
25 layshaft; and
a shifting system including an actuator configured to urge the segments of the inboard gear of the first gear cluster into and out of the plane of the chain, such that a gear ratio of the gearbox is changeable without displacing the chain out of the plane.

30 C1. The gearbox of C0, wherein the segments of the inboard gear of the first gear cluster are configured to translate axially into and out of the plane of the chain.

C2. The gearbox of C0, wherein the segments of the inboard gear of the first gear cluster are configured to pivot into and out of the plane of the chain.

C3. The gearbox of C2, wherein the outboard gear of the first gear cluster includes a plurality of pivotable outboard segments arranged in pairs with the inboard segments, each pair of outboard and inboard segments being mounted to a common hinge, such that pivoting the inboard segment of the pair out of the plane automatically pivots the outboard segment of the pair into the plane.

C4. The gearbox of C2, wherein each of the segments of the inboard gear has a respective pin protruding transversely from an inboard face; and

wherein the actuator of the shifting system includes a shifting wedge transitionable between:

(a) a first configuration, in which a first ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is out of the plane, such that rotating the pin into the first ramped face is configured to urge the segment into the plane, and

(b) a second configuration, in which a second ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is in the plane such that rotating the pins into the second ramped face is configured to urge the segment out of the plane.

C5. The gearbox of C2, wherein a respective inboard gear of the second gear cluster includes a plurality of pivotable segments.

C6. The gearbox of C5, the actuator of the shifting system further comprising a second shifting wedge configured to pivot the segments of the inboard gear of the second gear cluster.

C7. The gearbox of any one of paragraphs C0 through C6, wherein the first gear cluster, second gear cluster, and chain are enclosed in a housing.

C8. The gearbox of any one of paragraphs C0 through C2, wherein an outboard gear of the first gear cluster is nestable with the inboard gear.

C9. The gearbox of C8, wherein the outboard gear is a non-segmented gear.

E. Illustrative Method of Shifting a Gearbox

This section describes steps of an illustrative method for shifting a gearbox in accordance with the present disclosure. Aspects of gearboxes and shifting systems described above may be utilized in the method steps described below. Where
5 appropriate, reference may be made to components and systems that may be used in carrying out each step. These references are for illustration, and are not intended to limit the possible ways of carrying out any particular step of the method. This section may not recite the complete process or all steps of the method. Although various steps are described below, the steps need not necessarily all be performed,
10 and in some cases may be performed simultaneously or in a different order.

A first step includes operating a gearbox in a first gear ratio by rotating a drive spindle thereof, the drive spindle having a corotating first gear cluster coupled to a first chain. The first chain is also coupled to a second gear cluster, and the first chain defines a first plane. The first gear ratio is defined by a combination of selected
15 gears of the first and second gear clusters.

A second step includes shifting the gearbox into a second gear ratio by displacing a segmented one of the gears of the first or second gear clusters one segment at a time, such that teeth of the displaced gear move out of the first plane. The segments are each displaced at a rotational position where the segment is
20 disengaged from the chain, such that the chain remains in the first plane and no segment is displaced under load.

In some examples, the gear segments are configured to translate axially (see gearbox 300). In some examples, the gear segments are configured to be displaced in a pivoting fashion (see gearbox 200).

25 The gearbox may include additional gear clusters. A third step may therefore include shifting the gearbox into additional gear ratios by displacing one or more other segmented gears on any one of the gear clusters.

Shifting between gear ratios may be controlled using a manual actuator and/or using an electronic controller to signal an electromechanical actuator. For
30 example, a shifting actuator may include a motorized pivoting or translating actuator to displace gear segments and/or a motorized rotational actuator configured to

change the position of one or more shifting wedges, as described with respect to gearbox 200.

Advantages, Features, and Benefits

5 The different embodiments and examples of the gearbox and shifting systems described herein provide several advantages over known solutions. For example, illustrative embodiments and examples described herein allow a smaller chance of dropping the external bike chain as compared with known derailleur designs, due to less chain slack in the system and a static external chain-line (only two external,
10 outer cogs).

 Additionally, and among other benefits, illustrative embodiments and examples described herein allow shifting under higher loads than with known derailleur designs and bottom bracket gearboxes, due to maintaining chain alignment while the shifting gear experiences no load until the gear is in place in the
15 drive-line. This arrangement may also permit the motor to be operated at a substantially constant RPM (or small range of RPM) both at and during transition between the various gear ratios, contributing to motor efficiency and lifespan.

 Additionally, and among other benefits, illustrative embodiments and examples described herein allow simpler E-bike motor integration as compared with
20 known derailleur designs and hub-located gearboxes, with the ability to integrate the gearbox either before or after adding electromechanical inputs.

 Additionally, and among other benefits, illustrative embodiments and examples described herein allow easier standard maintenance as compared with existing derailleur designs, as the gearbox is fully enclosed and protected from the
25 elements.

 Additionally, and among other benefits, illustrative embodiments and examples described herein provide improved durability (specifically in the rear end), as compared with known derailleur designs. This is a result of fewer expensive and delicate parts being exposed to possible blunt trauma, and to elements like dust,
30 grease, and water.

 Additionally, and among other benefits, illustrative embodiments and examples described herein have a smaller distance to point of control as compared

to known derailleur designs and hub-located gearboxes, allowing for smaller shifter cable runs and/or smaller wireless transmission capabilities, for the purpose of control.

5 Additionally, and among other benefits, illustrative embodiments and examples described herein provide more options for wheel building as compared to known derailleur designs, due to more space on the rear hub. This is because only one cog is required as opposed to multiple cogs.

10 Additionally, and among other benefits, illustrative embodiments and examples described herein provide better handling as compared to known hub-located gearboxes, as a result of weight shifting lower and toward the center of the bike.

15 Additionally, and among other benefits, illustrative embodiments and examples described herein utilize cost-effective replacement parts due to simple geometries and manufacturing processes, and are lighter overall than other known solutions.

No known system or device can perform these functions. However, not all embodiments and examples described herein provide the same advantages or the same degree of advantage.

20 *Conclusion*

The disclosure set forth above may encompass multiple distinct examples with independent utility. Although each of these has been disclosed in its preferred form(s), the specific embodiments thereof as disclosed and illustrated herein are not to be considered in a limiting sense, because numerous variations are possible. To
25 the extent that section headings are used within this disclosure, such headings are for organizational purposes only. The subject matter of the disclosure includes all novel and nonobvious combinations and subcombinations of the various elements, features, functions, and/or properties disclosed herein. The following claims particularly point out certain combinations and subcombinations regarded as novel
30 and nonobvious. Other combinations and subcombinations of features, functions, elements, and/or properties may be claimed in applications claiming priority from this or a related application. Such claims, whether broader, narrower, equal, or different

in scope to the original claims, also are regarded as included within the subject matter of the present disclosure.

WHAT IS CLAIMED IS:

1. A gearbox for a vehicle, the gearbox comprising:

a drive spindle;

5 a layshaft spaced from and parallel to the spindle;

a first gear cluster coaxially fastened to one of the spindle or the layshaft and rotatable therewith, the first gear cluster including an outboard gear and an inboard gear, wherein the inboard gear is physically divided into a plurality of segments;

10 a second gear cluster coaxially fastened to the other of the spindle or the layshaft and rotatable therewith, the second gear cluster having one or more gears;

a continuous chain coupling the first gear cluster to the second gear cluster, such that the chain defines a plane, wherein the segments of the inboard gear of the first gear cluster are each movable into and out of the plane;

15 a chainring coupled to the layshaft, such that the chainring rotates with the layshaft; and

a shifting system including an actuator configured to urge the segments of the inboard gear of the first gear cluster into and out of the plane of the chain, such that a gear ratio of the gearbox is changeable without displacing the chain out of the plane.

20

2. The gearbox of claim 1, wherein the segments of the inboard gear of the first gear cluster are configured to translate axially into and out of the plane of the chain.

25 3. The gearbox of claim 1, wherein the segments of the inboard gear of the first gear cluster are configured to pivot into and out of the plane of the chain.

4. The gearbox of claim 3, wherein the outboard gear of the first gear cluster includes a plurality of pivotable outboard segments arranged in pairs with the inboard segments, each pair of outboard and inboard segments being mounted to a common hinge, such that pivoting the inboard segment of the pair out of the plane automatically pivots the outboard segment of the pair into the plane.

30

5. The gearbox of claim 3, wherein each of the segments of the inboard gear has a respective pin protruding transversely from an inboard face; and

wherein the actuator of the shifting system includes a shifting wedge transitionable between:

5 (a) a first configuration, in which a first ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is out of the plane, such that rotating the pin into the first ramped face is configured to urge the segment into the plane, and

10 (b) a second configuration, in which a second ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is in the plane such that rotating the pins into the second ramped face is configured to urge the segment out of the plane.

6. The gearbox of claim 3, wherein a respective inboard gear of the
15 second gear cluster includes a plurality of pivotable segments.

7. The gearbox of claim 6, the actuator of the shifting system further comprising a second shifting wedge configured to pivot the segments of the inboard gear of the second gear cluster.

20

8. The gearbox of claim 1, wherein an outboard gear of the first gear cluster is nestable with the inboard gear.

9. The gearbox of claim 8, wherein the outboard gear is a non-segmented
25 gear.

10. A gearbox for a vehicle, the gearbox comprising:
a drive spindle;

30 a first gear cluster coaxially fastened to the spindle such that the first gear cluster rotates with the spindle, wherein an inboard gear of the first gear cluster includes a plurality of pivotable inboard segments, each of which has a respective pin protruding transversely from an inboard face;

a second gear cluster having one or more gears coaxially fastened to a layshaft spaced from and parallel to the spindle, such that the layshaft rotates with the second gear cluster;

5 a continuous first chain coupling the first gear cluster to the second gear cluster, such that the first gear cluster drives the second gear cluster and the first chain defines a first plane, wherein the segments of the inboard gear of the first gear cluster are each pivotable into and out of the first plane;

10 a third gear cluster having one or more gears coaxially fastened to the layshaft and spaced from the second gear cluster, such that the third gear cluster rotates with the layshaft;

a fourth gear cluster having one or more gears coupled to a sleeve coaxially mounted over the spindle such that the sleeve rotates independently of the spindle;

15 a continuous second chain coupling the third gear cluster to the second gear cluster, such that the third gear cluster drives the fourth gear cluster and the second chain defines a second plane parallel to the first plane;

a chainring fastened to the sleeve, such that the chainring rotates with the fourth gear cluster; and

a shifting system including a first shifting wedge transitionable between:

20 (a) a first configuration, in which a first ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is out of the first plane, such that rotating the pin into the first ramped face is configured to urge the segment into the first plane, and

25 (b) a second configuration, in which a second ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is in the first plane such that rotating the pins into the second ramped face is configured to urge the segment out of the first plane.

