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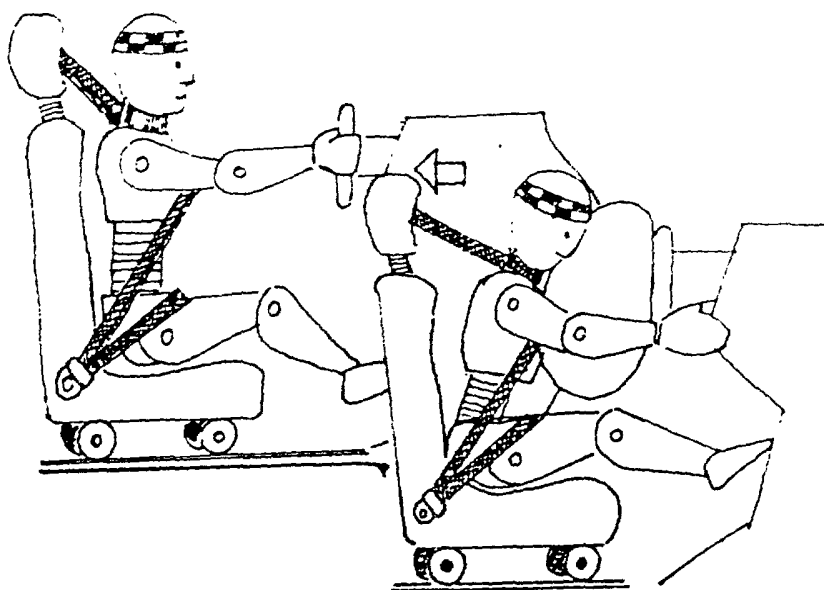
- as to applicant's entitlement to apply for and be granted a patent (Rule 4.17(ii)) for all designations
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(54) Title: COMPOSITE PASSENGER SAFETY AND VEHICULAR PROTECTION SYSTEM



(57) Abstract: The invention relates to a set of methods for minimising the damage caused to vehicles and the passengers. It provides for installation of additional brake(s) on the front part of the vehicle. Each time such brakes are pressed in any manner, the vehicle is brought to a halt, irrespective of whether the person driving the vehicle applies the brakes or not. It also provides for installation of additional accelerator(s) at the back part of the vehicle. Each time such accelerator is pressed in any manner, the speed of the vehicle increases automatically. In addition, there is provision for sliding of the passenger seats in a direction away from the direction of impact, meaning thereby, that, if a vehicle is hit from the front, the

seats will slide in the backward direction and vice-versa. These systems are for use in vehicles of all types, including non-motorised and motorized vehicles including road vehicles, railways and aeroplanes.



WO 03/104055 A1

COMPOSITE PASSENGER SAFETY AND VEHICULAR PROTECTION SYSTEM

INTRODUCTION

We have described a system for protection of vehicles and their passengers. It essentially consists of three parts : -

- (a) A system of brakes for slowing down and stopping of vehicles, to be installed at the front side of a vehicle. This system of brakes can be put into action by any person who presses it. It is independent of the control of the person who drives the vehicle.
- (b) A system of accelerators for pushing and speeding up of vehicles, to be installed at the back side of a vehicle. This system of accelerators can be put into action by any person who presses it. It is independent of the control of the person who drives the vehicle.
- (c) A system of sliding of passenger seats - in both directions, front and back. If there's a collision of a vehicle from the front, the seats will automatically slide backwards. In case of a push to any vehicle from behind, the seats will automatically slide towards the front.

So far the prerogative of applying the brakes & slowing down of the vehicle; pressing the accelerator & increasing the speed of the vehicle are at the command of the person driving the vehicle.

Through the systems described by us, these two processes will become automatic and independent of the person who drives the vehicle. Moreover, the seats will have the provision to slide forward and also backward in case of collisions.

Together, these systems will reduce the damage to the vehicles and also the passengers to a very large extent.

