



(19)

(11)

EP 1 908 680 B1

(12)

## EUROPEAN PATENT SPECIFICATION

(45) Date of publication and mention  
of the grant of the patent:  
**21.11.2012 Bulletin 2012/47**

(51) Int Cl.:  
**B63B 17/02 (2006.01)**

(21) Application number: **07253783.0**(22) Date of filing: **25.09.2007**(54) **A sunroof system**

Fahrzeugdachsystem

Système de toit ouvrant

(84) Designated Contracting States:  
**AT BE BG CH CY CZ DE DK EE ES FI FR GB GR  
HU IE IS IT LI LT LU LV MC MT NL PL PT RO SE  
SI SK TR**

(30) Priority: **26.09.2006 GB 0618937**

(43) Date of publication of application:  
**09.04.2008 Bulletin 2008/15**

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**Description****Field of the Invention**

**[0001]** The present invention relates to a sliding sunroof system. The system is particularly suitable for use on a boat, especially a luxury pleasure boat.

**Background to the Invention**

**[0002]** Increasingly, luxury pleasure boats primarily for private use, include large sliding roof panels, similar in concept to a car sunroof. Such roofs provide the user with a degree of flexibility when steering a boat in respect of their being open to the weather conditions. Although roof panels are constructed from lightweight materials they are nevertheless still heavy and means are normally included to facilitate movement between the closed position and a partially or fully open position. Features which provide smooth or low friction movement are known, but increasingly motors are included to drive the panel.

**[0003]** EP 1 524 183 A1 (OPAC S.r.1) discloses a movement system for an operable roof of a vehicle, in particular a boat, for mounting at the site of an opening formed in the roof of the vehicle for movably supporting at least one closure element for selectively covering the opening. The system includes a pair of elongate support modules configured as rectilinear bars, for mounting on the roof of the vehicle on opposite sides of the opening. Each support element has a track element extending substantially parallel to the support element with one or more carriage elements, connectable to the closure element, mounted thereon for longitudinal sliding. The system also includes transmission means for imparting movement controlled by a motor to at least one of the carriage elements. The transmission means include a belt member connected to at least one of the carriage elements and closed in a loop about two end pulleys so as to form two belt branches extending longitudinally along the support members, which are spaced by a distance substantially the same as a transverse dimension of the carriage elements.

**[0004]** A problem which then remains is how best to incorporate the motor and drive connections. Any system which is to be used must be robust enough to deal with the forces which are exerted on the panel. The lightweight materials used provide panels which are normally square or rectangular in shape, and flexible both laterally and longitudinally. In rough or choppy seas forces are generated which act to bend the panel and therefore exert pressure on any drive mountings to which the panel is connected. In extreme cases this can lead to the sunroof coming loose or sliding across the aperture it is covering.

**[0005]** Because of the nature of the boats in which sliding panels are to be installed, a further user requirement is for operation of the panel to be quiet. Any drive system must therefore ensure that noise generated is kept to a minimum.

**[0006]** A final consideration for a sunroof system is its ease of installation and, where necessary, repair. It would be advantageous therefore if a system were to be easy to incorporate into a boat design.

**[0007]** It is an object of the invention to provide a sunroof system which addresses the above problems.

**Summary of the Invention**

**[0008]** According to the invention there is provided a sunroof system according to the features of claim 1.

**[0009]** The system can be easily installed and allows the panels to move freely between an open and closed position whilst allowing the panel to safely flex.

**[0010]** Preferably, the system includes a chain guide located within the channel, the chain guide separating portions of the chain moving in opposite directions. The guide reduces wear and tear on the chain and prevents undesired motion and harmonics building up. The chain

guide is particularly preferably in two sections to facilitate assembly. Especially preferably the two sections are so profiled to provide one or more gaps between the sections along contacting surfaces. The provision of the gaps minimises the chance of the sections not sitting well against each other.

**[0011]** The connection means preferably engages the flange elements by means of rollers. The rollers run on the flange elements to provide a smooth operation. Especially preferably the or each roller includes one or more flanges, engaging the edge of the flange elements. The flanges on the roller prevent lateral movement of the panel with respect to the guide rails.

**[0012]** The connection means optionally includes a block engaging the underside of a flange element and gripping the flange element between the block and a roller. Further optionally, the block is formed of resilient material to dampen down vibrations. Alternatively, the block includes resilient means. Such vibrations, arising for example from the motion of the boat or from the engine can cause noise and also wear on the system elements. The block is yet further optionally urged against the flange element by a pin or similar fixing means to ensure good contact.

**[0013]** Preferably the connection means is operably connected to the chain by a toothed pick up, the teeth of the pick up sitting into the gaps between the links in the chain.

**[0014]** A brush pile is advantageously located in the guide rail to reduce noise and to hinder ingress of dirt into the rail which might cause damage.

**[0015]** The system preferably includes tensioning means adjustable to remove slack from the chain.

**Brief Description of the Drawings**

**[0016]** The invention will now be described with respect to the accompanying drawings which show by way of example only, two embodiments of a sunroof system. In

the drawings:

Figure 1 is an end view of a first embodiment of a guide rail and chain support;

Figure 2 is a perspective view of a guide rail in a panel gutter;

Figures 3a and 3b show respectively a tension means and sprocket connection;

Figures 4a and 4b show respectively an end view and a perspective view of a connection means;

Figure 5 illustrates a guide block;

Figure 6 is a perspective view of a pick up link;

Figure 7 is a second embodiment of a guide rail including a rack and pinion;

Figures 8a-8d illustrate a chain tensioner incorporated into a carriage; and

Figures 9a-9c show respectively a rear-drive system, a centre-drive system and a mid-drive system.