30 11. The gearbox of claim 10, wherein the first gear cluster, second gear cluster, first chain, third gear cluster, fourth gear cluster, and second chain are enclosed in a housing.

12. The gearbox of claim 10, wherein an outboard gear of the first gear cluster is nested within the inboard gear, such that the outboard gear is in line with the first plane.

5 13. The gearbox of claim 12, wherein the outboard gear is a non-segmented gear.

10 14. The gearbox of claim 10, wherein an outboard gear of the first gear cluster includes a plurality of pivotable outboard segments arranged in pairs with the inboard segments, each pair of outboard and inboard segments being mounted to a common hinge, such that pivoting the inboard segment of the pair out of the first plane automatically pivots the outboard segment of the pair into the first plane.

15 15. The gearbox of claim 10, wherein the drive spindle is coupled to a crankset configured to rotate the spindle.

16. The gearbox of claim 10, wherein the drive spindle is coupled to an electric motor configured to rotate the spindle.

20 17. The gearbox of claim 10, wherein an inboard gear of the second gear cluster includes a plurality of pivotable segments, each of which has a respective pin protruding transversely from an inboard face.

25 18. The gearbox of claim 17, the shifting system further comprising a second shifting wedge configured to pivot the segments of the inboard gear of the second gear cluster.

19. A gearbox for a vehicle, the gearbox comprising:
a drive spindle;

30 a first gear cluster coaxially fastened to the spindle such that the first gear cluster rotates with the spindle, the first gear cluster including an outboard gear and

an inboard gear, wherein the inboard gear is physically divided into a plurality of segments;

5 a second gear cluster having one or more gears coaxially fastened to a layshaft spaced from and parallel to the spindle, such that the layshaft rotates with the second gear cluster;

a continuous first chain coupling the first gear cluster to the second gear cluster, such that the first gear cluster drives the second gear cluster and the first chain defines a first plane, wherein the segments of the inboard gear of the first gear cluster are each movable into and out of the first plane;

10 a third gear cluster having one or more gears coaxially fastened to the layshaft and spaced from the second gear cluster, such that the third gear cluster rotates with the layshaft;

a fourth gear cluster having one or more gears coupled to a sleeve coaxially mounted over the spindle such that the sleeve rotates independently of the spindle;

15 a continuous second chain coupling the third gear cluster to the second gear cluster, such that the third gear cluster drives the fourth gear cluster;

a chainring fastened to the sleeve, such that the chainring rotates with the fourth gear cluster; and

20 a shifting system including an actuator configured to urge the segments of the inboard gear of the first gear cluster into and out of the first plane, such that a gear ratio of the gearbox is changeable without displacing the first chain out of the first plane.

20. The gearbox of claim 19, wherein the segments of the inboard gear of the first gear cluster are configured to translate into and out of the first plane along the spindle.

21. The gearbox of claim 19, wherein the segments of the inboard gear of the first gear cluster are configured to pivot into and out of the first plane.

30 22. The gearbox of claim 21, wherein the outboard gear of the first gear cluster includes a plurality of pivotable outboard segments arranged in pairs with the

inboard segments, each pair of outboard and inboard segments being mounted to a common hinge, such that pivoting the inboard segment of the pair out of the first plane automatically pivots the outboard segment of the pair into the first plane.

5 23. The gearbox of claim 21, wherein each of the segments of the inboard gear has a respective pin protruding transversely from an inboard face; and

the actuator of the shifting system includes a shifting wedge transitionable between:

10 (a) a first configuration, in which a first ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is out of the first plane, such that rotating the pin into the first ramped face is configured to urge the segment into the first plane, and

15 (b) a second configuration, in which a second ramped face of the wedge is in line with the pin of each segment of the inboard gear of the first gear cluster when the segment is in the first plane such that rotating the pins into the second ramped face is configured to urge the segment out of the first plane.

20 24. The gearbox of claim 21, wherein a respective inboard gear of each of the second, third, and fourth gear clusters includes a plurality of pivotable segments.

25 25. The gearbox of claim 24, the actuator of the shifting system further comprising a second shifting wedge configured to pivot the segments of the inboard gear of the second gear cluster.

26 26. The gearbox of claim 19, wherein an outboard gear of the first gear cluster is nestable with the inboard gear, and the outboard gear is a non-segmented gear.

