



(43) International Publication Date
29 November 2012 (29.11.2012)

- (51) International Patent Classification:
B60R 21/36 (2011.01) *B60R 21/16* (2006.01)
- (21) International Application Number:
PCT/SE2012/050524
- (22) International Filing Date:
16 May 2012 (16.05.2012)
- (25) Filing Language: English
- (26) Publication Language: English
- (30) Priority Data:
11166937.0 20 May 2011 (20.05.2011) EP
- (71) Applicant (for all designated States except US):
AUTOLIV DEVELOPMENT AB [SE/SE]; S-447 83
Vårgårda (SE).
- (72) Inventors; and
- (75) Inventors/Applicants (for US only): **SVANTESSON, Anders** [SE/SE]; Tollerredshöjden 10, S-448 50 Tollerred (SE). **RYDSMO, Erik** [SE/SE]; Loo Hästhagen 805, S-466 95 Sollebrunn (SE). **HAGLUND, Lennart** [SE/SE]; Korsnäsbgsgatan 5, S-447 32 Vårgårda (SE).
- (74) Agent: **AUTOLIV DEVELOPMENT AB**; Patent Department, Wallentinsvägen 22, S-447 83 Vårgårda (SE).

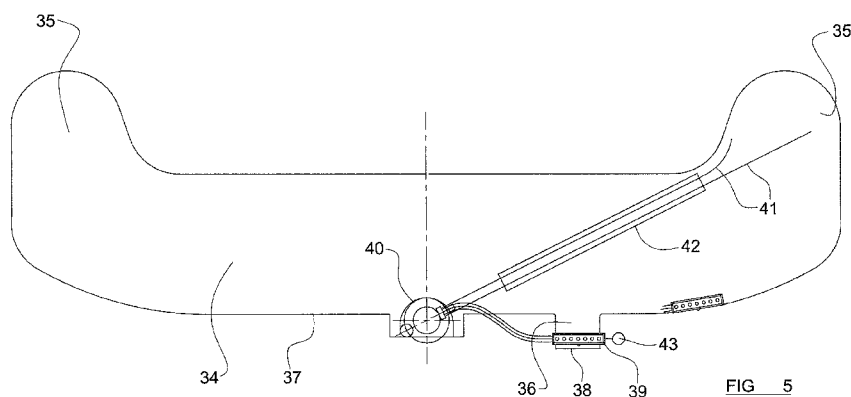
(81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) Designated States (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LR, LS, MW, MZ, NA, RW, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, RU, TJ, TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Published:

— with international search report (Art. 21(3))

(54) Title: A SAFETY DEVICE FOR A VEHICLE



(57) Abstract: A safety arrangement for a vehicle, comprising: an air-bag module having an inflatable air-bag, the air-bag being configured to occupy an initial position following inflation thereof; an inflator adapted to deliver gas into the interior of the air-bag to inflate the air-bag; an active venting arrangement movable between a closed configuration and an open configuration, and which, in the open configuration, opens a gas flow passage between the interior of the air-bag and the exterior of the air-bag, thus allowing gas to escape from the air-bag; and a driving arrangement adapted to move the air-bag from its initial position following inflation of the air-bag; and a driving arrangement which, when triggered, moves the active venting arrangement from the closed position to the open position and also triggers the moving arrangement to remove the air-bag from its initial position.

Title: A SAFETY DEVICE FOR A VEHICLE

Description of Invention

THIS INVENTION relates to a safety device for a vehicle, and in particular relates to an arrangement for retracting an air-bag once it has been inflated.

It has been previously proposed to provide a pedestrian air-bag to protect a pedestrian in the event of a vehicle being involved in a substantially head-on collision with the pedestrian. The pedestrian air-bag generally inflates to cover at least the lower portion of the windscreen and the left and right A-pillars of the vehicle, to cushion the impact of the pedestrian striking these components.

While pedestrian air-bags of this type can be effective in preventing or reducing pedestrian injuries, one problem associated with air-bags of this type is that the air-bag, when inflated, can obscure some or all of the driver's view of the road ahead of the vehicle. It is therefore useful to improve the driver's visibility through the windscreen once the air-bag is no longer needed, particularly if the vehicle has not yet reached a halt. It is also generally desirable, once the accident or crash event is finished, for the air-bag to be removed from the windscreen so that the vehicle can be driven to a garage for the pedestrian air-bag to be completely removed and/or reset.

Aside from pedestrian protection air-bags, it can also be desirable to retract other air-bags, such as internal driver/passenger protection air-bags, after they have been deployed.

It is an object of the present invention to provide an improved air-bag retraction mechanism.

Accordingly, one aspect of the present invention provides a safety arrangement for a vehicle, comprising: an air-bag module having an inflatable air-bag, the air-bag being configured to occupy an initial position following inflation thereof; an inflator adapted to deliver gas into the interior of the air-bag to inflate the air-bag; an active venting arrangement movable between a closed configuration and an open configuration, and which, in the open configuration, opens a gas flow passage between the interior of the air-bag and the exterior of the air-bag, thus allowing gas to escape from the air-bag; a moving arrangement adapted to move the air-bag from its initial position following inflation of the air-bag; and a driving arrangement which, when triggered, moves the active venting arrangement from the closed position to the open position and also triggers the moving arrangement to remove the air-bag from its initial position.

