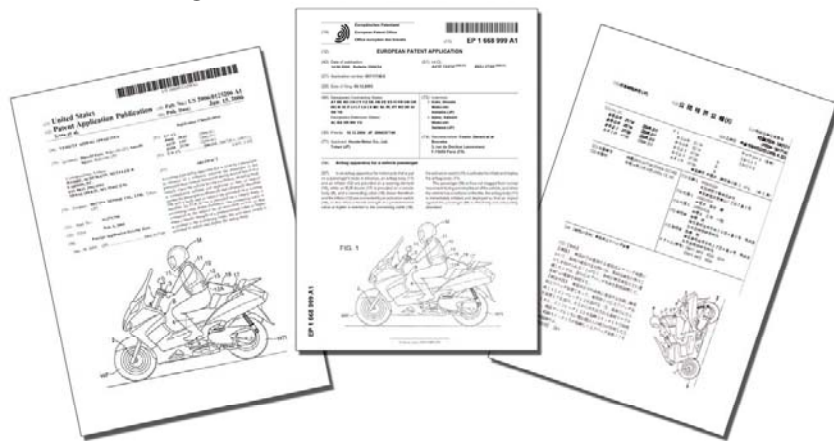


# PATENTOWA BAZA DANYCH QPAT



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**Wiedza ujawniona w opisach patentowych obejmuje ok. 80%-85% całej wiedzy o rozwiązaniach technicznych a ok. 70% rozwiązań jest ujawnionych wyłącznie w literaturze patentowej.**

Baza QPAT to profesjonalne narzędzie do prowadzenia poszukiwań w światowej literaturze patentowej, obejmuje dokumentację z ponad 70 najważniejszych urzędów patentowych z całego świata pogrupowaną wg rodzin patentów. Posiada zaawansowane funkcje wyszukiwania ułatwiające precyzyjne dotarcie do dokumentów na interesujący temat.

## [QPAT - przewodnik](#)

Patent Number: WO9829271 A1 19980709 [WO9829271]

**Description**  
**SNOW CHAINS FOR VEHICLES** This invention relates to vehicle **chain** structures which may be readily connected to the tires in order to provide additional traction during the occurrence of inclement weather. Preferably, the vehicle **chain** structure can be installed about the tire without the necessity of jacking the vehicle to raise the lower surface of the **chain** off the ground. The **chain** structure includes a plurality of **metal** cross chains which are positioned across the tire at arcuately spaced locations. Each of the cross chains is connected to non-metallic rope connectors at its opposite ends, with the connection about the **chain** being tightened, and securely maintained by an additional non-metallic rope connector which can be readily manually tightened to place all of the rope connectors and cross chains in a taut condition. Advantageously, the force to tighten the assembly is in a direction and sequence to facilitate manual application of the appropriate high forces. Further, various structural improvements have been made with respect to prior art **chain** structures to modify the **chain** configuration in accordance with the particular vehicle **size**, and to maintain a secure engagement therebetween during prolonged periods of use.

**DESCRIPTION OF THE PRIOR ART** Various proposals have been made in the past for simplifying the mounting of tire chains on a vehicle. Such prior structures are disclosed in U.S. Patent Nos. 4,392,521, 4,185,674, 3,970,132, 3,858,634, and 3,850,069. In particular, the present invention is an improvement over the structure shown in aforementioned U.S. Patent Nos. 4,392,521 and 4,185,674, both of which include a plurality of **metal** cross chains having inboard and outboard ends for positioning across the tread of a **tire** at arcuately spaced locations to enhance **traction**. The inboard ends of the cross chains are connected to a non-metallic inboard rope connector, while the outboard ends of the cross chains are connected to a non-metallic outboard rope connector. Upon placement of the **chain** cross chains about the perimeter of the **tire**, and the connection of the opposed ends of the inboard and outboard rope connector, the assembly is then tightened by an additional spreader rope which is connected to the outboard rope connector. While this basic **chain** concept advantageously avoids the need to lift the tire off the ground surface during the placement of the **chain** thereabout, it has certain shortcomings with respect to: (a) facilitating the application of appropriate tightening forces during the placement of the **chain** assembly on the vehicle tire, (b) maintaining these requisite forces during its prolonged periods of usage, and (c) enhancing the adjustability of the **chain** configuration in accordance with vehicle tire size. It should be well appreciated that the tire chains must be placed upon the vehicle tire in a taut condition, and this relationship must be maintained during prolonged periods of **usage**. The loosening of the **chain** will result in a reduction in the requisite traction forces, annoying rattling and possible vehicle damage.