#### Detailed Description of the Invention

**[0017]** The attached drawings show a system to enable a sunroof panel to be moved between an open and closed position. The system moreover provided is designed to be robust towards flexing of the panel and to minimise the noise produced during panel movement. The system is designed primarily for use within luxury boats. Typically such boats are of length 15 to 30 metres and the panels under consideration approximately rectangular in shape and of dimension 2-4 metres. Such panels are designed to be relatively strong but lightweight and can be formed of plastics materials, glass fibre or carbon composites.

**[0018]** Referring initially to Figures 1 and 2, part of the mechanism for a control system is shown. A prime component is an elongate guide rail 10, formed from aluminium or steel, which is set into a gutter or channel 11 beneath a roof panel 12. The guide rail 10 has a base plate 13. Two side walls 14 depend perpendicularly upwardly, from the base plate 13 to define a U-shaped channel. Flanges 15, 16 are located perpendicularly across the free edge of each side wall 14, and provide support for movement of the panel 12.

**[0019]** In order to move the panel 12, an endless chain 17 of typically  $\frac{3}{8}$ " (0.95cm) pitch is provided, the chain being operably connected to a motor and to the panel 12. The chain 17 is located wholly within the U-shaped channel of the guide rail 10, and describes an upper path 18 and a lower path 19 as part of a loop. The lower path 19 of the chain 17 is supported by a ridge 21 on a lower chain guide 20. Resting on the lower chain guide 20 is

an upper chain guide 22. The upper chain guide 22 has a first ridge 23 which depends downwardly from the upper chain guide 22, co-operating with the ridge 21 to constrain lateral and vertical motion of the chain 17.

**[0020]** This feature reduces wear on the chain 17, and also noise due to rattling of the chain 17. Moreover, impact of the boat's motion on the chain's motion is minimised.

**[0021]** A second ridge 24 is also provided on the upper chain guide 22 to support the chain 17 as it moves along the upper path 18. To secure the upper chain guide 22 in position, ridges 25a, 25b are provided on the guide rail 10.

**[0022]** Further features of the system are shown in Figures 3a and 3b, which illustrate the tensioning block and the drive means. In order to minimise undesirable slack in the chain, tensioning means are provided. Two options for tensioning means are illustrated, which act in similar fashion. The tensioning means comprise an idle sprocket 30 around which the chain (not shown in Figures 3a, 3b) passes.

**[0023]** The sprocket 30 is connected to the tensioning block 31 whose operation enables the position of the sprocket 30 to be moved within the guide rail 10. By suitable adjustment of this position the effective path length of the chain 17 is altered. This feature facilitates installation of the system and also provides rapid correction if the chain 17 becomes slack after having been in use. The location of the sprocket 30 and the tensioning block 31 is at the discretion of the operator and depends upon compatibility with the particular boat in which the system is being used.

**[0024]** Motion of the chain 17 is provided by a motor which connects through, via a drive shaft 32, to a drive sprocket 33 located within the guide rail 10. Figure 3a provides two options for the location of the tensioning block 31. Figure 3b shows two options for the location of the drive sprocket 33, the choice of location depending upon the installation position of the motor. The drive sprocket 33 is supported by a block which supports the drive shaft 32 and also provides clearance for a carriage (see below) to run over the elements of the tensioning means.

**[0025]** The drive shaft 32 can be connected to the drive motor via universal joints and coupled shafts, although alternative connections such as flexible drive shafts can be used where suitable.

**[0026]** Motion of the chain 17 is coupled to the roof panel 12 through a carriage 40 illustrated in Figures 4a, 4b and 5. Simply put, the carriage 40 is connected to and supports the panel 12 and the chain 17, and is itself supported on the guide rail 10. As the motor drives the chain 17 therefore, the carriage 40 and the panel 12 are moved along in the same direction.

**[0027]** The carriage 40 has two carriage brackets 41 to provide a support framework for the other carriage elements. At the front and rear of the carriage 40 two rollers 42a, 42b are mounted on axles 43a, 43b. The

axles 43a, 43b pass through holes defined in the brackets 41. Where suitable, the axles can be incorporated as an integral part of the rollers 42a, 42b. Each roller 42a, 42b is profiled by incorporation of roller flanges 44. In use, the rollers surfaces 45 rest on the upper surface of the guide rail flanges 15, 16 whilst the roller flanges 44 are contiguous with the inwardly facing edges of the flanges 15, 16. The roller flanges 44 and the roller surfaces 45 co-operate therefore with the flanges 15, 16 to keep the carriage 40 correctly aligned.

**[0028]** Each bracket 41 also supports a generally elongated block 46 held in position on the bracket 41 by means of fixing means 47 passing through holes in the bracket 41 and into the block 46. The block 46 is resilient in nature, resilience being provided firstly by the shape of the block 46 having a cut away portion 48 allowing the remaining portions 49 to flex. In an alternative embodiment, not illustrated, the block 46 is formed of a resilient material. In use the block 46 engages and is urged against the underside of the lower surface of the flange 15, 16. To further urge the block 46 against the flange 15, 16 a pin 50 passes through the block 46.

**[0029]** The roller surfaces 45 therefore co-operate with the block 46 to restrict vertical movement of the carriage 40. Such vertical movement may be occasioned by motion of the boat or engine vibrations.

**[0030]** The carriage 40 is coupled to the panel 12 by a connection system, simply illustrated as the connection column 51. The connection column 51 is typically formed of a material such as to provide a strong member able to withstand the forces generated by the boat and the panel's movement. A connection bracket 52 supports and connects the column 51 to the carriage 40. In order to connect the carriage 40 to the chain 17, a pick-up 60 (shown in Figure 6) is fixed to the lower portion of the carriage 40 by fixing means which pass through the apertures 61. The pick-up 60 is provided with teeth 62 which sit between the links of the chain 17 and thereby couple the chain 17 to the carriage 40.