Advantageously, the driving arrangement comprises a source of pressurised gas.

Preferably, the active venting arrangement is connected to receive gas from the source of pressurised gas.

Conveniently, the active venting arrangement comprises a component which is driven from an initial position to a final position by the pressurised gas, to move the active venting arrangement from the closed configuration to the open configuration.

Advantageously, the moving arrangement is connected to receive pressurised gas from the source of pressurised gas.

Preferably, the moving arrangement comprises one or more flexible elements which are attached to the air-bag.

Conveniently, the or each flexible element is drawn inwardly into another component of the moving arrangement when the moving arrangement is activated.

Advantageously, the air-bag is a pedestrian protection air-bag.

Preferably, the air-bag is a driver or passenger protection air-bag.

Conveniently, the safety arrangement further comprises a control unit which is adapted to generate a first trigger signal at a first time to inflate the air-bag, and a second trigger signal at a second time to trigger the driving arrangement, the second time being later than the first time.

Advantageously, the first trigger signal is generated if it is determined that an impact or accident is occurring or is likely to occur.

Preferably, the second trigger signal is generated when it is determined that the air-bag is no longer required.

Conveniently, the second trigger signal is generated at a predetermined length of time after the first trigger signal.

Advantageously, the driving arrangement comprises a hydraulic, solenoid or pyrotechnic system.

Another aspect of the present invention provides a vehicle containing a safety arrangement according to any of the above.

In order that the present invention may be more readily understood, embodiments thereof will now be described, by way of example, with reference to the accompanying drawings, in which:

Figure 1 is a schematic view of components of an air-bag arrangement embodying the present invention;

Figure 2 shows a retractor suitable for use with the air-bag arrangement of figure 1; and

Figures 3 and 4 show the air-bag arrangement of figure 1 in various stages of use.

With reference firstly to figure 1, components of an air-bag arrangement 1 are shown schematically. The air-bag arrangement 1 is provided beneath the rear end 2 of a vehicle bonnet 3, near the bottom edge of the vehicle's windscreen 4. In certain embodiments the air-bag arrangement is mounted directly to the bonnet 3 itself.

The air-bag arrangement 1 comprises an air-bag module 5, including a housing 6 having a lower wall 7 and upstanding side walls 8. An air-bag 9 is folded tightly within the housing 6, and is attached at its edges, by seals 10, to the upper edges of the side walls 8 of the housing 6. It will therefore be understood that the air-bag 9 and housing 5 comprise a hybrid air-bag, in which a unitary space 11 is enclosed within the air-bag 9 and housing 5.

A first gas generator 12 is provided to generate gas, which may flow through a conduit passing through the lower wall 7 of the housing 6 to a diffuser 13 which is located within the housing 6. A venting door 14 is provided in the lower surface 7 of the housing 6. The venting door 14 is connected, at its edges 15, to the lower wall 7, so that, in its closed position, the venting door 14 forms part of the lower wall 7 and gas cannot escape from the housing 6 through the venting door 14. The connections at the edges 15 of the venting door 14 are, however, formed to be relatively weak.

The venting door 14 may pivot around a central pivot axis 16, for instance by means of a pivot pin (not shown) passing through the venting door 14.

A second gas generator 17 is also provided. Like the first gas generator 12, the second gas generator 16 is adapted to generate pressurised gas when it is triggered.

The second gas generator 17 is connected to a first gas conduit 18, which is connected to a cylinder 19. A piston 20 is located within the cylinder 19, and is adapted to be driven from a distal end of the cylinder 19 when pressurised gas is delivered to the cylinder 19. The cylinder 19 is arranged so that, when the piston 20 is driven from the distal end of the cylinder 19, the piston 20 will strike one side of the venting door 14.

The second gas generator 17 is also connected to a second gas conduit 31, which is connected to a retractor 32. Two tethers 21 are attached to external regions of the air-bag 9, as will be described in greater detail below, and are connected to the retractor 32. The retractor 32 is adapted, when pressurised gas is delivered to it, to draw the tethers 21 into the retractor 32.

In practical embodiments a cover would likely be placed over the top of the air-bag module 5 in its initial state. In the figures this cover has been omitted for the purposes of clarity, however.

The first and second gas generators 12, 17 are connected to one or more vehicle control units (not shown), which are operable to trigger the first and second gas generators 12, 17 when required.

A schematic view of one potential design of retractor 32 is shown in figure 2. The retractor 32 comprises a generally cylindrical, hollow tube 22 which has

an inlet conduit 23 at one end. An elongate drive member 24, whose length is slightly less than half of the total length of the tube 22, is provided within the tube 22 and is initially located with its rear end 25 close to the inlet conduit and its front end 26 close to the centre of the tube 22.

