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Other: EPODOC, WPI

(54) Title of the Invention: **An actuation mechanism for a sliding door of a motor vehicle**  
Abstract Title: **Actuation mechanism for a sliding door of a motor vehicle**

(57) A door actuation mechanism 100 for a sliding door 20 of a motor vehicle 10 is disclosed having a motor driven door actuator 30 connected to first actuation cable 23 and second actuation cable 26/27 (25 Figs 3 & 4) and used for opening and closing the door 20. The first actuation cable 23 is attached at one end to the door actuator 30 and attached at an opposite end by an anchor 18A to a C post 18 of the motor vehicle for opening the door and the second actuation cable is attached at one end to the door actuator 30 and attached at an opposite end by means of an anchor 18B to the C post 18 for closing the door 20. Both of the actuation cables has a portion 21, 27 extending away from the door actuator 30 in the direction in which the respective cable moves the door 20. Preferably the cables are attached to the door via pulleys 32 33. The door may include guide arms for supporting the door and cable guides for protecting the cable as it runs through the door panel.

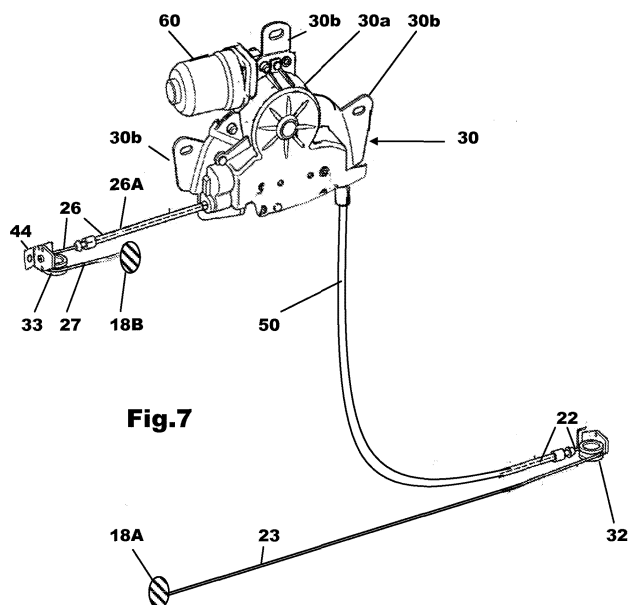


Fig. 7

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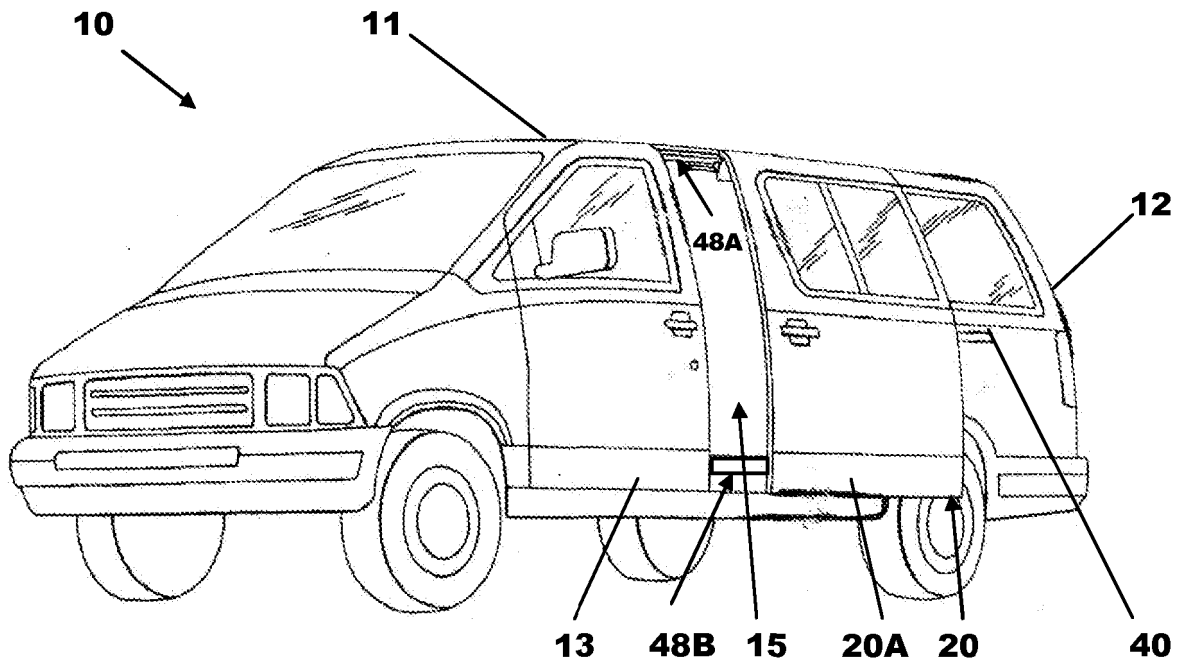