DESCRIPTION

Vehicles, both motorised and also non-motorised can be made safer by making a few modifications. Most vehicles, as on date, have one brake, which slows down and stops a vehicle, but this brake is totally at the command and discretion of the person who drives that vehicle.

In the modification described here, there is scope for installation of brakes at more than one places. One brake is to be installed at the front part of the vehicle, at a place similar to the place where the bumper of the vehicle is installed. In the event of this type of vehicle touching anything, this brake is pressed automatically because this brake is connected to the main braking system of the vehicle. Therefore, this brake brings the vehicle to a halt, irrespective of the actions of the person who is driving the vehicle. Similarly, if the person driving the vehicle cannot, at any time, apply the brakes, due to any reason whatsoever, (including sleeping while driving, drunken driving or any sudden physical debility), even then the vehicle can come to a halt as soon as it touches any external object. In this manner, all high-speed collisions and the damage caused there of, to the vehicles and also to the passengers is greatly minimised.

Similarly, a device is installed at the back side of any vehicle. This device will be like the back bumper of the vehicle. This will be attached to the accelerator wire of the vehicle. Whenever, a vehicle is hit from behind, by anything, this device (of any shape) is pressed automatically and the vehicle's speed of forward motion is increased. As a result, the damage which could have been caused to the vehicle and its passengers is reduced considerably because, because of the

forward motion, the distance between the vehicle and the object touching it increased accordingly.

Furthermore, since there is abundant provision for sliding of passenger seats, the damage caused to the passengers can be reduced considerably. Such provisions include wheels or other systems for sliding of seats and also adequate space for the passenger seats to move, both, forward and also backwards.

In case a vehicle is hit from the front side, the seats automatically slide backwards. Similarly, in case a vehicle is hit from the rear, the seats move forward. Accordingly when hit from any side, the seats move in a direction away from the direction of impact.

Together these systems will greatly reduce the damage caused to vehicles and the occupants of the vehicle.

These systems will be applied to all vehicles, both, motorised and non-motorised, including Road vehicles, Rail vehicles, Air vehicles, Water vehicles, manually driven vehicles, animal – driven vehicles and all other forms of Transport.

CLAIMS

What is claimed is :-

1. An attachment on the front side of any vehicle, connected to the main braking system of the vehicle, such an attachment acts as a brake for the vehicle as and when pressed in any manner. This attachment is independent of the control of the person driving the vehicle.
2. An attachment on the back side of any vehicle, connected to the main accelerating system of the vehicle. Such an attachment will cause the vehicle's speed to be increased in case the vehicle is pushed from behind in any manner.
3. A system of sliding of passenger seats in a vehicle, which can move both, front and back. The seats will move backwards whenever a vehicle is hit from the front and will move forwards whenever a vehicle is hit from the rear side.
4. A combination of two or more processes as described in claims 1, 2 and 3 here in above.