A pair of opposing apertures 27 are formed through the tube 22 at or near the middle of its length. The tethers 21 pass through a first one of the apertures 27, across the internal diameter of the tube 22, and out of the other of the apertures 27, where they are both fixed to a fixing point 28.

When the retractor 32 is to be activated, pressurised gas is delivered into the interior of the tube 22 through the inlet conduit 23. This results in high gas pressure behind the rear end 25 of the drive member 24, and the drive member 24 therefore moves forwardly towards the far end 29 of the tube 22. As it does so the two tethers 21 are wrapped around the front end 26 of the drive member 24, and are drawn rapidly into the tube 22. It will be understood that, if the drive member 24 travels a sufficient distance that its front end 26 lies near the far end 29 of the tube 22, then each of the tethers 21 will be drawn into the tube 22 by a length approximately equal to twice the length l of the drive member 24.

A skilled person would appreciate that many other retraction mechanisms, powered by compressed gas, are possible and may be used with the present invention.

Use of the air-bag arrangement 1 will now be described.

When vehicle sensors detect that a collision with a pedestrian is occurring, or is likely to occur, the first gas generator 12 is triggered in the first instance. High pressure gas is delivered into the interior of the housing 6 through the diffuser 13, inflating the air-bag 9. The air-bag 9 rapidly inflates upwardly to

cover at least a lower portion of the windscreen 4, and the rear edge 2 of the bonnet 3 may be lifted upwardly as this occurs. At this stage the second gas generator 17 is not triggered.

After a time it is determined that the air-bag 9 no longer needs to remain deployed. This may be because a certain length of time has elapsed following the triggering of the air-bag 9, or because a certain length of time has elapsed since a collision with a pedestrian (in preferred embodiments this length of time may be between 100 and 300 ms), or any other criteria that might be applicable.

When this determination is made, the second gas generator 17 is triggered. Pressurised gas is delivered from the second gas generator 17, through the first gas conduit 18 to the cylinder 19. The piston 20 will be driven upwardly, contacting the underside of the venting door 14 and causing the venting door 14 to pivot around its pivot axis 16, breaking the connections at the edges 15 of the venting door 14 as this occurs. This will open a gas flow path 30 allowing gas to escape from the interior of the container 6, in turn allowing the air-bag 9 to deflate rapidly.

Compressed gas from the second gas generator 17 will also pass through the second gas conduit 19 to the retractor 32, causing the two tethers 21 to be drawn rapidly into the retractor 32. These tethers 21 will therefore drag the air-bag 9 downwardly towards the retractor 32, and hence away from the windscreen 4, completely or partially removing the air-bag 9 from the windscreen 4 so that the view of the driver of the vehicle is unobstructed (or less obstructed) by the air-bag 9.

In preferred embodiments of the invention some or all of the tethers 21 are attached to regions of the air-bag 9 which, when the air-bag 9 is inflated, are at

or near the top of the air-bag 9, so that the air-bag 9 is drawn downward effectively when the retractor 32 is activated.

Turning to figure 5, components of a further embodiment of the invention are shown schematically. A pedestrian protection air-bag 33 is shown in an inflated state. The air-bag 33 has a main portion 34, which is positioned to cover a lower region of a vehicle's windscreen (not shown), and left and right side portions 35, which are positioned to cover the A-pillars of the vehicle (not shown).

A venting trunk 36 protrudes from the lower edge 37 of the main portion 34, and has an open end 38, thus providing a gas flow path from the interior of the air-bag 33 to its surroundings. However, the open end 38 is initially closed by a clamp 39, which holds the sides of the open end 38 together and prevents gas from escaping through the gas flow path.

A retractor 40 is provided at a central region of the air-bag 33. Two tethers 41 are connected to the retractor and to peripheral regions of the air-bag 33, passing through a guide 42 as they do so. Only two tethers 41 are shown in figure 3, but the skilled reader will understand that any suitable number of tethers may be provided.

A pyrotechnic gas generator 43 is provided, and as the skilled reader will understand, this may be activated to generate large quantities of gas rapidly. In this specification, the use of gas generators comprising sources of compressed gas and pyrotechnic charges are described, and it should be understood that these two types of gas generator (and indeed any other suitable type of gas generator) may be used with embodiments of the invention. When a pyrotechnic gas generator is used, gas is usually produced very rapidly under high pressure, and has the potential to damage

components. For this reason it may be preferable to use regulating nozzles to direct the gas produced by a pyrotechnic gas generator.

The pyrotechnic gas generator 43 is connected to supply gas, when activated, to the clamp 39. The clamp 39 is adapted to open when pressurised gas is supplied to it, and this may be achieved, for example, by providing a retaining pin which holds two opposing sides of the clamp together, which is driven out of position by a jet of the pressurised gas, or by a piston which is driven by the pressurised gas. The skilled reader will readily appreciate how this may be achieved.

A conduit 44 is provided to transport pressured gas from the clamp 39 to the retractor 40. The retractor 40 comprises a spring which is pre-loaded, and which is held in the pre-loaded state by a retaining mechanism (not shown), such as a retaining pin. A spindle (not shown) is provided within the retractor 40, and is adapted to be driven rotationally by the spring.