Fig.1

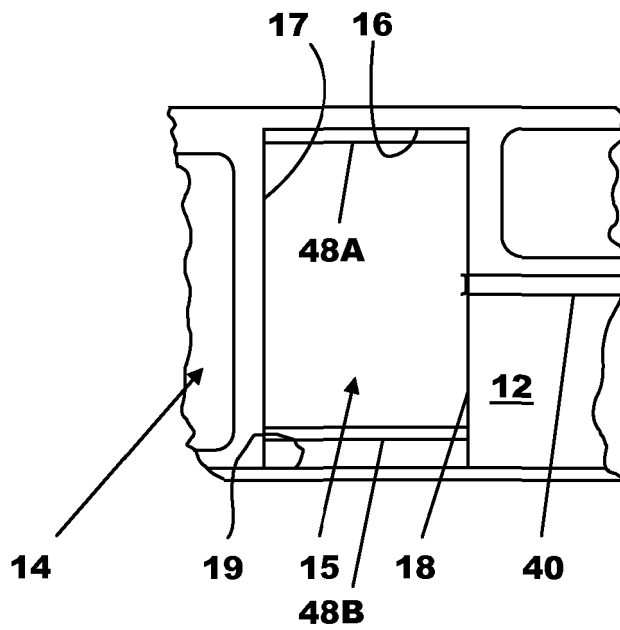


Fig.2

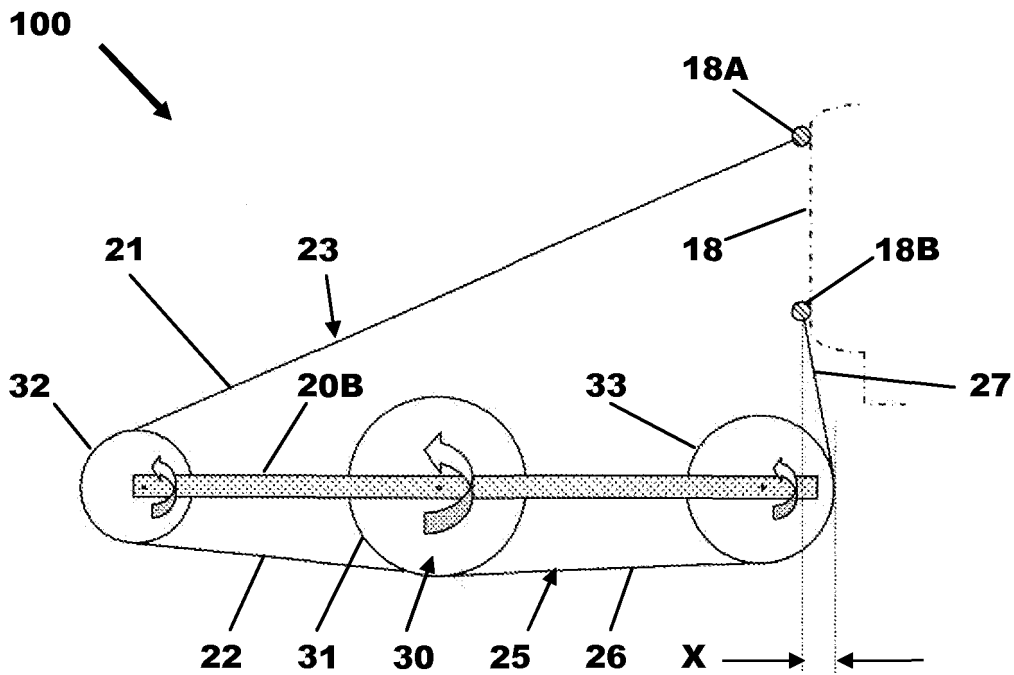


Fig.3A