**[0031]** In order to prevent ingress of dirt into the carriage or chain and to reduce the noise generated on operation of the system, a brush pile 26 is located within the upper portion guide rail 10. The angle of the pile 26 is such that damaging engagement with the flanges 44 is avoided.

**[0032]** The carriage 40 so described firmly connects the panel 12 to the guide rail 10. Due to the elements of the carriage 40, the panel 12 is free to move in the direction of the guide rail 10 to open and cover an aperture. However, flexing of the panel 12 is restricted so minimising the risk of the panel 12 or the drive means detaching.

**[0033]** In Figure 7 a second embodiment of a system is shown. The carriage in Figure 7 is similar to that described above. The prime difference between the first and second embodiment is that the chain is replaced by a rack 70 and pinion 71.

**[0034]** Figures 8a-8d illustrate alternative means of tensioning the chain 17 in addition to or in conjunction

with the means disclosed above. The tensioner 80 acts to ensure that the effective length of the chain 17 remains constant irrespective of the motion of the boat or the panel 12 or of thermal expansion between the rail 13 and the chain 17.

**[0035]** A floating housing 81 houses a series of springs 82-84, connected together in series. The housing pins 82a, 84a, attached to the free end of the springs 82, 84 respectively, connect the tensioner 80 within the loop of the chain 17. Further housing pins 83a, 83b connect the central spring 83 to the housing 81, butting up against the downwardly depending wall of the floating housing 81. The incorporation of the tensioner 80 within the loop of the chain 17 itself ensures that the tension within the chain 17 remains relatively constant. Moreover, by suitable adjustment of the housings, the tension can be set to a desired value.

**[0036]** The motor to drive motion of the panel can be incorporated in a number of positions depending upon the particular boat in which the system is installed. In Figure 9a, the motor 90 is mounted at the rear of the boat 91. The panel 12 is supported on two guide rails 10 and drive shafts 92 link the motor 90 to the chain 17 within the guide rails 10.

**[0037]** Figure 9b illustrates a centre-drive option. Again the motor 90 is mounted at the rear of the boat 91. The drive for the panel 12 is however mounted solely in the central guide rail 93. The panel 12 is additionally supported by the side guide rail 94, but no drive mechanism is located within the side guide rail 94.

**[0038]** Figure 9c illustrates a mid-drive option. In this embodiment, the motor 90 is mounted centrally with respect to the aperture. The panel 12 is supported by and the drive means located in each side guide rail 94, with drive shaft 92 linking the motor to the chain 17 with each guide rail 94.

**[0039]** It will of course be understood that the invention is not limited to the specific details described herein, which are given by way of example only, and that various modifications and alterations are possible within the scope of the invention.

## Claims

1. A sunroof system for a pleasure boat having a sliding roof panel (12) moveable between an open and a closed position the system including an endless chain (17) connected to a panel (12) by a carriage means; and a motor to drive the endless chain (17); **characterised in that** the chain (17) is constrained to run within a guide rail (10) having a base section, with side walls (14) depending therefrom to form a U-shaped channel, the free edge of each side wall (14) ending in a flange element (15, 16) orientated perpendicularly thereto and whereby the flange elements (15, 16) define a

space therebetween, leaving the channel open along one surface,  
the carriage means engaging and being supported by the surfaces of the flange element (15, 16).

2. A sunroof system according to Claim 1, **characterised in that** the system includes a chain guide located within the channel, the chain guide separating portions of the chain (17) moving in opposite direction.
3. A system according to Claim 2, **characterised in that** the chain guide is in two sections to facilitate assembly.
4. A system according to Claim 3, **characterised in that** the two sections are so profiled to provide one or more gaps between the sections along contacting surfaces.
5. A system according to any preceding Claim, **characterised in that** the carriage means engages the flange elements (15, 16) by means of rollers (42a, 42b).
6. A system according to Claim 5, **characterised in that** the or each roller includes one or more flange (44), engaging the edge of the flange elements (15, 16).
7. A system according to any preceding Claim, **characterised in that** the carriage means includes a block (46) engaging the underside of a flange element (15, 16) and gripping the flange element between the block and a roller.
8. A system according to Claim 7, **characterised in that** the block is formed of resilient material to dampen down vibrations.
9. A system according to Claim 7, **characterised in that** the block includes resilient means.
10. A system according to any one of Claims 7-9, **characterised in that** block is urged against the flange element (15, 16) by a pin (50) or similar fixing means to ensure good contact.
11. A system according to any preceding Claim, **characterised in that** the carriage means is operably connected to the chain by a toothed pick up (60), the teeth (62) of the pick up sitting in the gaps between the links in the chain (17).
12. A system according to any preceding Claim, **characterised in that** a brush pile (26) is located in the guide rail (10) to educe noise and to hinder ingress of dirt into the rail which might cause damage.

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13. A system according to any preceding Claim, including tensioning means adjustable to remove slack from the chain.