When pressurised gas is provided to the retractor 40 through the conduit 44, the retaining mechanism is released. This may be achieved, as discussed above, by arranging for the retaining pin to be driven out of position by a jet of the pressurised gas, or by a piston which is driven by the pressurised gas. Once again the skilled reader will readily be able to appreciate alternative ways in which this may be effected.

When the retaining mechanism is released, the spring drives the spindle to rotate, and as this occurs the tethers 41 are wound onto the spindle, thus drawing the peripheral regions of the air-bag 33 towards the retractor 40, and at least partially removing the air-bag 33 from the vehicle's windscreen.

It will therefore be understood that, when the pyrotechnic gas generator 43 is activated, pressurised gas will flow through the clamp 39, releasing the clamp

39, and then to the retractor 40, causing the retractor 40 to draw in the tethers 41. It should be understood that the clamp 39 and retractor 40 need not be activated in this order, and pressurised gas could flow to the retractor 40 first, and then to the clamp 39, or indeed to the clamp 39 and retractor separately.

In general, the power to drive a retractor may be provided by the pressurised gas that is delivered to the retractor, or may be provided by stored energy, for example in a spring element, that is released by a mechanism that is triggered by the pressurised gas. Either type of retractor may be used in embodiments of the invention.

It will be appreciated that providing a single gas generator 17 which is connected to an active venting arrangement 19,20 for the air-bag 9, as well as to a retractor 32 connected to the air-bag 9, will allow the air-bag 9 to be quickly and effectively retracted. The deflation and retraction of the air-bag 9 are likely to be required at the same moment, and using a single source of compressed gas to drive both of these processes reduces the overall number of components and ensures that the active venting and retraction of the air-bag 9 happen at the same time, thus reducing the possibility of timing errors.

As mentioned above there are many types of active ventilation and retraction systems which can be driven by the delivery of compressed gas, and any of these may be used with the present invention.

While the discussion above focuses on a gas generator to drive the active ventilation and retraction of the air-bag 9, the invention is not limited to this, and any suitable system may be used to drive these components. For instance, it is envisaged that hydraulic, solenoid or pyrotechnic systems may be used to drive both the active ventilation and retraction systems, and a skilled person will readily understand how each of these types of system may be used.

In this specification the term "driving arrangement" refers to a single force-generating system that operates the active venting and retraction system, and does not refer, for example, to an arrangement of two gas generators, one each of which operates the active ventilation and retraction systems.

It will be appreciated that the present invention provides a robust and flexible system which will find utility with many different types of air-bag, both external pedestrian protection air-bags and internal driver/passenger protection air-bags.

When used in this specification and claims, the terms "comprises" and "comprising" and variations thereof mean that the specified features, steps or integers are included. The terms are not to be interpreted to exclude the presence of other features, steps or components.

The features disclosed in the foregoing description, or the following claims, or the accompanying drawings, expressed in their specific forms or in terms of a means for performing the disclosed function, or a method or process for attaining the disclosed result, as appropriate, may, separately, or in any combination of such features, be utilised for realising the invention in diverse forms thereof.

CLAIMS:

1. A safety arrangement for a vehicle, comprising:
 - an air-bag module having an inflatable air-bag, the air-bag being configured to occupy an initial position following inflation thereof;
 - an inflator adapted to deliver gas into the interior of the air-bag to inflate the air-bag;
 - an active venting arrangement movable between a closed configuration and an open configuration, and which, in the open configuration, opens a gas flow passage between the interior of the air-bag and the exterior of the air-bag, thus allowing gas to escape from the air-bag;
 - a moving arrangement adapted to move the air-bag from its initial position following inflation of the air-bag; and
 - a driving arrangement which, when triggered, moves the active venting arrangement from the closed position to the open position and also triggers the moving arrangement to remove the air-bag from its initial position.
2. A safety arrangement according to claim 1, wherein the driving arrangement comprises a source of pressurised gas.
3. A safety arrangement according to claim 2, wherein the active venting arrangement is connected to receive gas from the source of pressurised gas.
4. A safety arrangement according to claim 3, wherein the active venting arrangement comprises a component which is driven from an initial position to a final position by the pressurised gas, to move the active venting arrangement from the closed configuration to the open configuration.
5. A safety arrangement according to any of claims 2 to 4, wherein the moving arrangement is connected to receive pressurised gas from the source of pressurised gas.