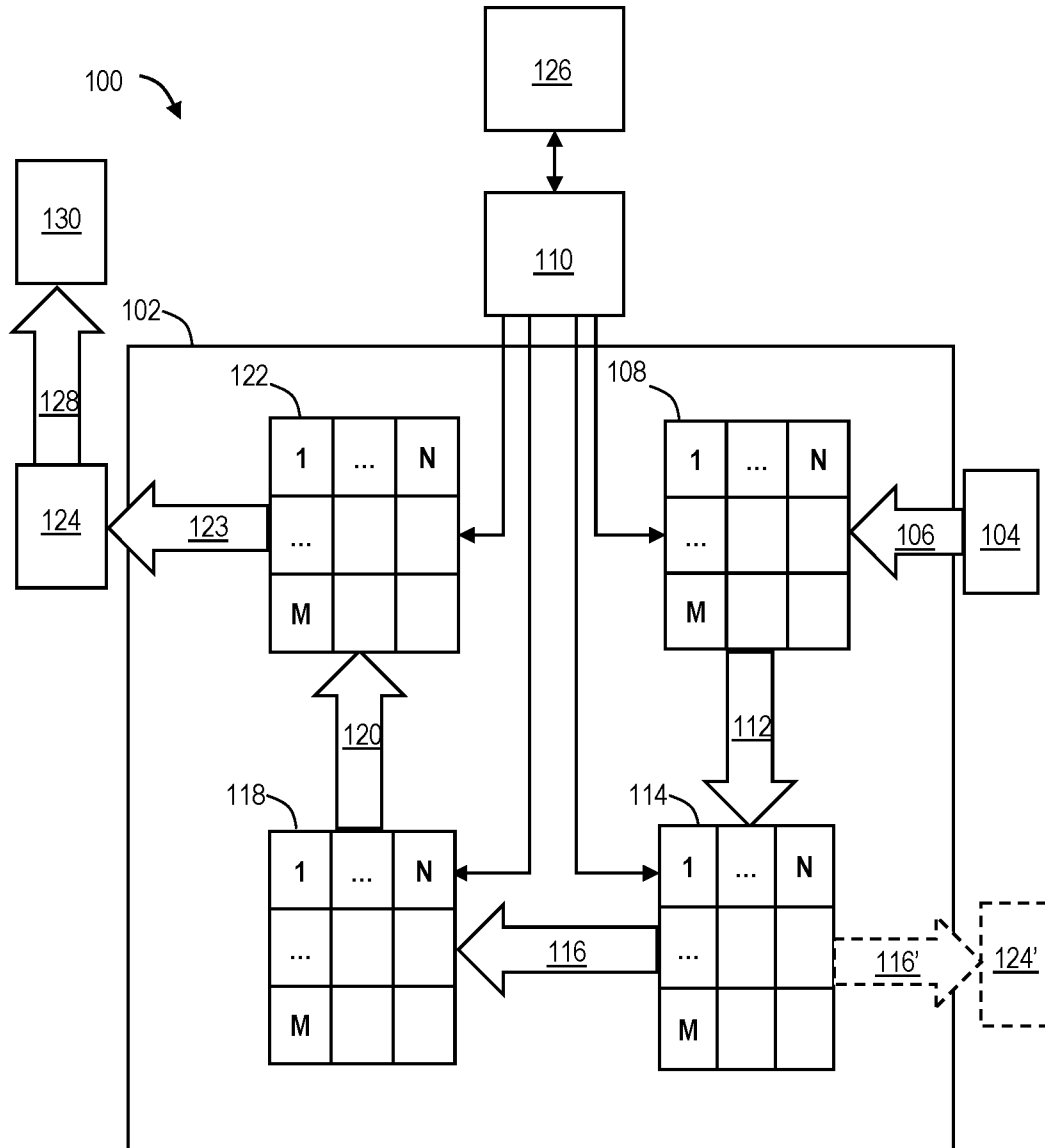


FIG. 1

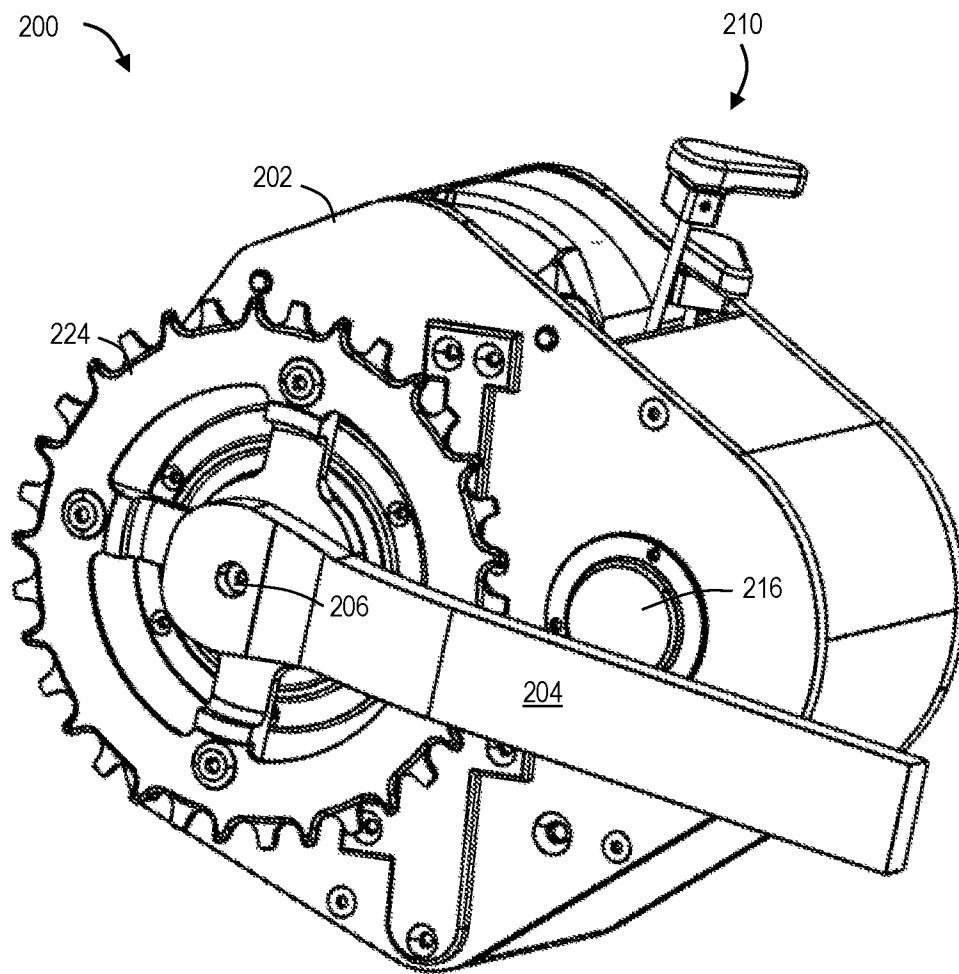


FIG. 2

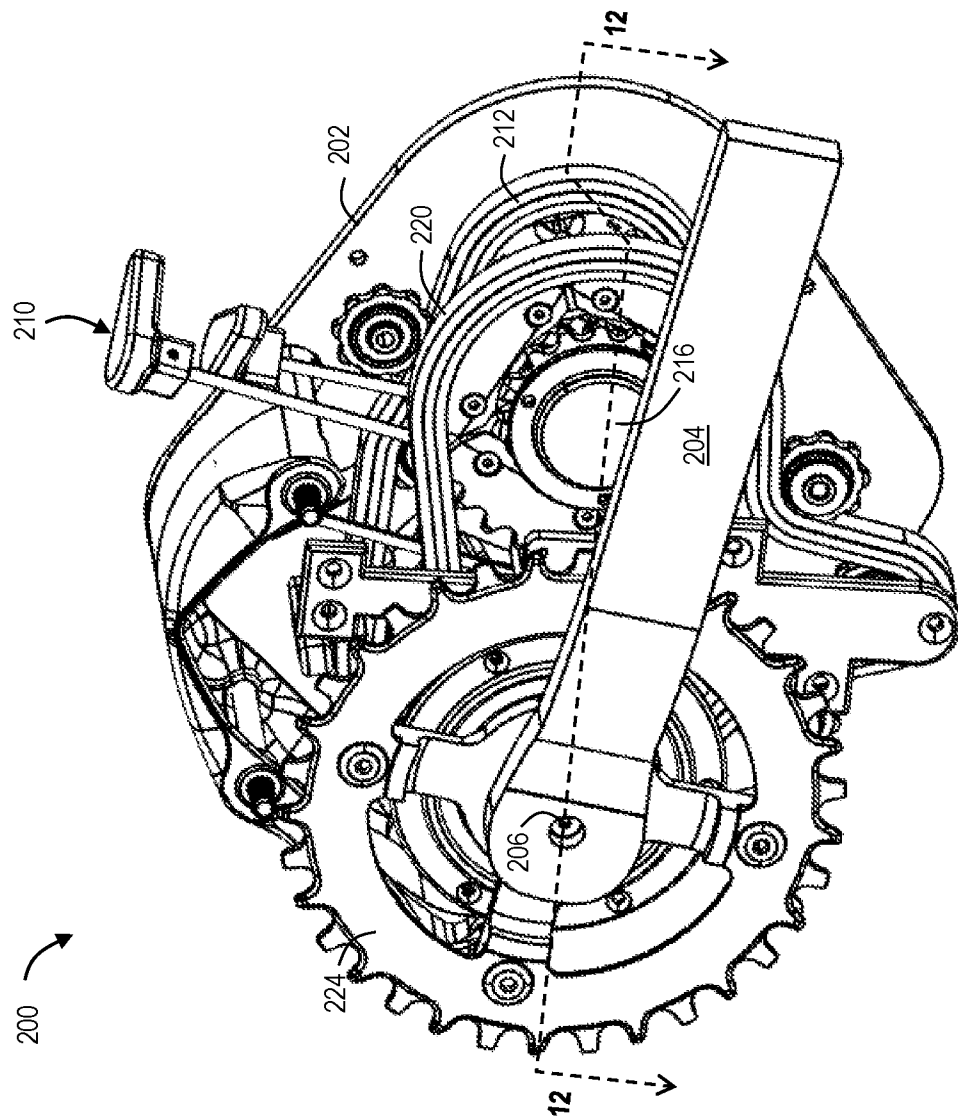


FIG. 3

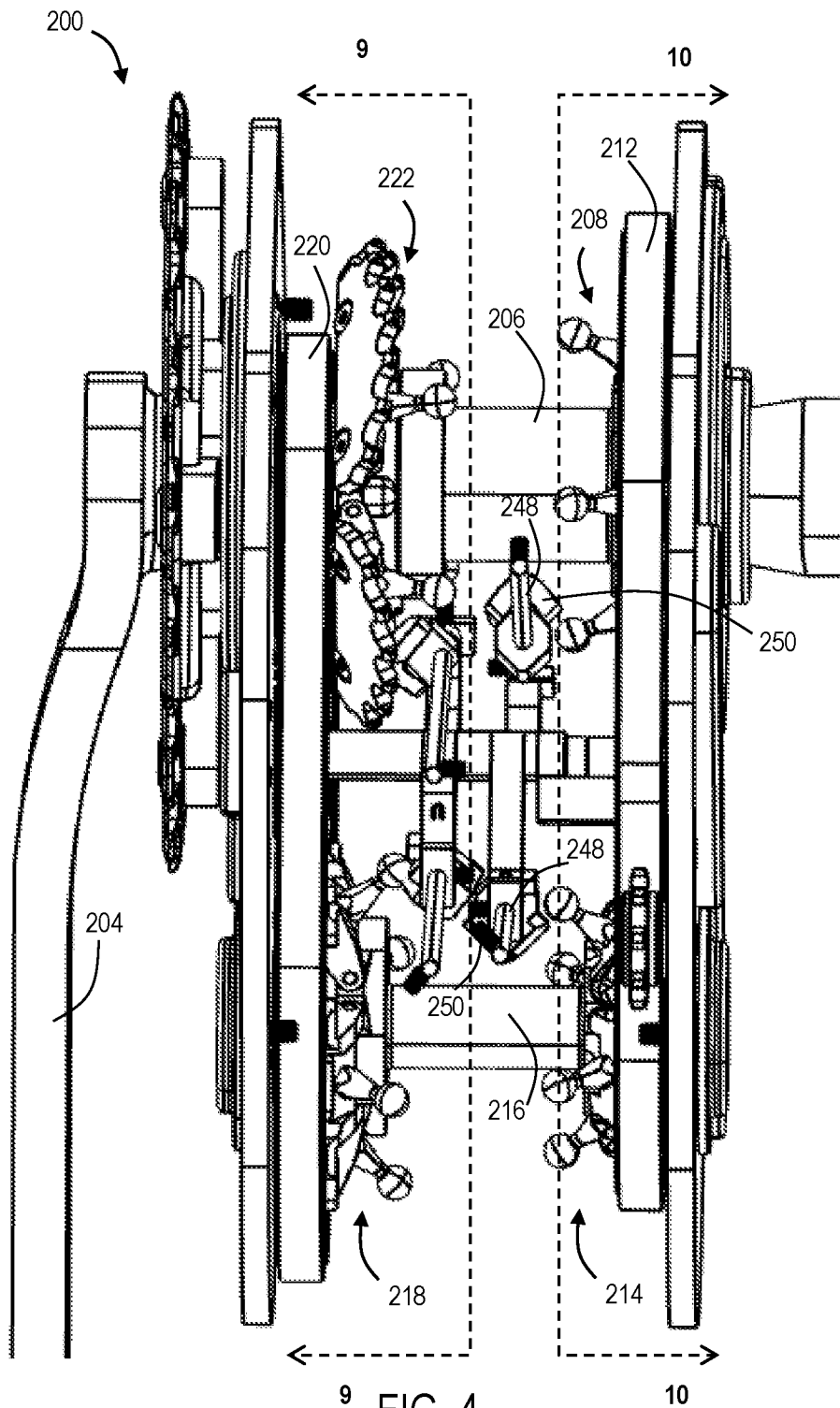


FIG. 4