Accordingly, it is most important that the installer be able to apply appropriate manual forces to establish the requisite taut condition. Accordingly, various modifications have been made to the spreader rope and its association with the other components of the **chain** structure to optimize the ability of the installer to readily apply the requisite manual forces. One such improvement is the initial positioning of the **chain** structure about the vehicle **tire** such that the spreader rope is first tightened by pulling in a vertically upward direction. This is to be contrasted with the prior art which generally required the pulling of the spreader rope in a generally horizontal direction. It should be well appreciated that the installer should be able to readily exert more force by pulling the arms upward in the vertical direction than across the body in a generally horizontal direction while bending down to the tire.

Another improvement is the use of an intermediate securement of the spreader rope in the course of its sequential tightening so as to maintain a previously taut condition, as the remaining free end of the spreader rope continues to be engaged within the structure to complete the assembly.

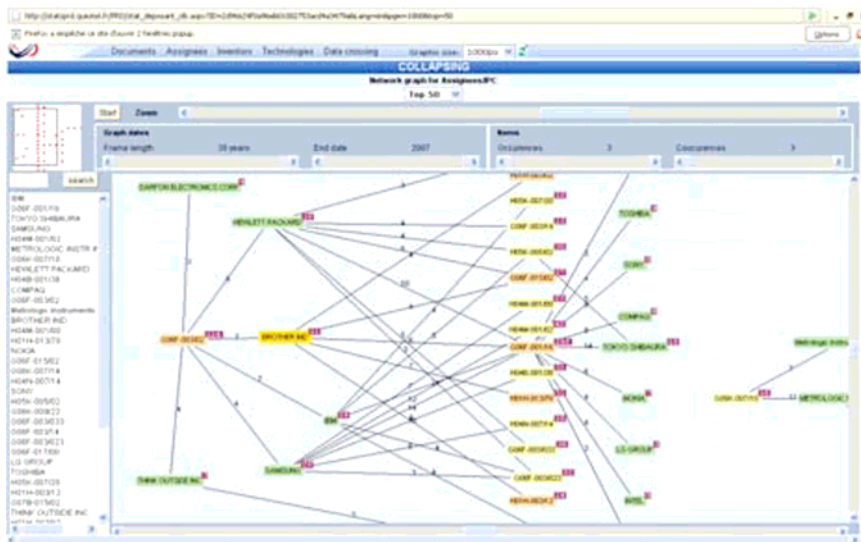
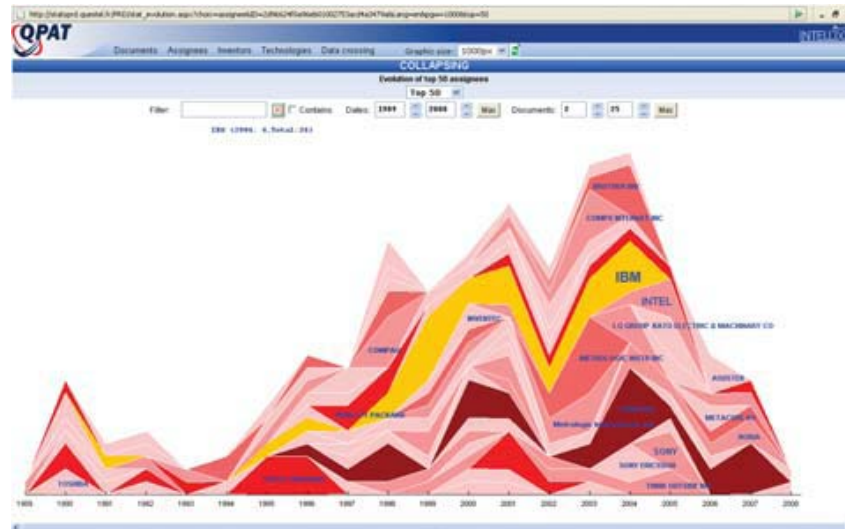
A further improvement is to provide an elastic member at the free end of the spreader rope, which both facilitates the maximizing of the forces being applied, and assists in maintaining such forces during prolonged periods of use.