## Patentansprüche

1. Sonnendachsystem für ein Vergnügungsboot mit einer Schiebedachplatte (12), die zwischen einer offenen und einer geschlossenen Postition beweglich ist, wobei das System eine endlose Kette (17) aufweist, die durch einen Schlitten mit einer Platte (12) verbunden ist; und einen Motor zum Antreiben der endlosen Kette (17); **dadurch gekennzeichnet, dass** die Kette (17) so eingeschränkt ist, dass sie in einer Führungsschiene (10) mit einer Basissektion läuft, von der Seitenwände (14) abstehen, um einen U-förmigen Kanal zu bilden, wobei der freie Rand jener Seitenwand (14) in einem Flanschelement (15, 16) endet, das lotrecht dazu ausgerichtet ist, wobei die Flanschelemente (15, 16) einen Raum dazwischen definierten, der den Kanal entlang einer Fläche offen lässt, wobei der Schlitten in die Flächen des Flanschelements (15, 16) eingreift und von diesen getragen wird.
2. Sonnendachsystem nach Anspruch 1, **dadurch gekennzeichnet, dass** das System eine in dem Kanal befindliche Kettenführung aufweist, wobei die Kettenführung sich in entgegengesetzten Richtungen bewegende Teile der Kette (17) trennt.
3. System nach Anspruch 2, **dadurch gekennzeichnet, dass** die Kettenführung in zwei Sektionen vorliegt, um die Montage zu erleichtern.
4. System nach Anspruch 3, **dadurch gekennzeichnet, dass** die beiden Sektionen so profiliert sind, dass eine oder mehrere Lücken zwischen den Sektionen entlang kontaktierenden Flächen entstehen.
5. System nach einem der vorherigen Ansprüche, **dadurch gekennzeichnet**, das der Schlitten mit Rollen (42a, 42b) in die Flanschelemente (15, 16) eingreift.
6. System nach Anspruch 5, **dadurch gekennzeichnet, dass** die oder jede Rolle einen oder mehrere Flansche (44) aufweist, die in den Rand der Flanschelemente (15, 16) eingreifen.
7. System nach einem der vorherigen Ansprüche, **durch gekennzeichnet**, dass der Schlitten einen Block (46) aufweist, der in die Unterseite eines Flanschelementes (15, 16) eingreift und das Flanschelement zwischen dem Block und einer Rolle ergreift.
8. System nach Anspruch 7, **dadurch gekennzeichnet**

net, dass der Block aus einem elastischen Material gebildet ist, um Vibrationen zu dämpfen.

9. System nach Anspruch 7, **dadurch gekennzeichnet, dass** der Block elastische Mittel aufweist.

10. System nach einem der Ansprüche 7 bis 9, **dadurch gekennzeichnet, dass** der Block von einen Bolzen (50) oder einem ähnlichen Befestigungsmittel gegen das Flanschelement (15, 16) gedrückt wird, um einen guten Kontakt zu gewährleisten.

11. System nach einem der vorherigen Ansprüche, **dadurch gekennzeichnet, dass** der Schlitten durch einen gezahnten Aufnehmer (60) mit der Kette verbunden ist, wobei die Zähne (62) des Aufnehmers in den Lücken zwischen den Glieder der Kette (17) sitzen.

12. System nach einem der vorherigen Ansprüche, **dadurch gekennzeichnet, dass** sich in der Führungsstange (10) Bürsten (26) befinden, um Geräusche zu reduzieren und das Eindringen von Schutz in die Schiene zu verhindern, der Schäden verursachen könnte.

13. System nach einem der vorherigen Ansprüche, das Spannmittel aufweist, die verstellbar sind, um Durchhängen der Kette zu beseitigen.

### Revendications

1. Système de toit ouvrant pour un bateau de plaisance, comportant un panneau de toit coulissant (12) capable d'être déplacé entre une position ouverte et une position fermée, le système comprenant une chaîne sans fin (17) raccordée à un panneau (12) par un moyen chariot ; et un moteur pour entraîner la chaîne sans fin (17) ; **caractérisé en ce que** la chaîne (17) est contrainte à se déplacer à l'intérieur d'un rail de guidage (10) comportant une section de base, avec des parois latérales (14) dépendantes de celle-ci formant un canal en forme de U, le bord libre de chaque paroi latérale (14) se terminant par un élément à bride (15, 16) orienté perpendiculairement à celui-ci et les éléments à brides (15, 16) délimitant un espace entre lesdits bords libres, en laissant le canal ouvert le long d'une surface, le moyen chariot s'engageant dans et étant supporté par les surfaces des éléments à brides (15, 16).

2. Système de toit ouvrant selon la revendication 1, **caractérisé en ce que** le système comprend un guide de chaîne situé à l'intérieur du canal, le guide de chaîne séparant des parties de la chaîne (17) qui se déplacent dans des sens opposés.

3. Système selon la revendication 2, **caractérisé en ce que** le guide de chaîne est en deux sections pour faciliter l'assemblage.

5 4. Système selon la revendication 3, **caractérisé en ce que** les deux sections sont profilées de façon à former un ou plusieurs espaces entre les sections le long des surfaces en contact.

10 5. Système selon l'une quelconque des revendications précédentes, **caractérisé en ce que** le moyen chariot s'engage dans les éléments à brides (15, 16) au moyen de galets (42a, 42b).

15 6. Système selon la revendication 5, **caractérisé en ce que** le ou chaque galet comprend une ou plusieurs brides (44), qui s'engagent dans le bord des éléments à brides (15, 16).

20 7. Système selon l'une quelconque des revendications précédentes, **caractérisé en ce que** le moyen chariot comprend un bloc (46) qui s'engage dans le dessous d'un élément à bride (15, 16) et bloque l'élément à bride entre le bloc et un galet.

25 8. Système selon la revendication 7, **caractérisé en ce que** le bloc est formé d'un matériau élastique pour amortir les vibrations.

30 9. Système selon la revendication 7, **caractérisé en ce que** le bloc comprend un moyen élastique.

10. Système selon l'une quelconque des revendications 7 à 9, **caractérisé en ce que** le bloc est pressé contre l'élément à bride (15, 16) par une broche (50) ou un moyen de fixation similaire pour garantir un bon contact.