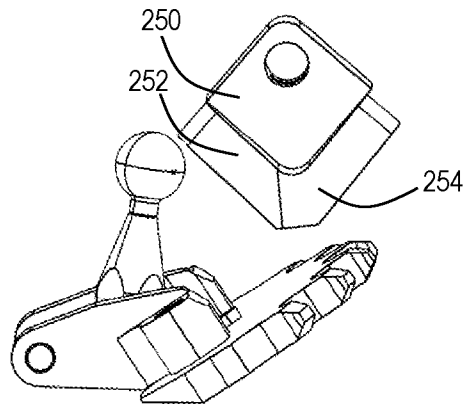


FIG. 5

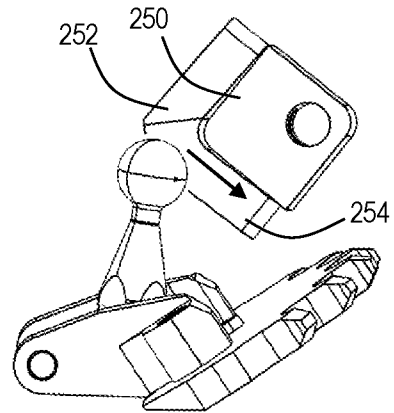


FIG. 6

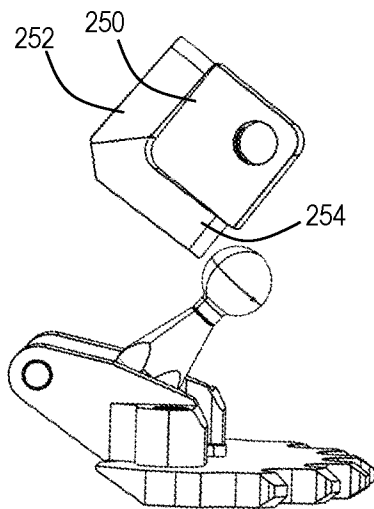


FIG. 7

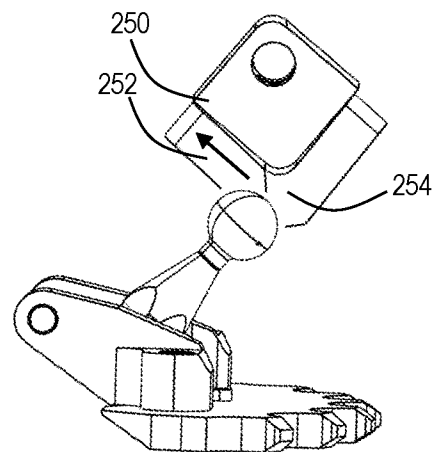
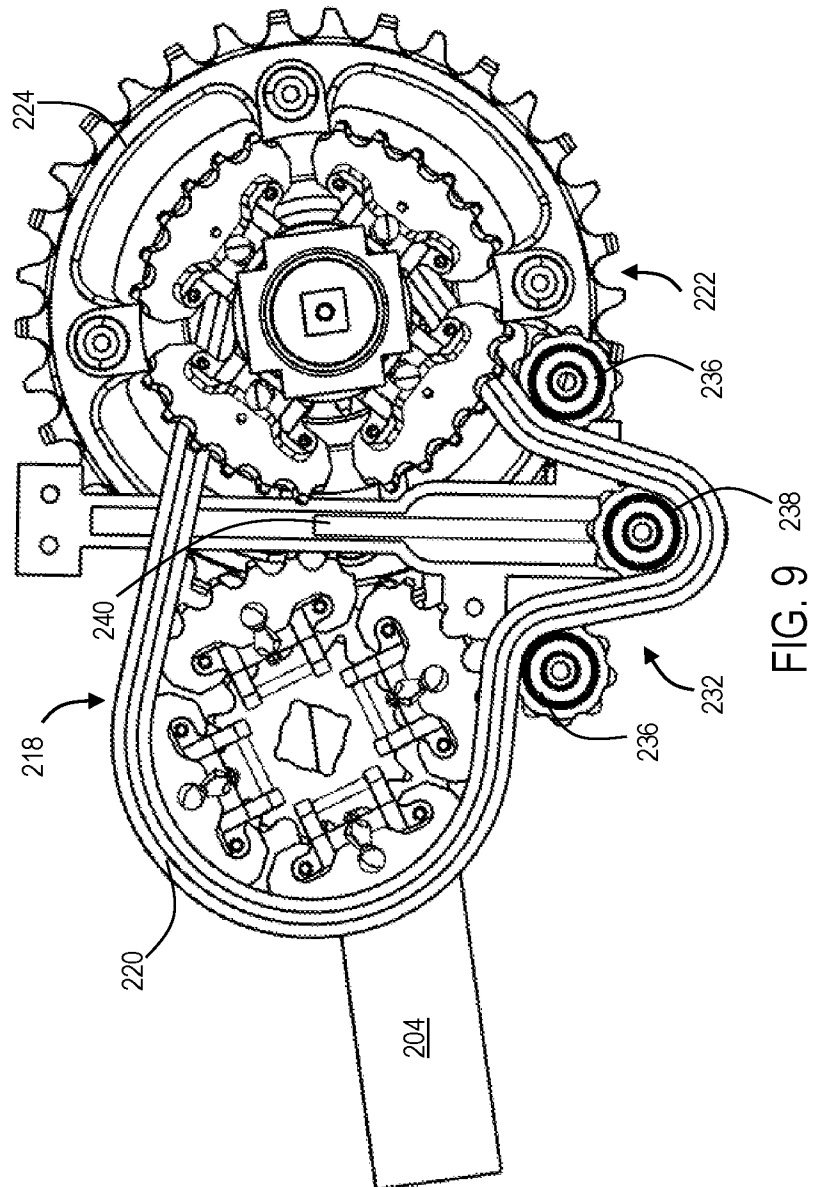