6. A safety arrangement according to claim 5, wherein the moving arrangement comprises one or more flexible elements which are attached to the air-bag.
7. A moving arrangement according to claim 6, wherein the or each flexible element is drawn inwardly into another component of the moving arrangement when the moving arrangement is activated.
8. A safety arrangement according to any preceding claim, wherein the air-bag is a pedestrian protection air-bag.
9. A safety arrangement according to any one of claims 1 to 7, wherein the air-bag is a driver or passenger protection air-bag.
10. A safety arrangement according to any preceding claim further comprising a control unit which is adapted to generate a first trigger signal at a first time to inflate the air-bag, and a second trigger signal at a second time to trigger the driving arrangement, the second time being later than the first time.
11. A safety arrangement according to claim 10, wherein the first trigger signal is generated if it is determined that an impact or accident is occurring or is likely to occur.
12. A safety arrangement according to claim 10 or 11, wherein the second trigger signal is generated when it is determined that the air-bag is no longer required.
13. A safety arrangement according to claim 12, wherein the second trigger signal is generated at a predetermined length of time after the first trigger signal.

14. A safety arrangement according to any preceding claim, wherein the driving arrangement comprises a hydraulic, solenoid or pyrotechnic system.
15. A vehicle containing a safety arrangement according to any preceding claim.