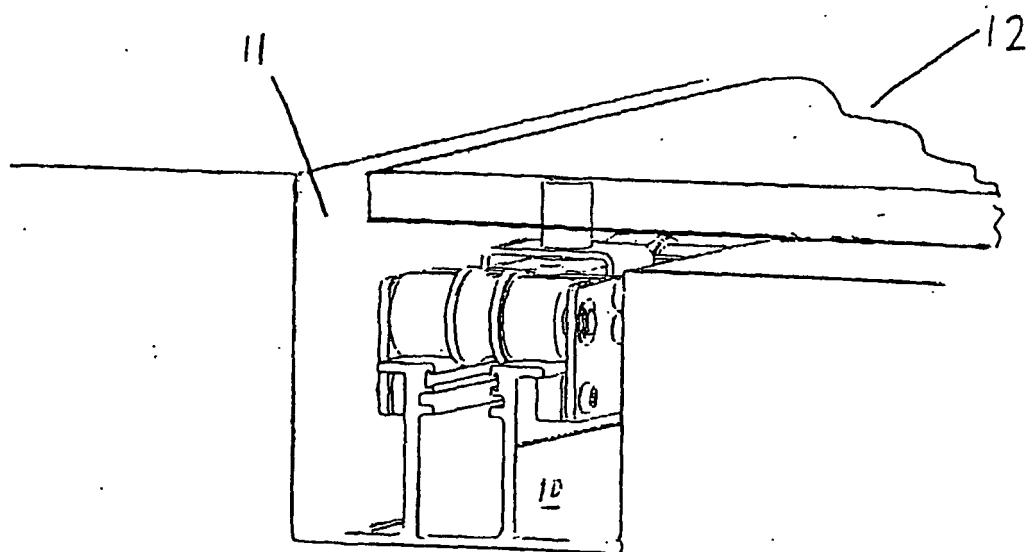
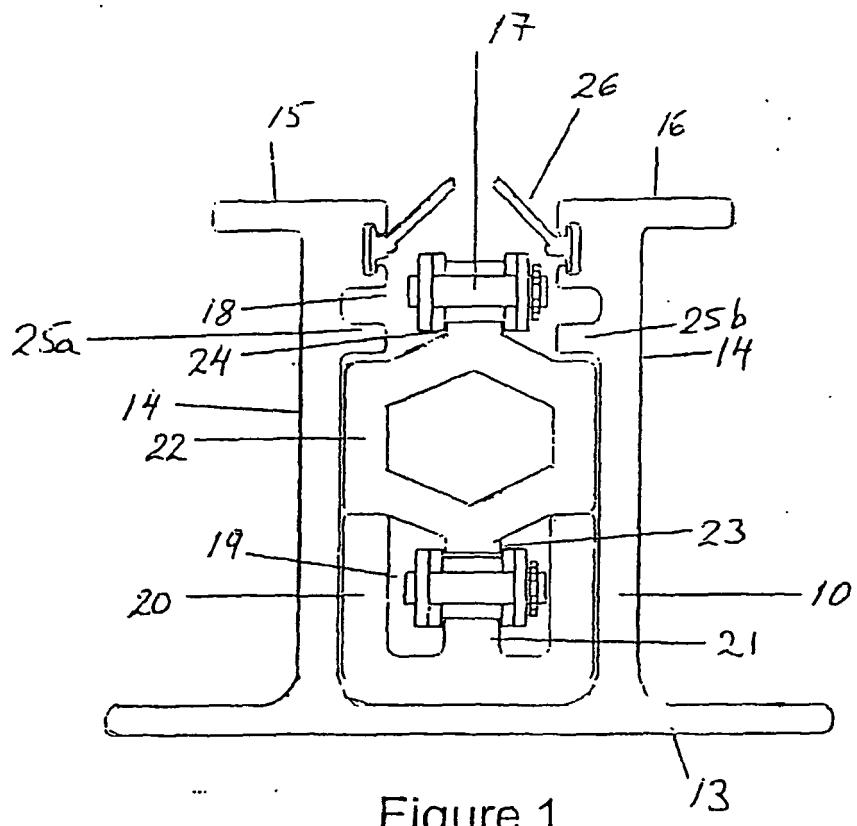
35 11. Système selon l'une quelconque des revendications précédentes, **caractérisé en ce que** le moyen chariot est fonctionnellement raccordé à la chaîne par un élément de reprise denté (60), les dents (62) de l'élément de reprise étant disposées dans les espaces entre les maillons de la chaîne (17).

40 12. Système selon l'une quelconque des revendications précédentes, **caractérisé en ce que** des poils de brosse (26) sont disposés dans le rail de guidage (10) pour atténuer le bruit et pour empêcher la saleté de pénétrer dans le rail en risquant ainsi de causer des dommages.

45 13. Système selon l'une quelconque des revendications précédentes, comprenant un moyen de tension réglable pour tendre la chaîne.