FIG. 8



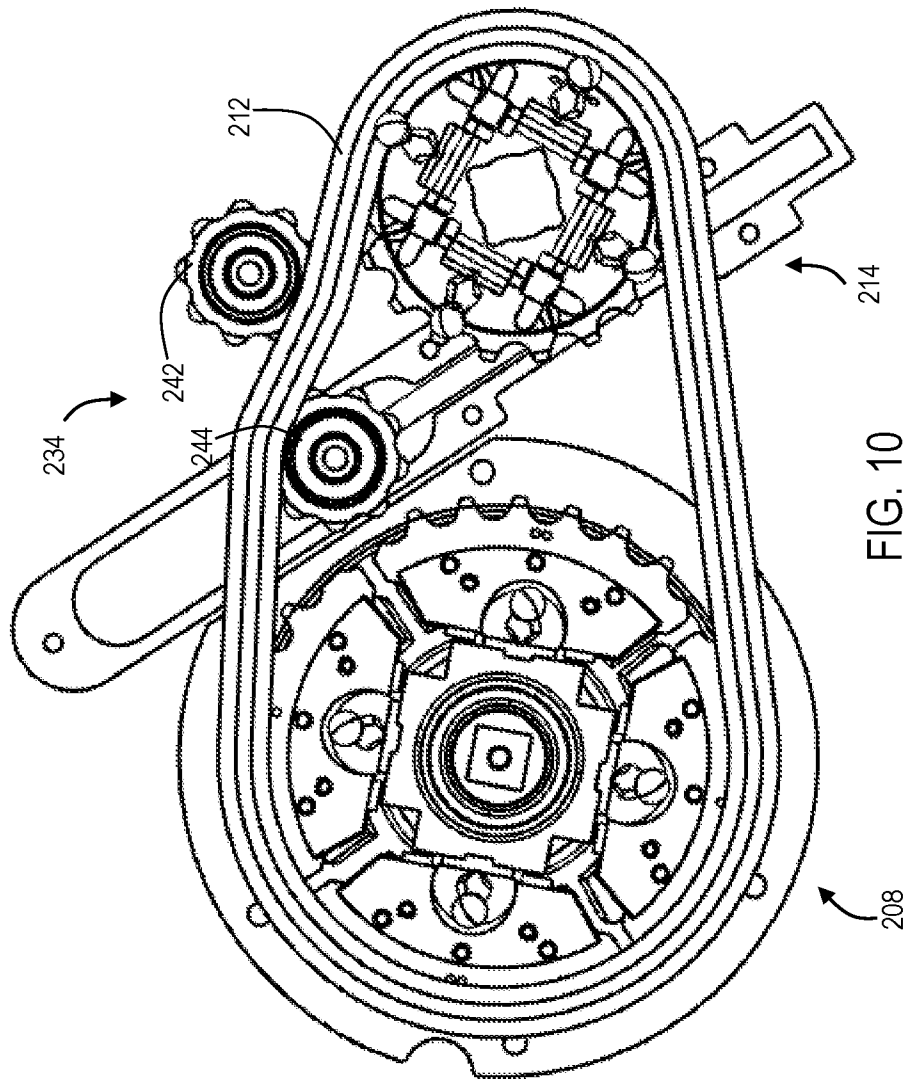


FIG. 10

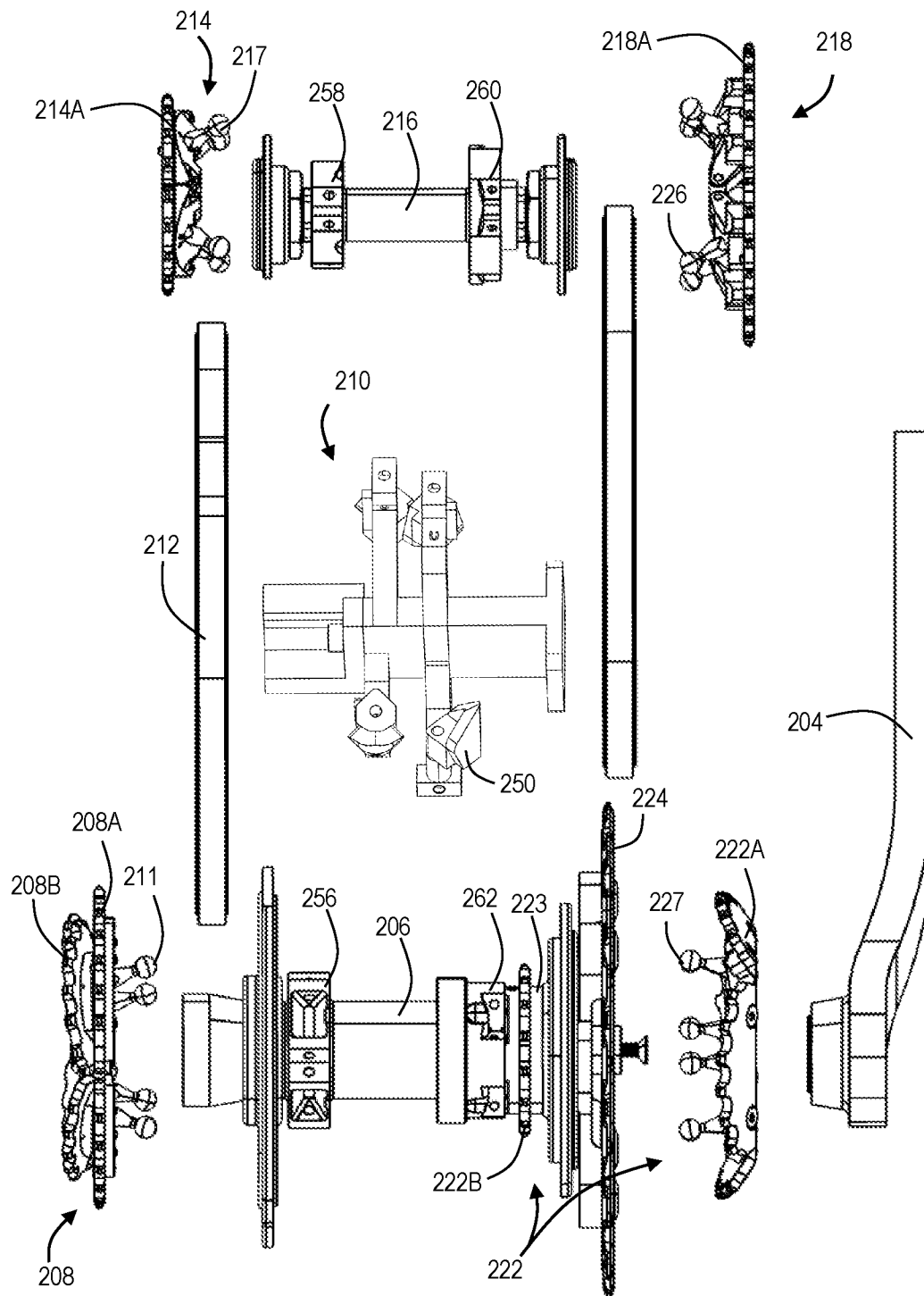
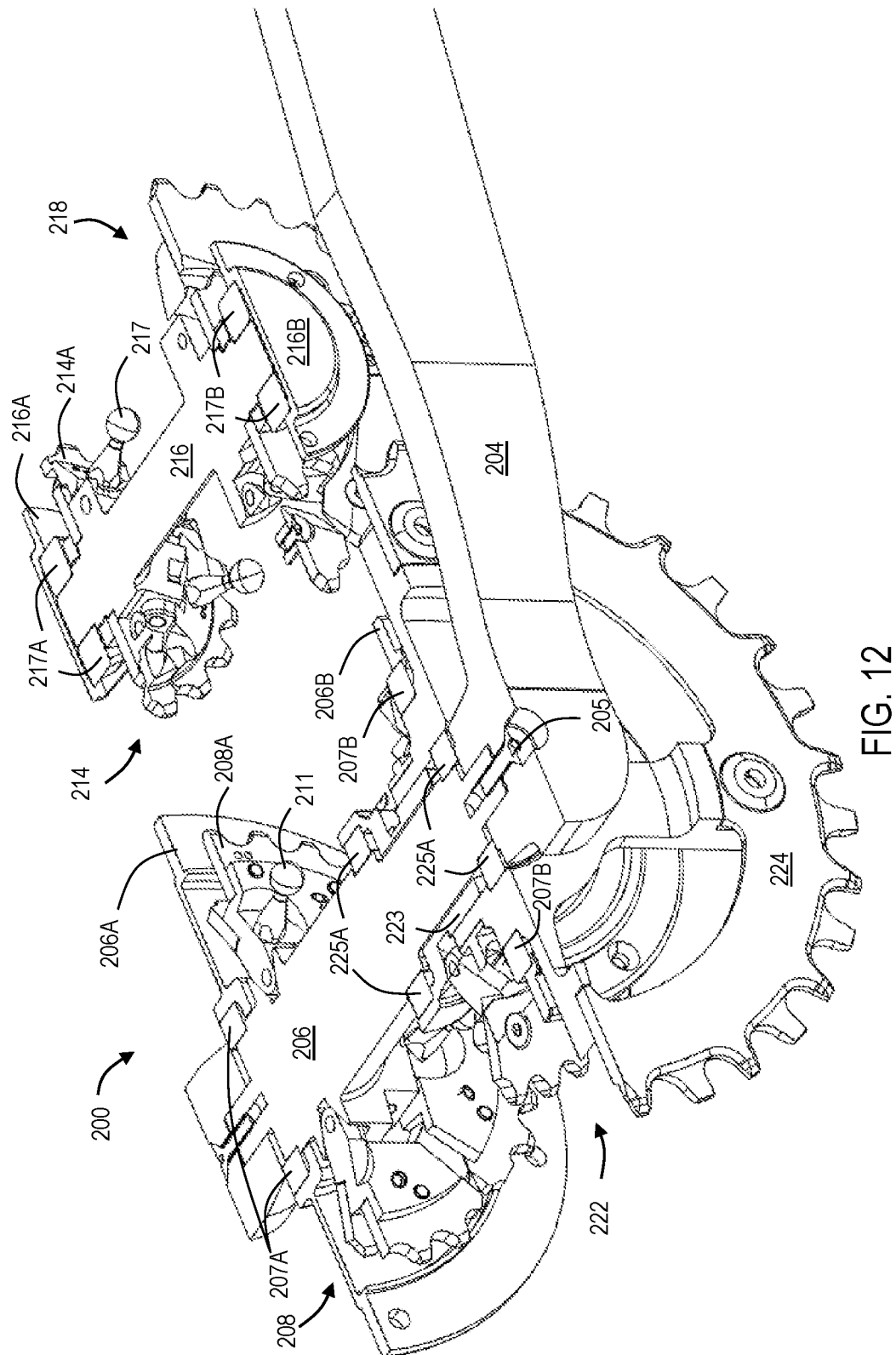


FIG. 11