1 / 3

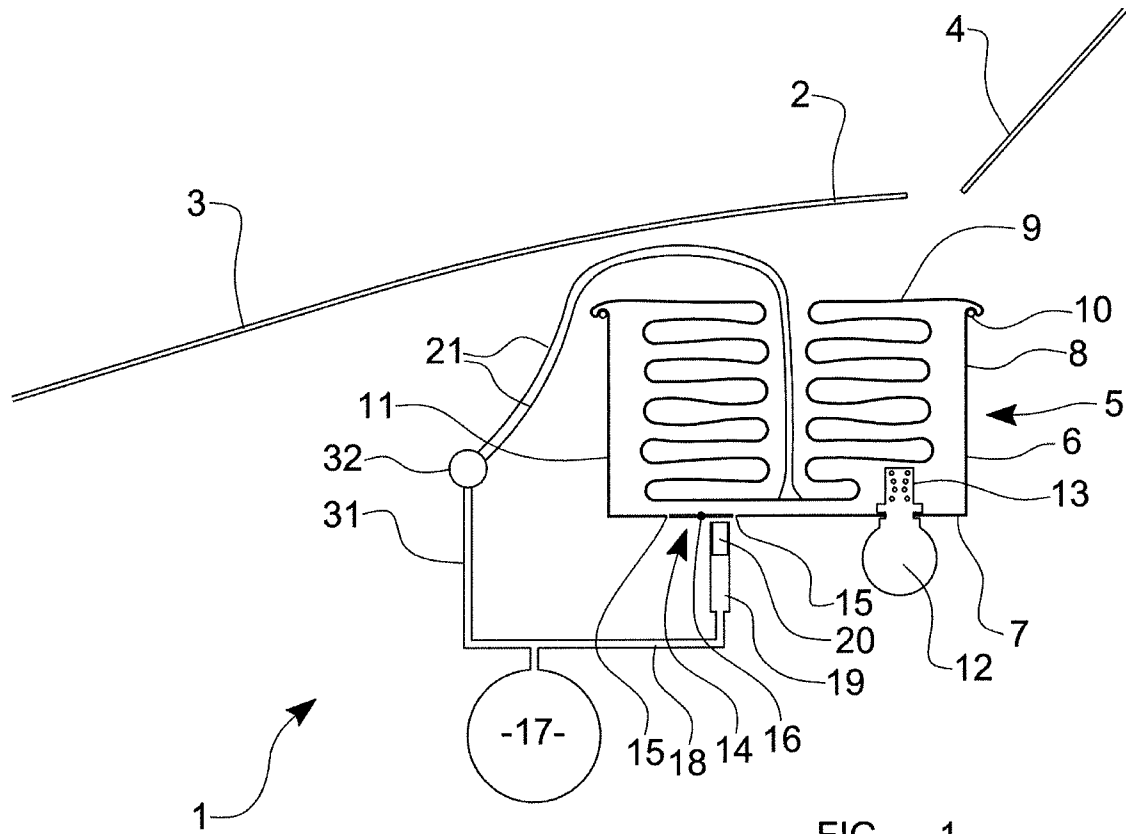


FIG 1

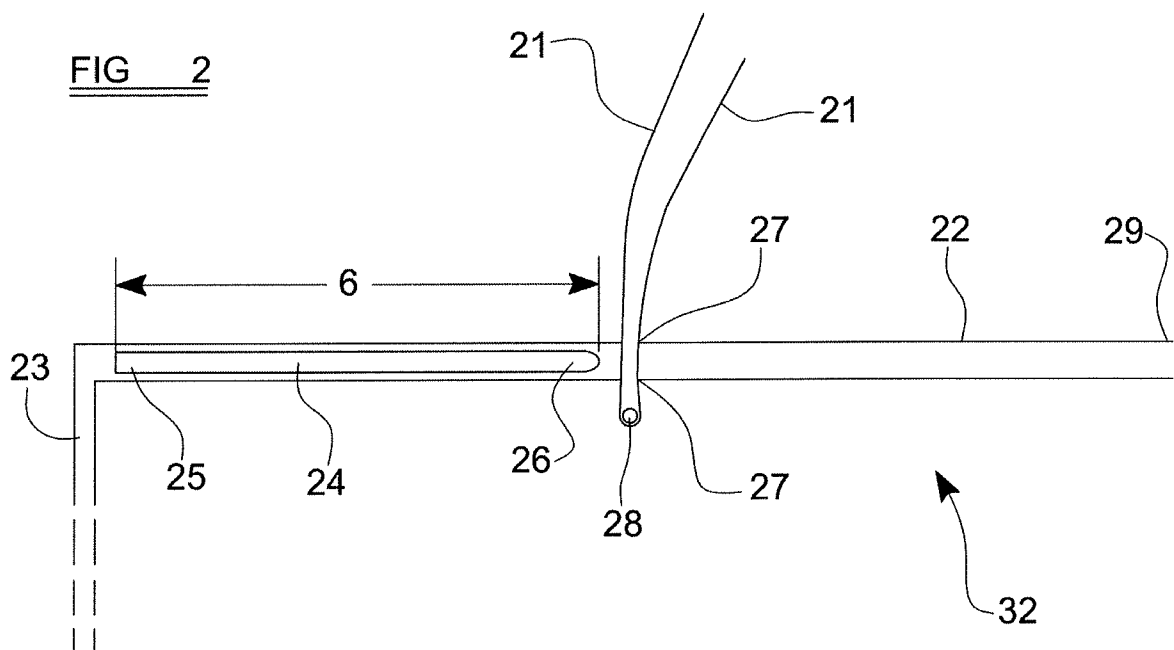