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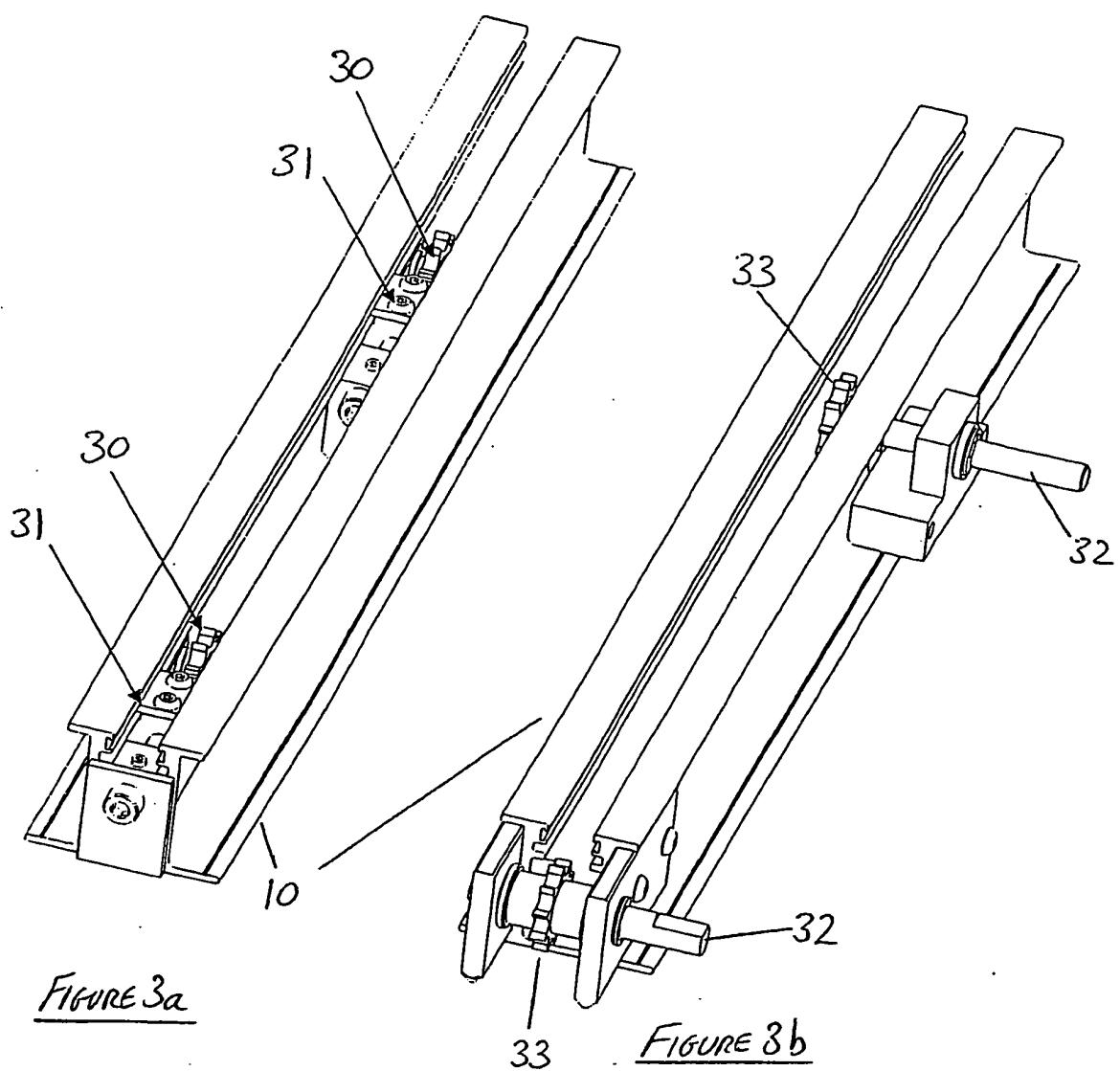
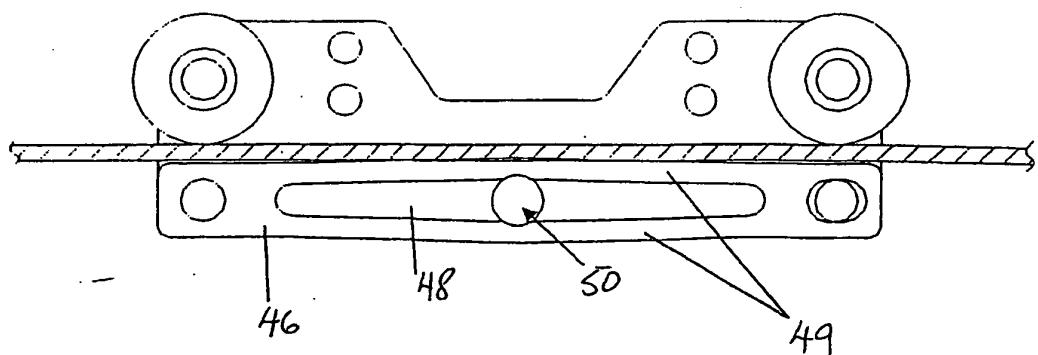
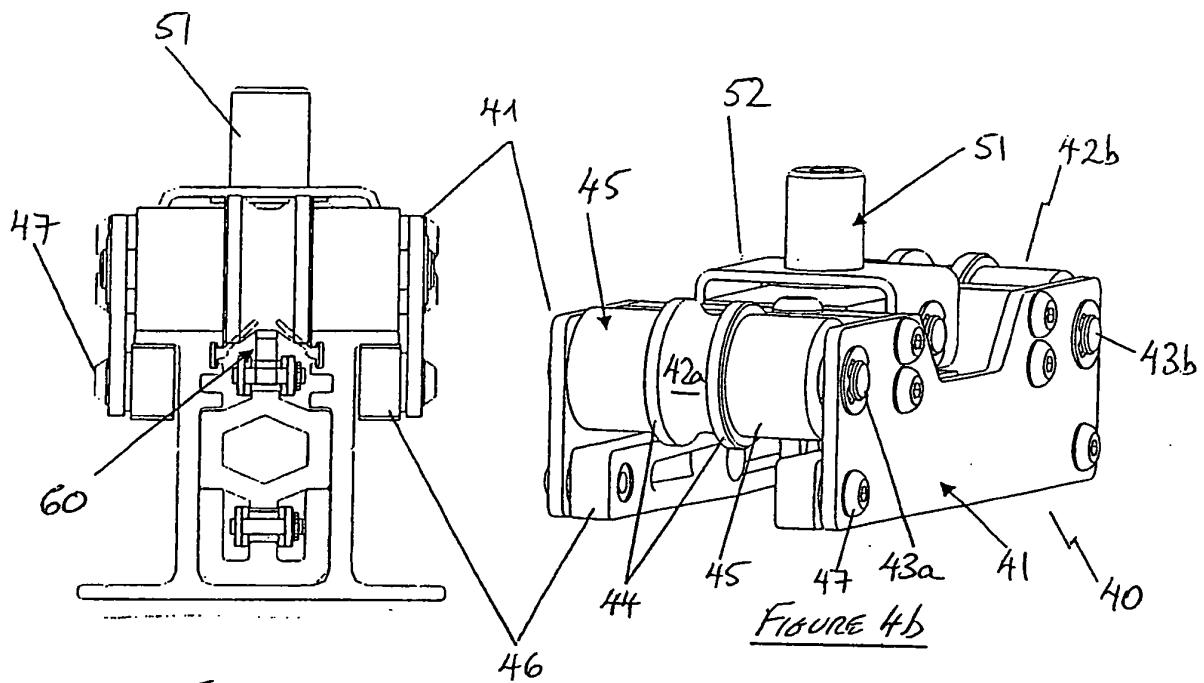