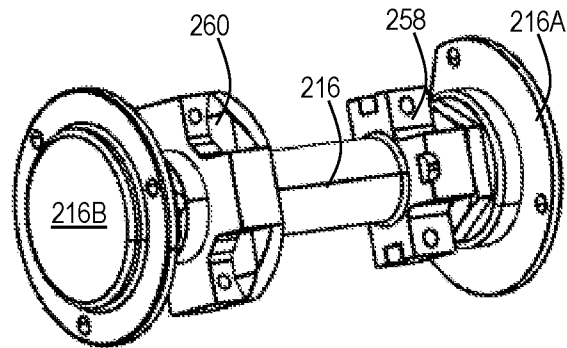


FIG. 13

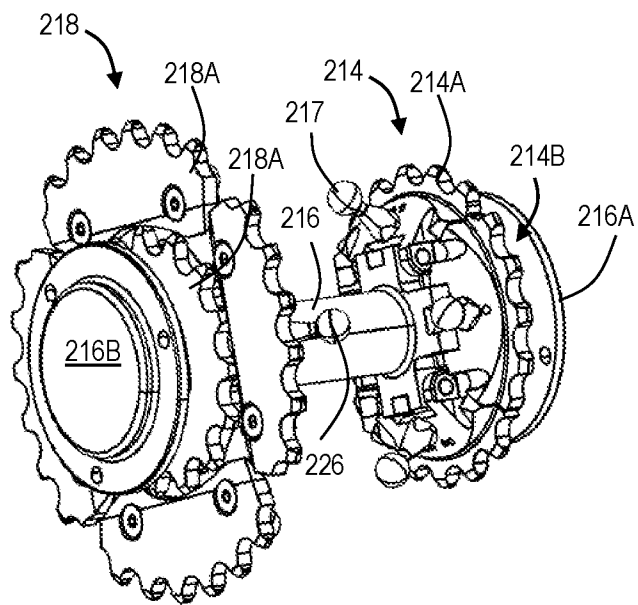


FIG. 14

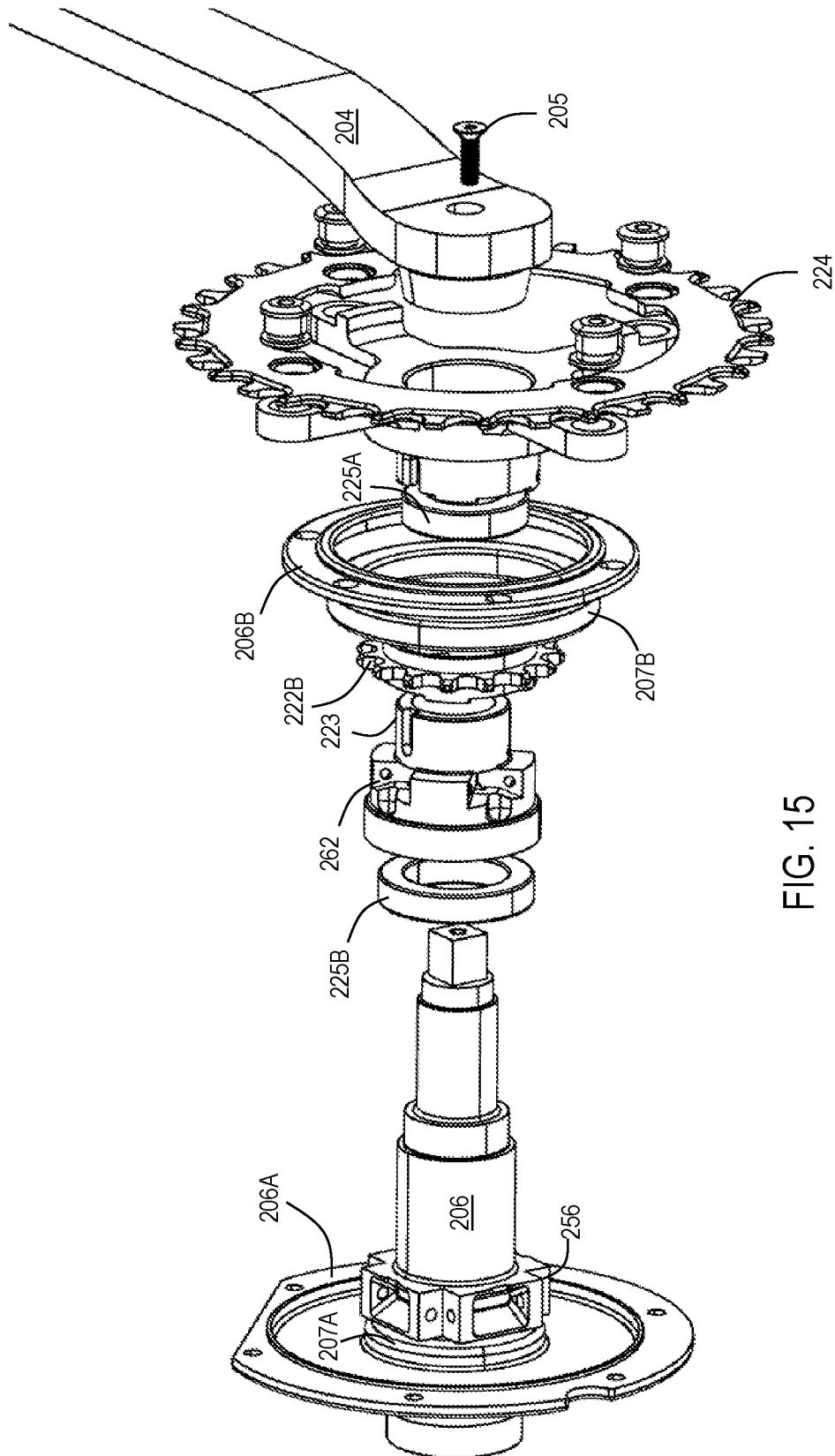
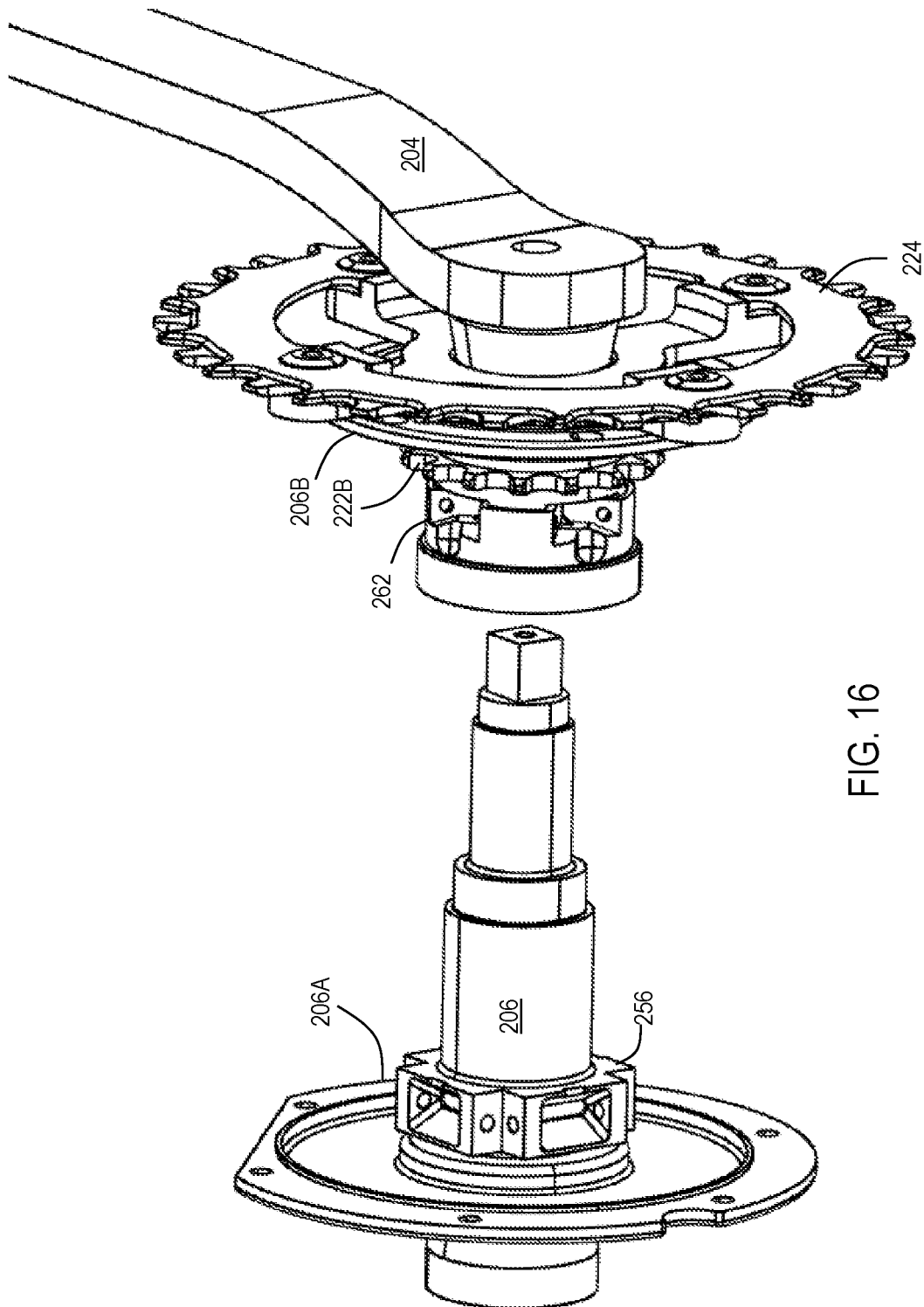