FIG 2

FIG 3

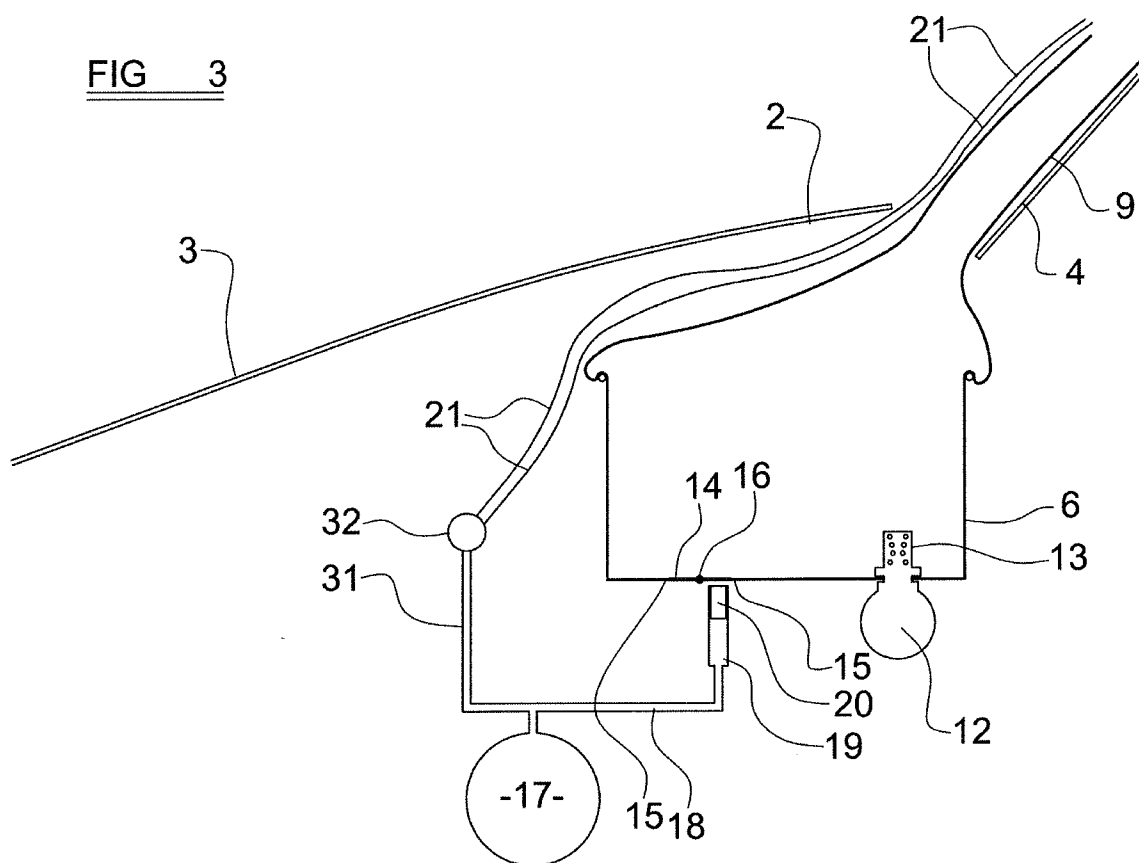
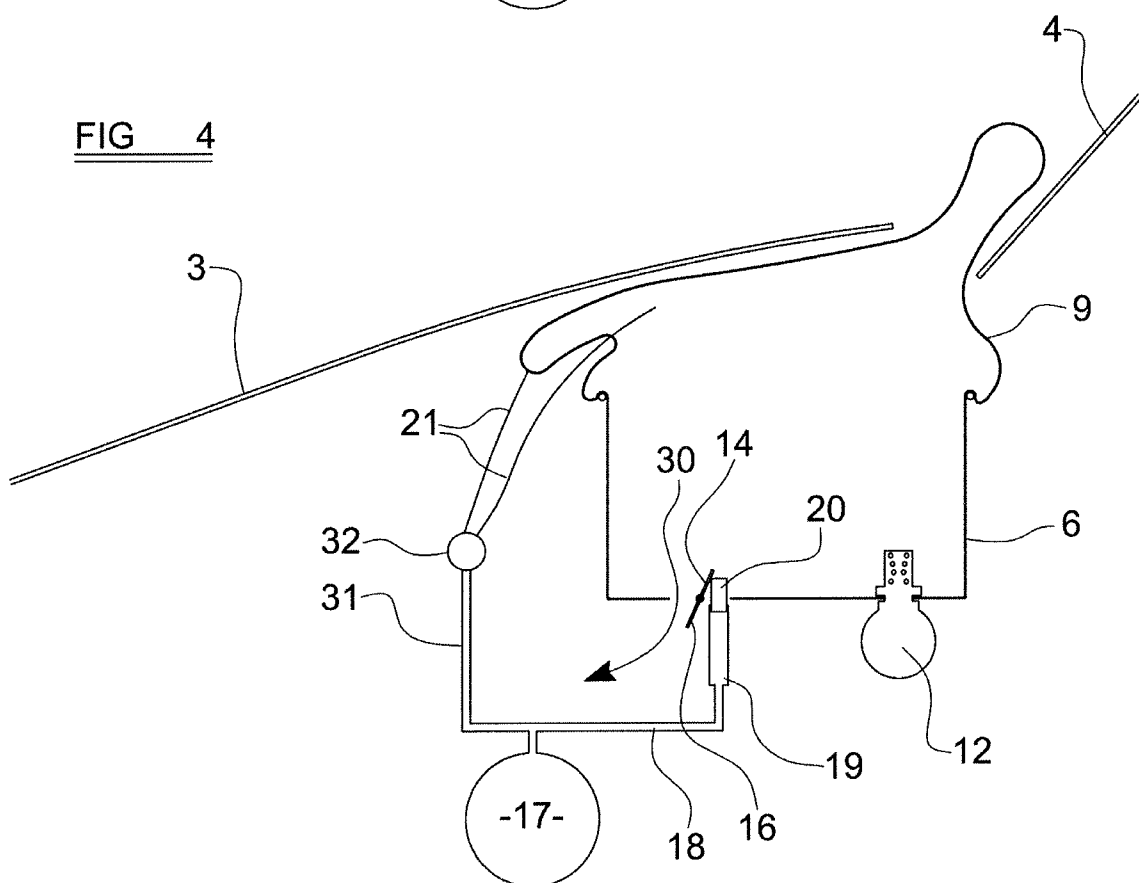