FIGURE 3a

FIGURE 3b



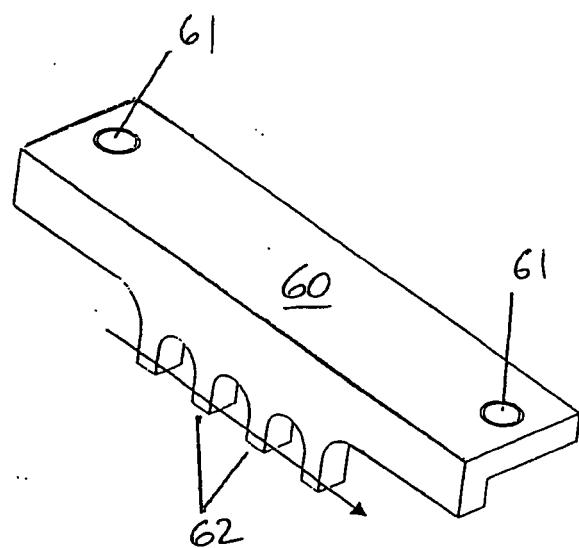


FIGURE 6

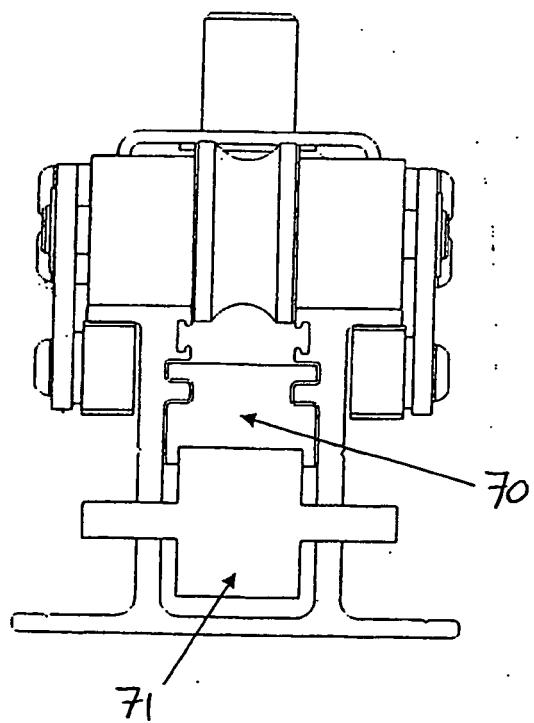


FIGURE 7

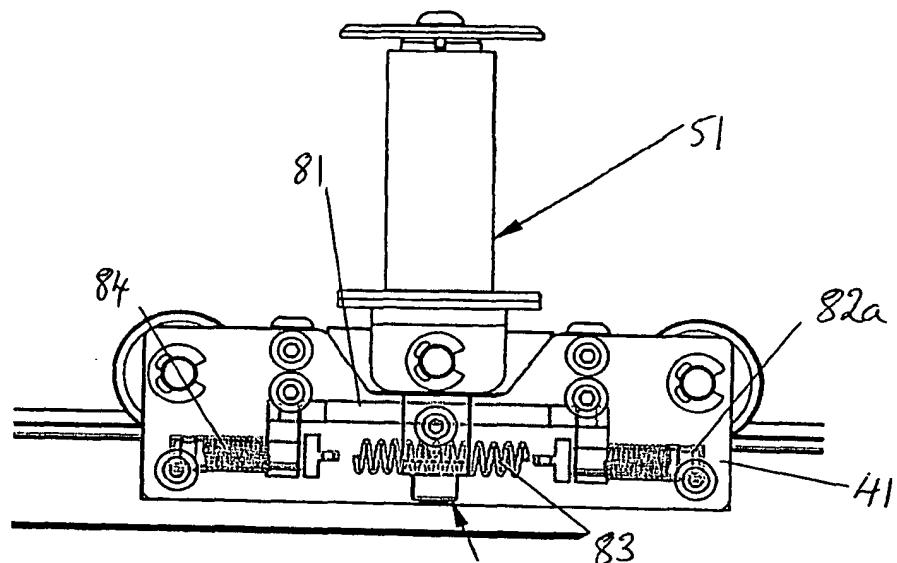


FIGURE 8a

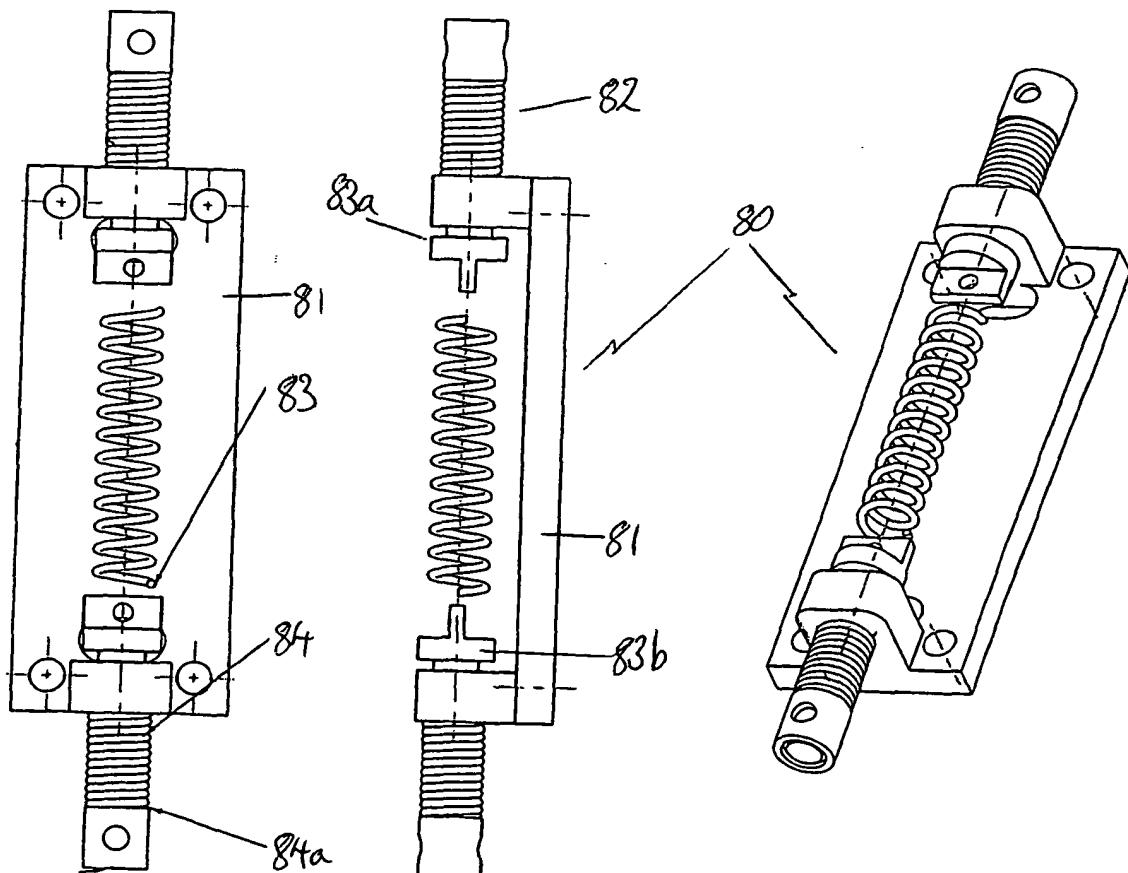


FIGURE 8b

FIGURE 8c

FIGURE 8d

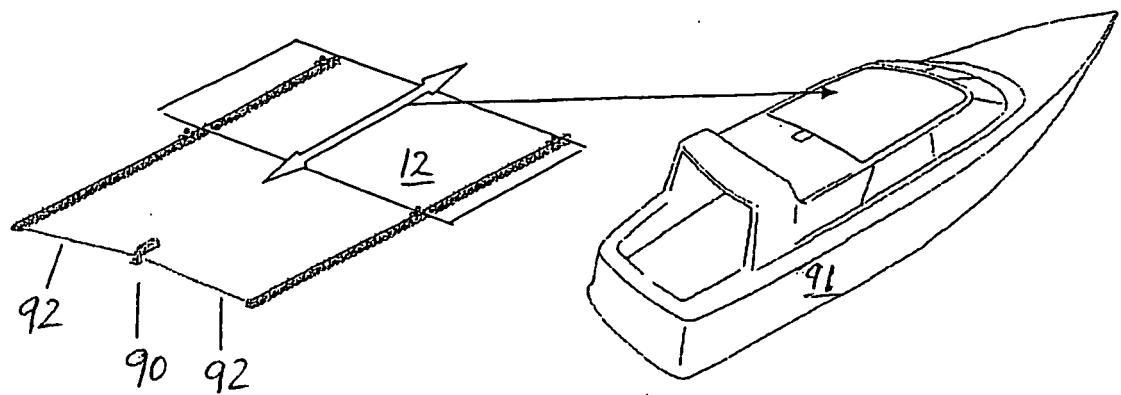