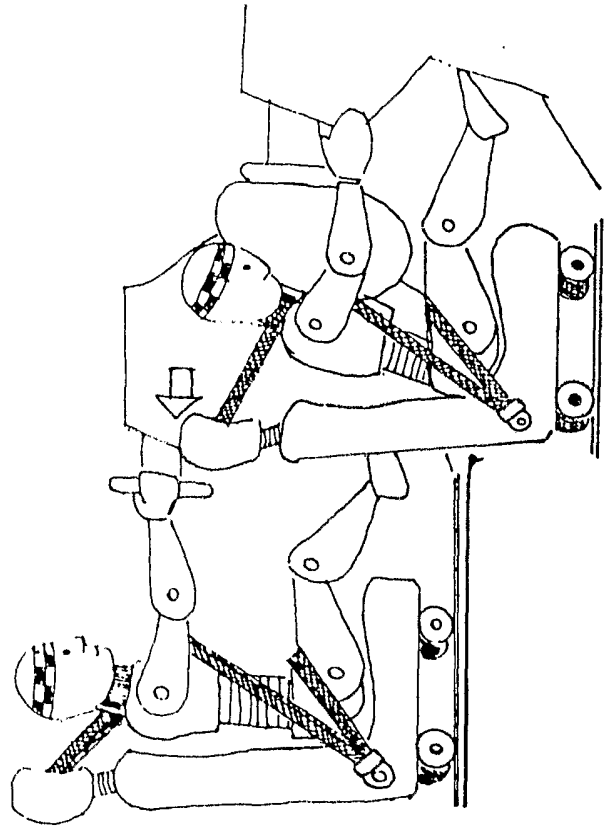


Fig. 1A

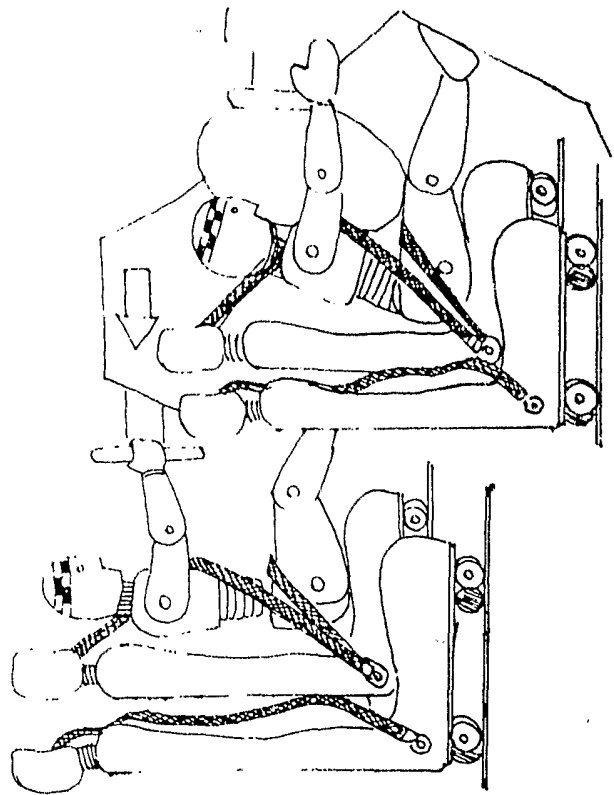


Fig. 1B

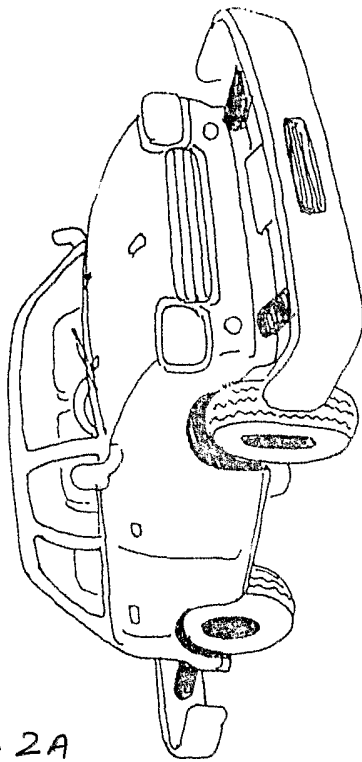


Fig. 2A

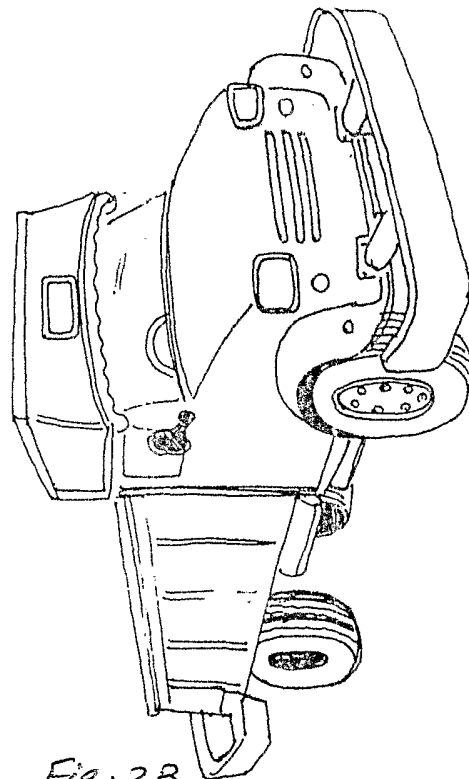


Fig. 2B

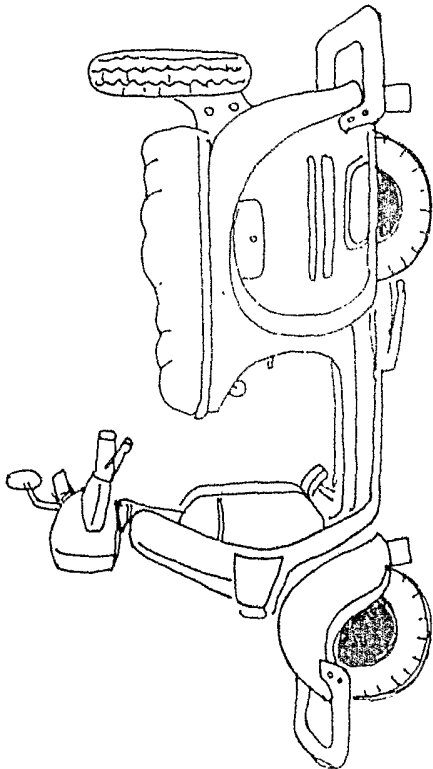


Fig. 2C

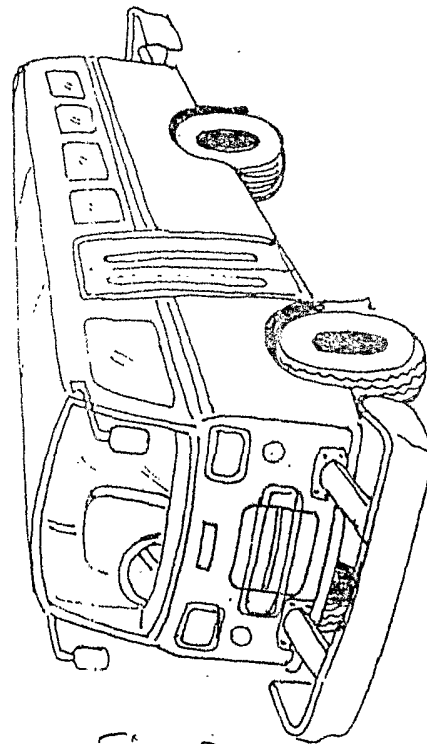


Fig. 2D

INTERNATIONAL SEARCH REPORT

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CLASSIFICATION OF SUBJECT MATTER

IPC⁷: B60T 7/22; B60N 2/427; B60K 41/00

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

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC⁷: B60T; B60N; B60K

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

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

WPI, EPODOC, PAJ

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	EP 0369077 A1 (XIAOSHENG) 23 May 1990 (23.05.90) <i>fig. 1,2, claims 1,2.</i>	1
X	EP 0511427 A1 (MISHI) 4 November 1992 (04.11.92) <i>fig. 1,2, claims 1,7.</i>	1
X	JP 08 04500 (FUJI HEAVY IND) 16 February 1996 (16.02.96) <i>fig. 1, claim 1.</i>	2
X	DE 3424928 A1 (LINDWURM) 16 January 1986 (16.01.86) <i>abstract, fig. 1-3.</i>	3
X	JP 2002 120680 A (HONDA MOTOR) 23 April 2002 (23.04.02) <i>abstract, fig. 1.</i>	3
X	EP 1070657 A1 (HONDA GIKEN) 24 January 2001 (24.01.01) <i>fig. 1-4, abstract.</i>	3

Further documents are listed in the continuation of Box C.

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INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

PCT/IB 03/01879-0

Patent document cited in search report			Publication date	Patent family member(s)			Publication date
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