FIG 4



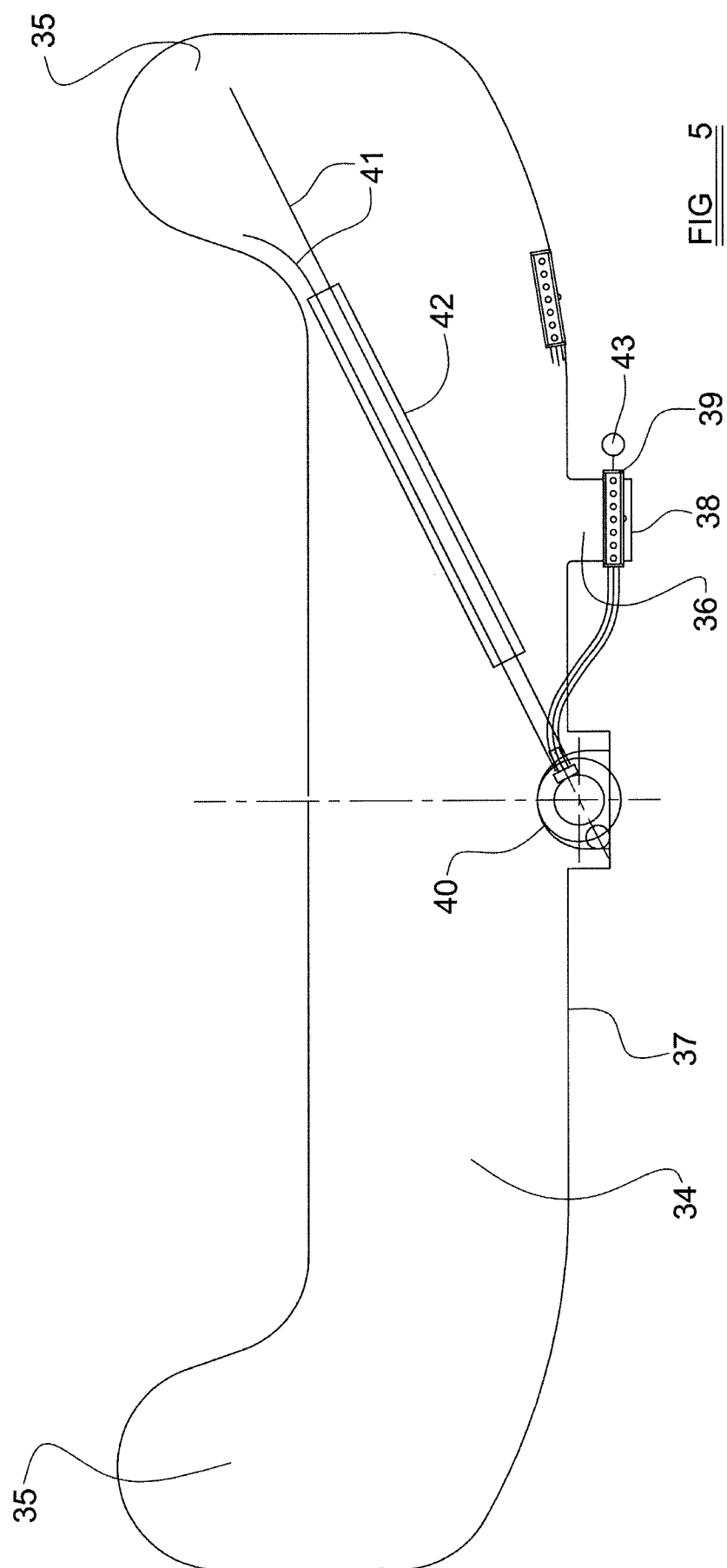


FIG 5

INTERNATIONAL SEARCH REPORT

International application No.
PCT/SE2012/050524

A. CLASSIFICATION OF SUBJECT MATTER

IPC: see extra sheet

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)

IPC: B60R

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

SE, DK, FI, NO classes as above

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

EPO-Internal, PAJ, WPI data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	JP 2006219046 A (MAZDA MOTOR), 24 August 2006 (2006-08-24); paragraphs [0057]-[0061]; figures 11-15 --	1, 2, 6-8, 10-15
X	DE 10056300 A1 (SIEMENS RESTRAINT SYSTEMS GMBH), 27 June 2002 (2002-06-27); abstract; paragraphs [0008], [0020]-[0028]; figures 1-5 --	1, 2, 9-15
P, X	GB 2477911 A (AUTOLIV DEV), 24 August 2011 (2011-08-24); abstract; page 7, line 1 - page 11, line 17; page 10, line 9 - page 11, line 17; figures 1-9b --	1, 2, 8, 14, 15



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

“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

13-08-2012

Date of mailing of the international search report

15-08-2012

Name and mailing address of the ISA/SE

Patent- och registreringsverket
Box 5055
S-102 42 STOCKHOLM
Facsimile No. + 46 8 666 02 86

Authorized officer

Hans Nordström

Telephone No. + 46 8 782 25 00

INTERNATIONAL SEARCH REPORT

International application No.
PCT/SE2012/050524

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
P, X	EP 2338745 A1 (AUTOLIV DEV), 29 June 2011 (2011-06-29); abstract; paragraphs [0048], [0054]; figures 9-12 --	1, 2-5, 8, 14, 15
P, X	EP 2360068 A1 (FORD GLOBAL TECH LLC), 24 August 2011 (2011-08-24); abstract; paragraphs [0035], [0042]; figures 1,2 --	1, 6, 8, 15
A	JP 2004338554 A (MAZDA MOTOR), 2 December 2004 (2004-12-02); whole document --	1-15
A	US 4258931 A (LEE JOSEPH K ET AL), 31 March 1981 (1981-03-31); whole document --	1-15
A	US 6431586 B1 (EYRAINER HEINZ ET AL), 13 August 2002 (2002-08-13); whole document -- -----	1-15

Continuation of: second sheet

International Patent Classification (IPC)

B60R 21/36 (2011.01)

B60R 21/16 (2006.01)

Download your patent documents at www.prv.se

The cited patent documents can be downloaded:

- From "Cited documents" found under our online services at www.prv.se
(English version)
- From "Anförda dokument" found under "e-tjänster" at www.prv.se
(Swedish version)

Use the application number as username. The password is **SCRGNVIUIZ**.

Paper copies can be ordered at a cost of 50 SEK per copy from PRV InterPat (telephone number 08-782 28 85).

Cited literature, if any, will be enclosed in paper form.

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No.

PCT/SE2012/050524

JP	2006219046 A	24/08/2006	JP	4517873 B2	04/08/2010
DE	10056300 A1	27/06/2002	NONE		
GB	2477911 A	24/08/2011	NONE		
EP	2338745 A1	29/06/2011	NONE		
EP	2360068 A1	24/08/2011	NONE		
JP	2004338554 A	02/12/2004	NONE		
US	4258931 A	31/03/1981	NONE		
US	6431586 B1	13/08/2002	EP	1086860 A2	28/03/2001
			US	20020149181 A1	17/10/2002
			US	6702322 B2	09/03/2004