FIGURE 9a

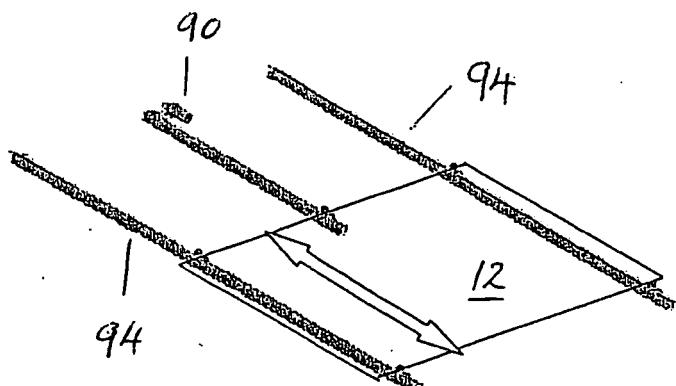


FIGURE 9b

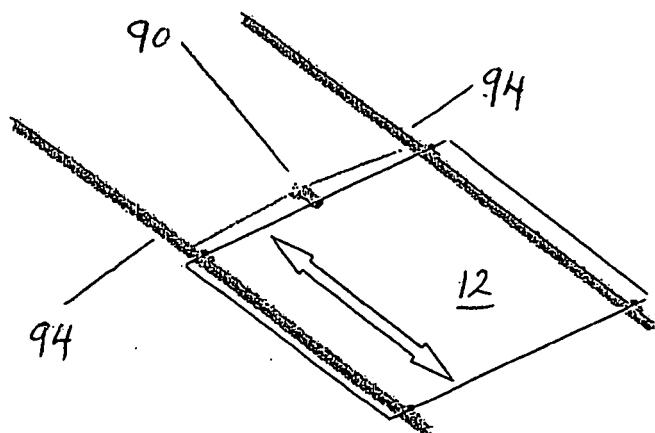


FIGURE 9c

**REFERENCES CITED IN THE DESCRIPTION**

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**Patent documents cited in the description**

- EP 1524183 A1 [0003]