To facilitate the initial assembly of the **chain** structure about the **tire**, a connecting rod is provided to engage one of the inboard ends of the inboard rope connector, which will be behind the **tire**, and to manually bring it to the other inboard end.

FamPat family (123456789)

Publication number	Kind	Date
CA2186282	A1	19950928
WO825643	A1	19950928
FR2717744	A1	19950929
AL9521418	A	19951009
FR2717744	B1	19960426
NO9603985	D0	19960923
FI9603795	A	19960924

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oraz możliwość eksportowania wyników do arkuszy kalkulacyjnych i dalszej ich analizy.

1	IMAGE	FAM	FN	Kind	Date	KFN	TJ	AI
		2008063009188	WO/2008/024159 A2 STO Publ. Of Int. Appl. W/Int. Search Rep. AP 2007/WO/US15868 20070713	A2	20080228	WO2008024159	CODE-DEPENDENT ENCRYPTION OF MATERIAL THAT REPRESENTS STIMULI INTENDED FOR HUMAN PERCEPTION	Processors that encrypt frames of data represents images and sounds, for example, use a first encryption process to encrypt control data that includes selected data from the data frames and use a second encryption process to encrypt non-selected data from the data frames. The first encryption process is responsive to a key, which may be
2		20080830027784	US20080051041 A1 20080208 US20080051041 STO Utility Patent Application published on or after January 2, 2001 AP 2006/US0457878 20060808	A1	20080228	US20080051041	HYBRID PORTRAIT-LANDSCAPE HANDHELD DEVICE WITH TRACK-BALL NAVIGATION AND QUERY-HIDE-AND-KEYBOARD	A device is disclosed for use in two different orientations. In one orientation, the keyboard is exposed to the user. This orientation is named the landscape orientation because the device will be positioned such that its width is larger than its height. The user would opt for the landscape orientation for tasks that require the keyboard, such as inputting
3		200808002523	EP1894709 A1 20080220 [EP1894709] STO Public. Of appl. W/Int. Search Rep. AP 2007/EP0019616 20041216	A1	20080220	EP1894709	Keyboards	A switch comprising a generally tubular housing (1) of a rigid plastics material. A plurality of discrete keys (12) are circumferentially disposed, in side-by-side relation, around an end of the housing (10). The housing (10) defines a recess (16) for receiving an elastic dome member (24) having an annular
4		20080830024081	US2008026630 A1 20080131 US2008026630 STO Utility Patent Application published on or after January 2, 2001 AP 2006/US0451981 20060731 WO2006016544 A2 20060307 [WO2006016544] STO Publ. Of Int. Appl. W/Int. Search Rep	A1 A2	20080131 20080207	US20080026630 WO2006016544	IMAGE FUSION FOR RADIATION THERAPY	An image fusion method for medical applications, comprising: a. acquiring a first image with a plane radiation region; b. acquiring a second image with actual radiation region; c. determining if user-defined landmarks have been placed on the first and second

Baza zakupiona dzięki współpracy CTT AGH i BG AGH służyć ma wszystkim zainteresowanym wynalazczością i patentowaniem ale także każdemu użytkownikowi poszukującemu informacji na temat najnowszych światowych rozwiązań technicznych.

Może stanowić podstawę do:

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- dokonywania rozwiązań na poziomie techniki światowej pozwalającym na ich ochronę patentową;
- zapewnienia rezultatom prac naukowo-badawczych tzw. „czystości patentowej” warunkującej możliwość komercyjnego wykorzystania tych rezultatów bez narażania się na odpowiedzialność z tytułu naruszeń praw osób trzecich;
- wykorzystania znanych rozwiązań dla realizacji własnych celów badawczych na zasadach prawnie dozwolonego naśladownictwa.

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