FIG. 15



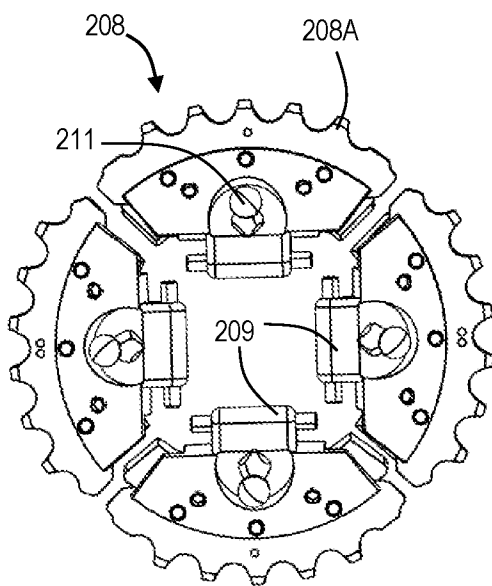


FIG. 17

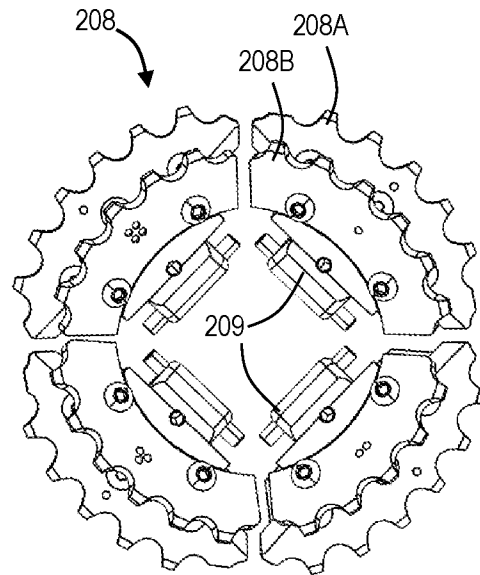


FIG. 18

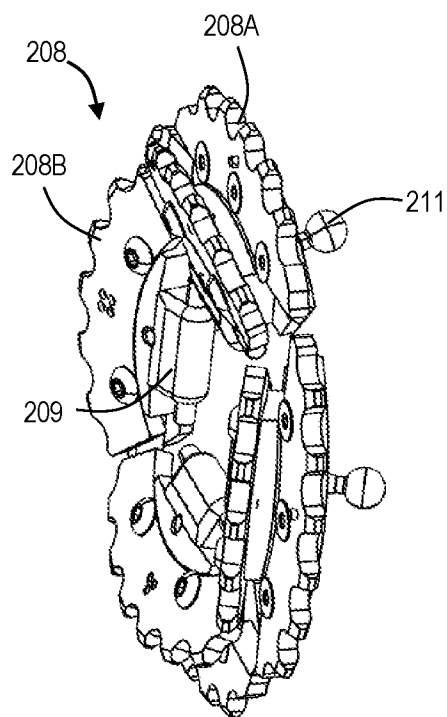


FIG. 19

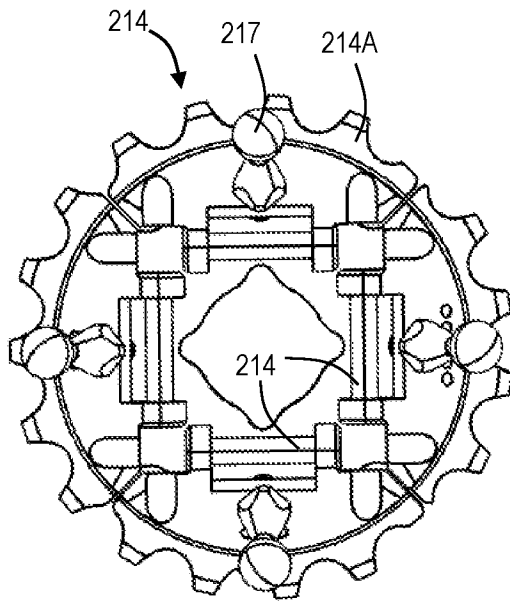


FIG. 20

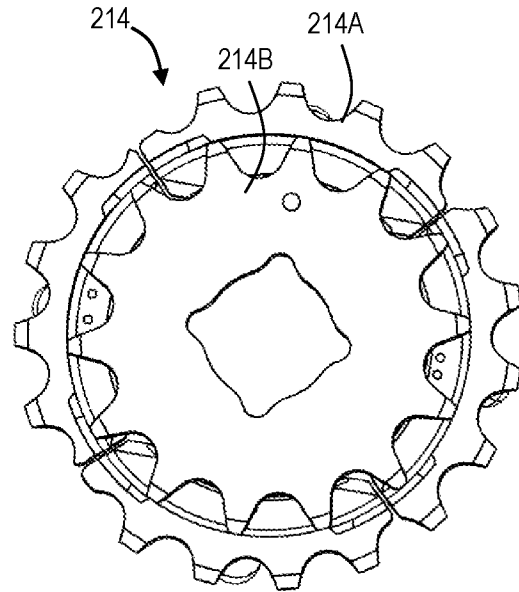


FIG. 21

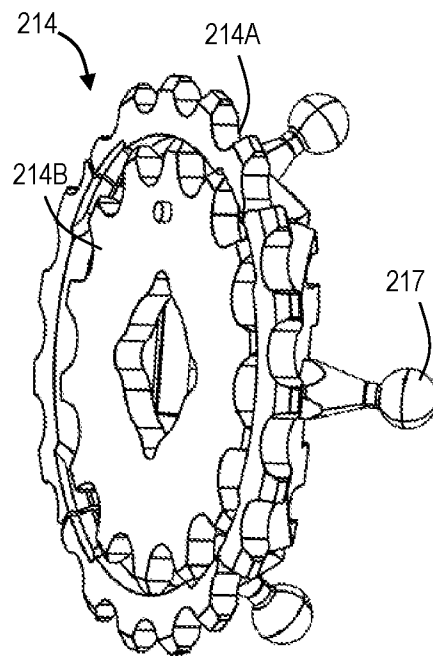


FIG. 22

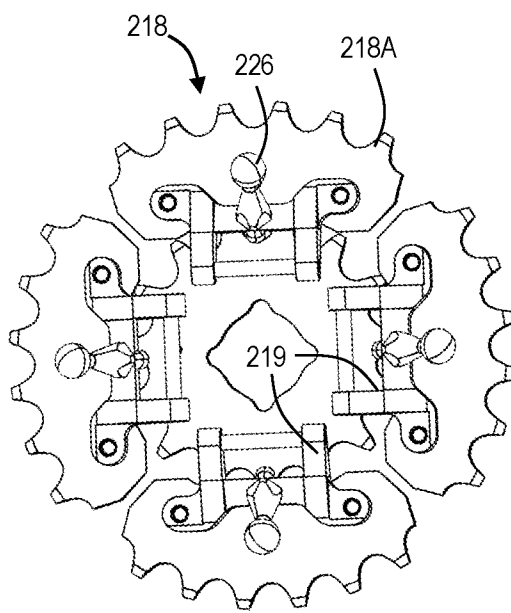


FIG. 23

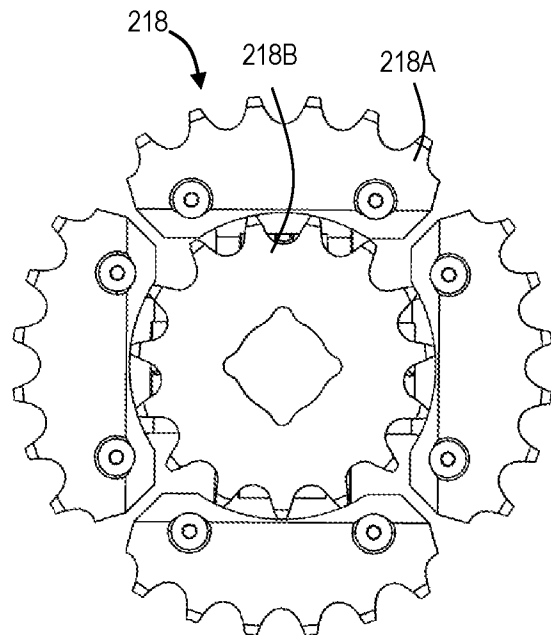


FIG. 24

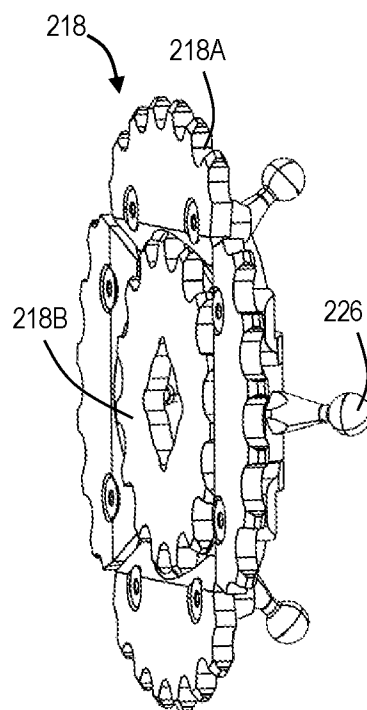


FIG. 25

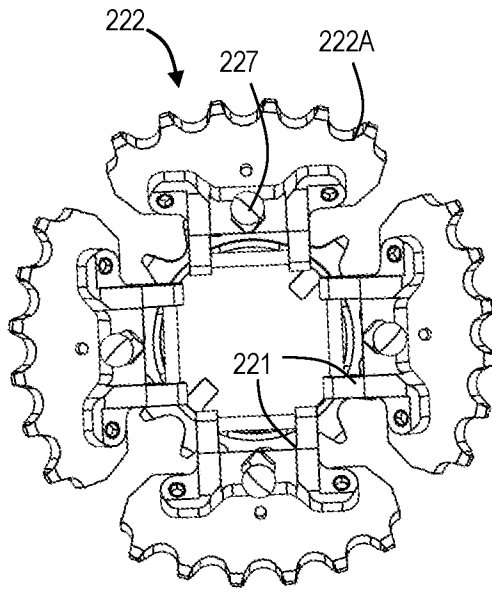


FIG. 26

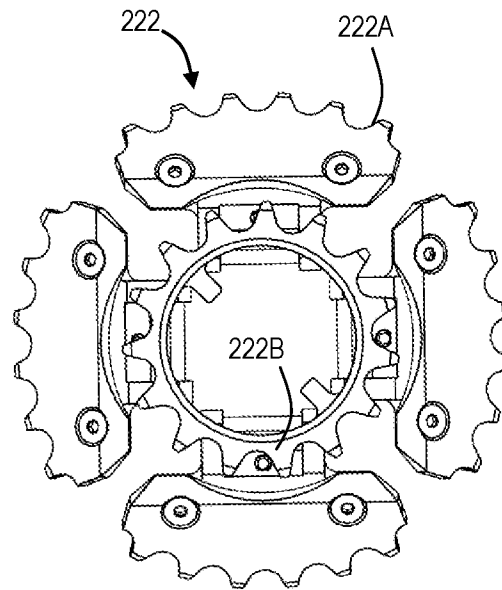


FIG. 27

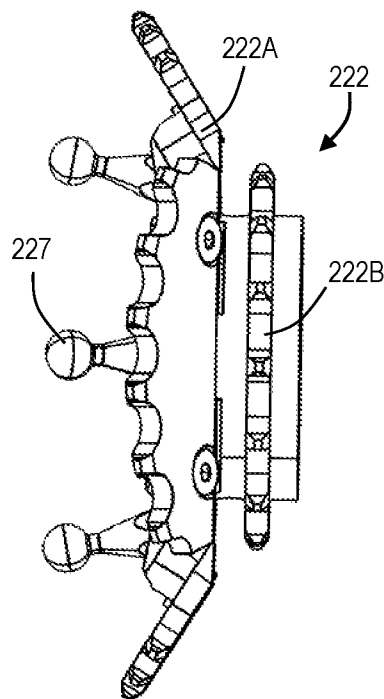


FIG. 28

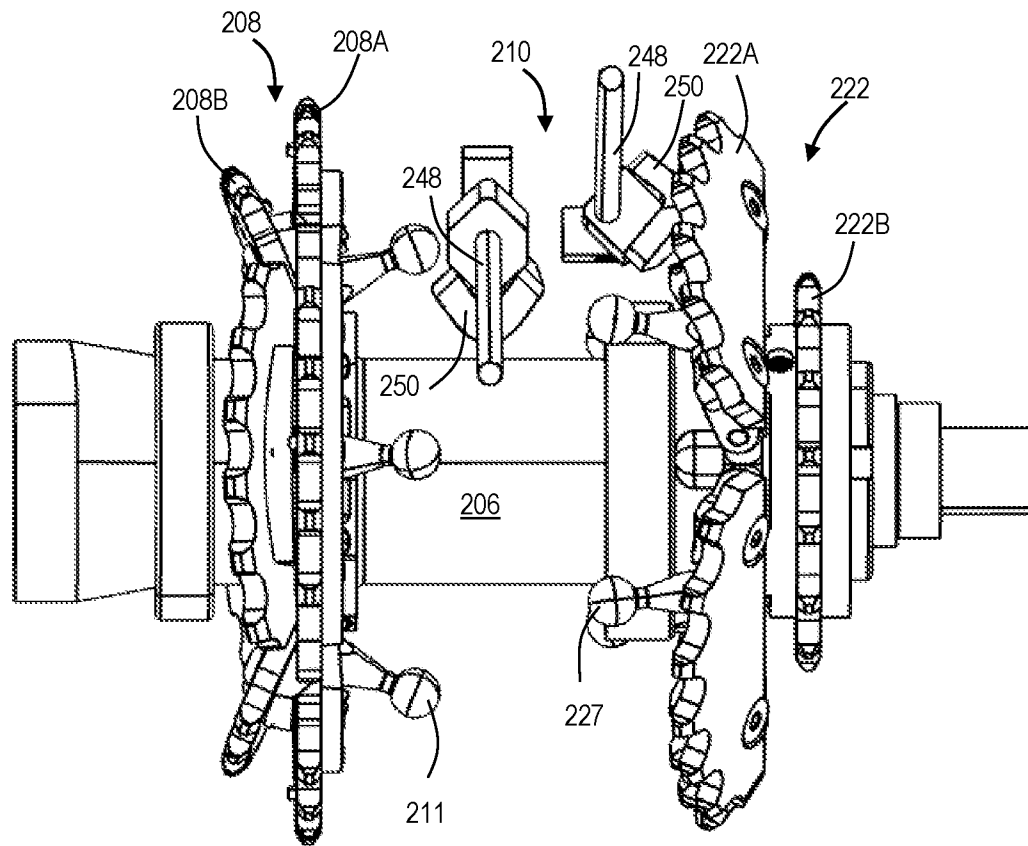


FIG. 29

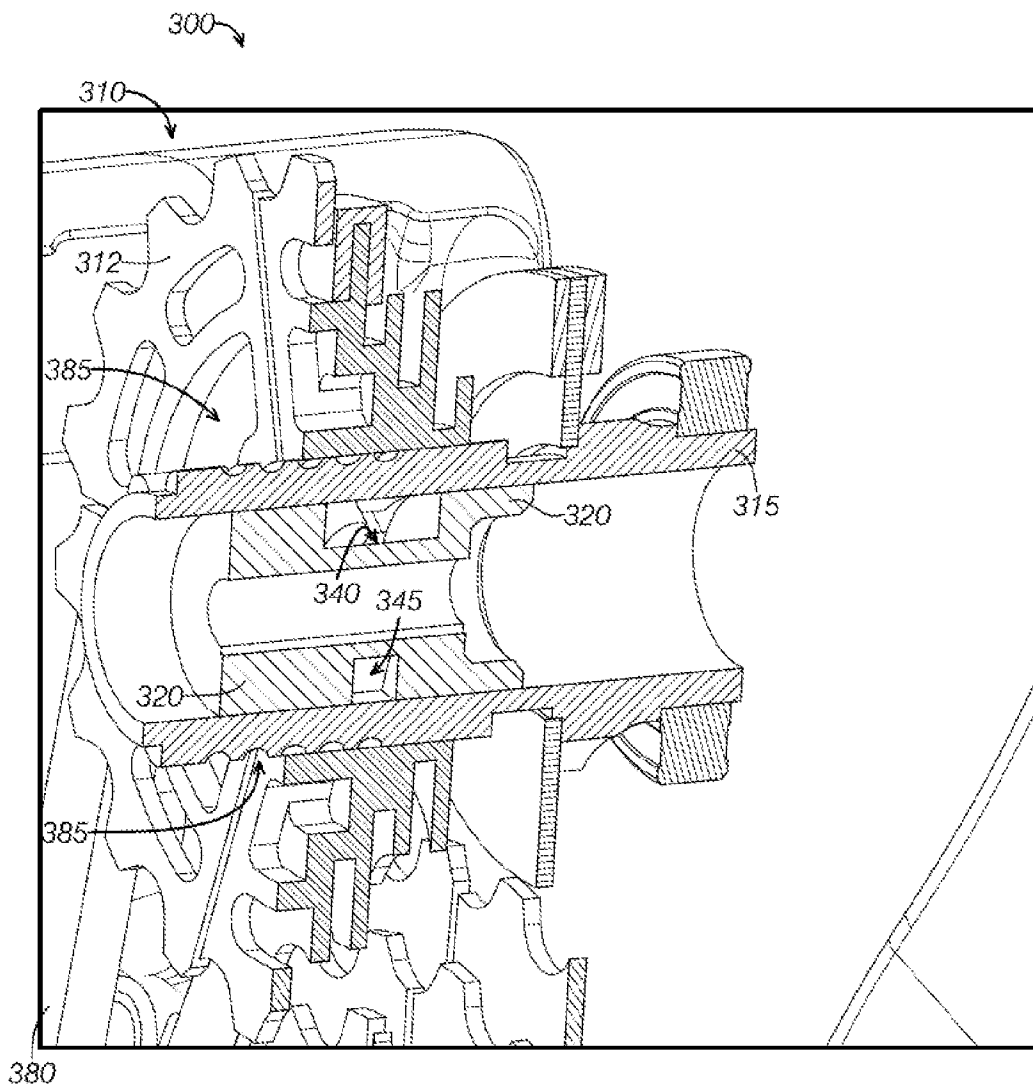


FIG. 30

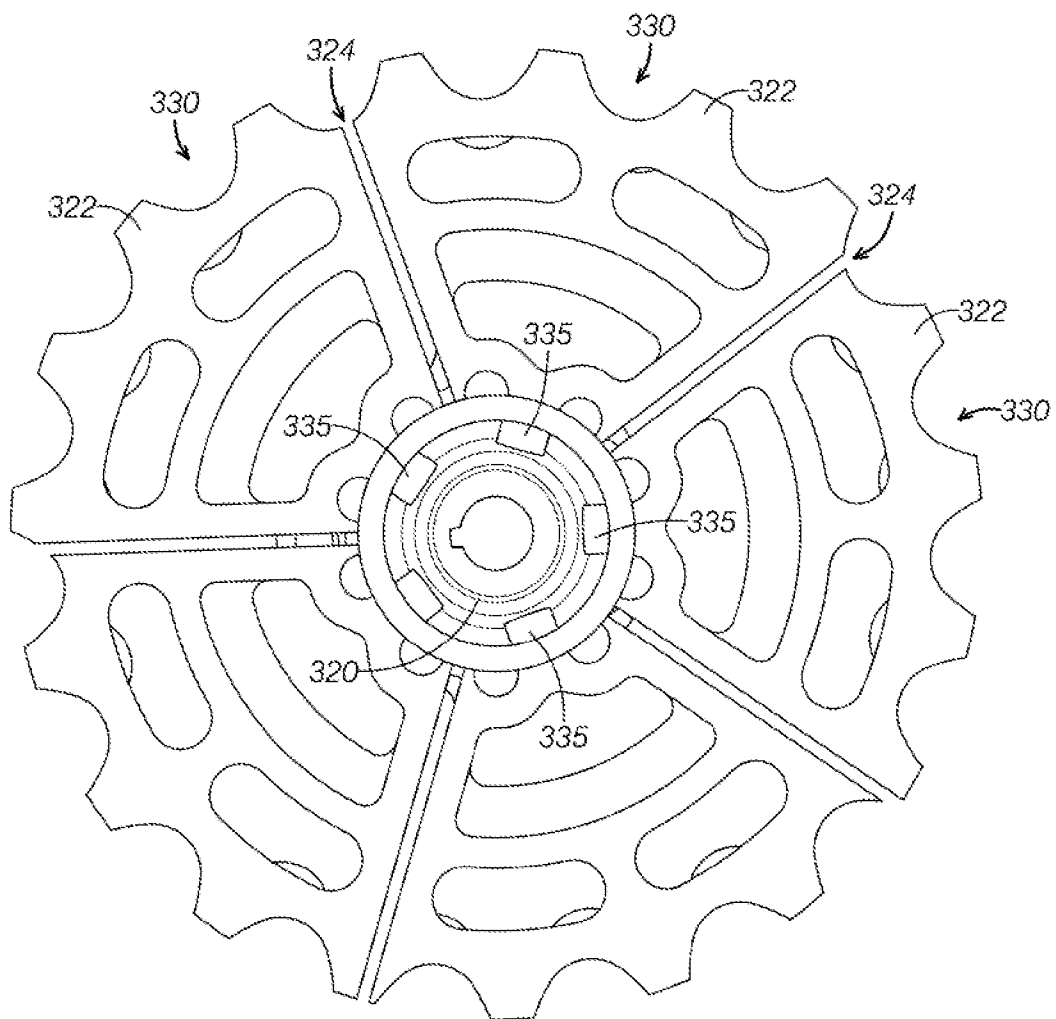


FIG. 31

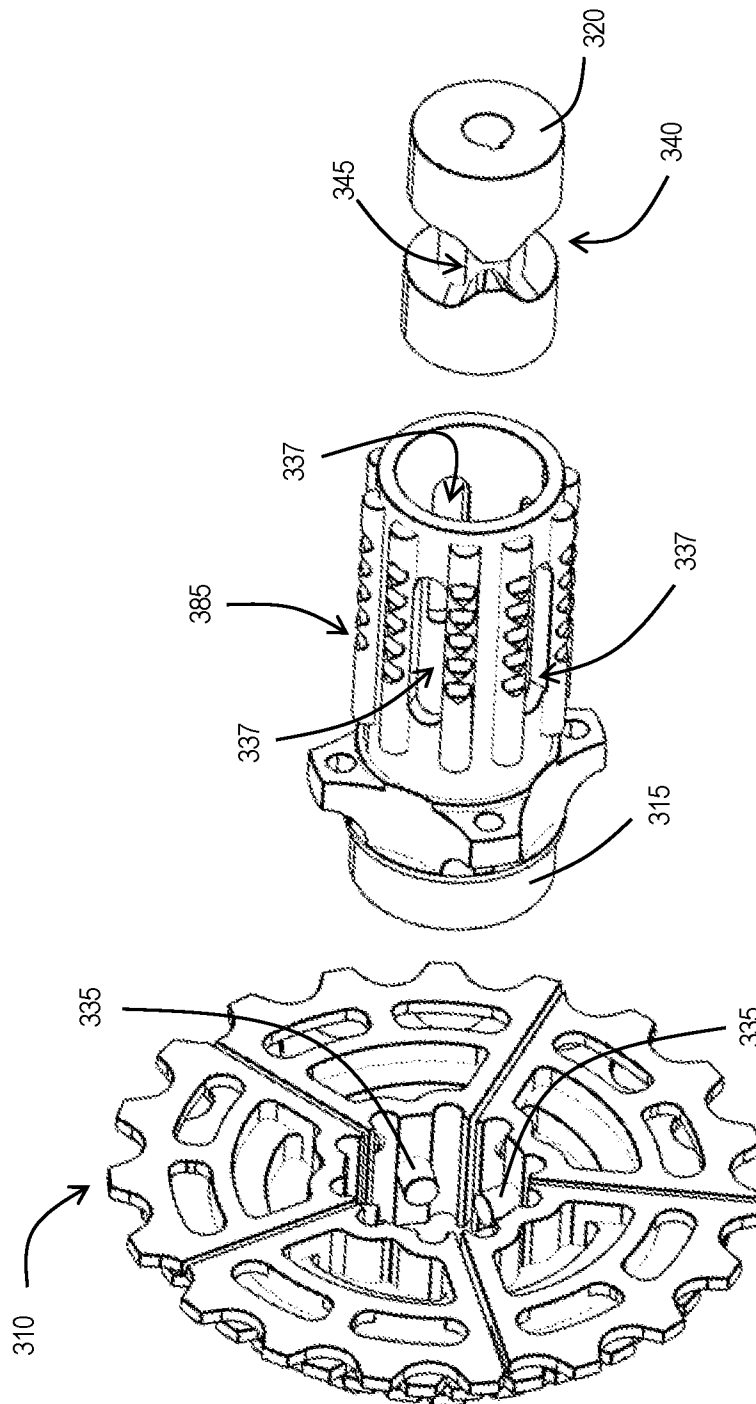


FIG. 32

INTERNATIONAL SEARCH REPORT

International application No.
PCT/US2020/018427**A. CLASSIFICATION OF SUBJECT MATTER****F16H 57/02(2006.01)i, F16H 55/30(2006.01)i, B62M 9/06(2006.01)i**

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

B. FIELDS SEARCHEDMinimum documentation searched (classification system followed by classification symbols)
F16H 57/02; B62M 001/02; B62M 9/06; B62M 9/08; B62M 9/10; F16H 9/24; F16H 55/30Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched
Korean utility models and applications for utility models
Japanese utility models and applications for utility modelsElectronic data base consulted during the international search (name of data base and, where practicable, search terms used)
eKOMPASS(KIPO internal) & keywords: bicycle, gearbox, gear cluster, chain, shifting system, pivot**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	WO 2017-011841 A1 (VYRO COMPONENTS G.M.B.H.) 26 January 2017 page 11, line 19 - page 15, line 10 and figures 1-3, 12-15	1-4, 6-9
A		5, 10-26
Y	US 2014-0248982 A1 (SCHUSTER, GREGOR) 04 September 2014 paragraphs [0075], [0104] and figures 2, 21, 34	1-4, 6-9
A	US 2014-0323253 A1 (WILLIAMS, PAUL THOMAS) 30 October 2014 paragraphs [0069], [0070] and figures 1, 2, 33, 34	1-26
A	US 2013-0267362 A1 (GHECIU et al.) 10 October 2013 paragraphs [0034], [0035], [0066] and figures 2, 8, 9	1-26
A	US 2002-0084618 A1 (LERMAN et al.) 04 July 2002 claim 1 and figures 2-12B	1-26



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents:

"A" document defining the general state of the art which is not considered to be of particular relevance

"D" document cited by the applicant in the international application

"E" earlier application or patent but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"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

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

25 June 2020 (25.06.2020)

Date of mailing of the international search report

25 June 2020 (25.06.2020)

Name and mailing address of the ISA/KR

International Application Division

Korean Intellectual Property Office

189 Cheongsa-ro, Seo-gu, Daejeon, 35208, Republic of Korea



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INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

PCT/US2020/018427

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
WO 2017-011841 A1	26/01/2017	AT 516847 A4 AT 516847 B1 EP 3325336 A1 EP 3325336 B1	15/09/2016 15/09/2016 30/05/2018 23/10/2019
US 2014-0248982 A1	04/09/2014	AT 510717 A4 AT 510717 B1 EP 2744700 A1 EP 2744700 B1 ES 2604941 T3 PT 2744700 T US 9499233 B2 WO 2013-013256 A1	15/06/2012 15/06/2012 25/06/2014 24/08/2016 10/03/2017 06/12/2016 22/11/2016 31/01/2013
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US 2013-0267362 A1	10/10/2013	WO 2012-009571 A1 WO 2012-009571 A8	19/01/2012 28/02/2013
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