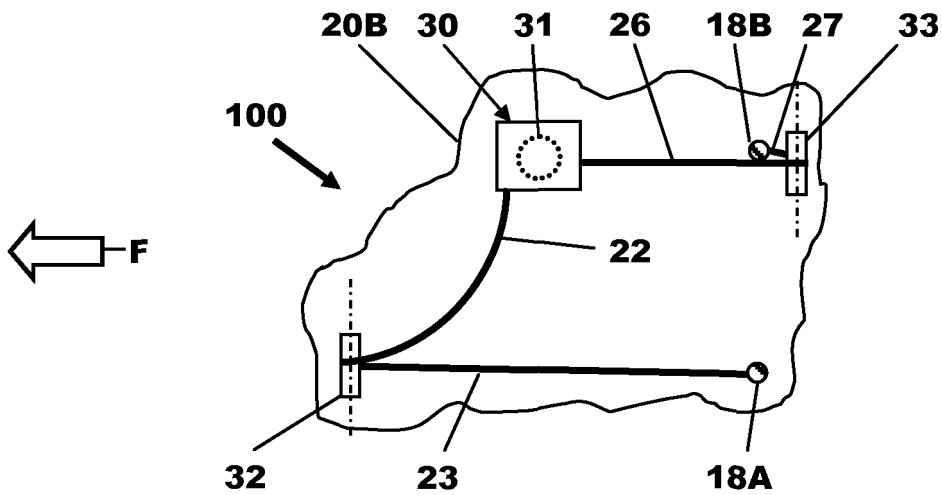


Fig.3B

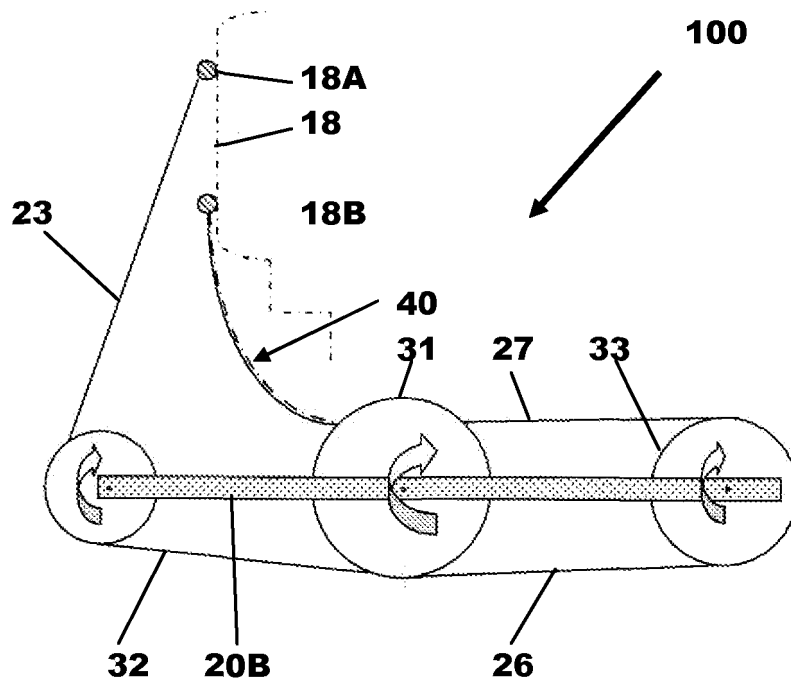


Fig.4A

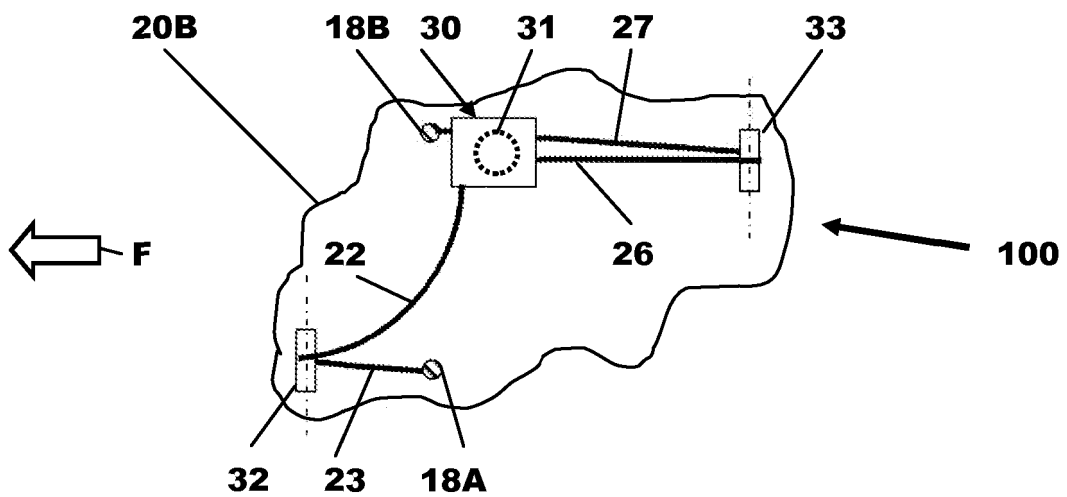
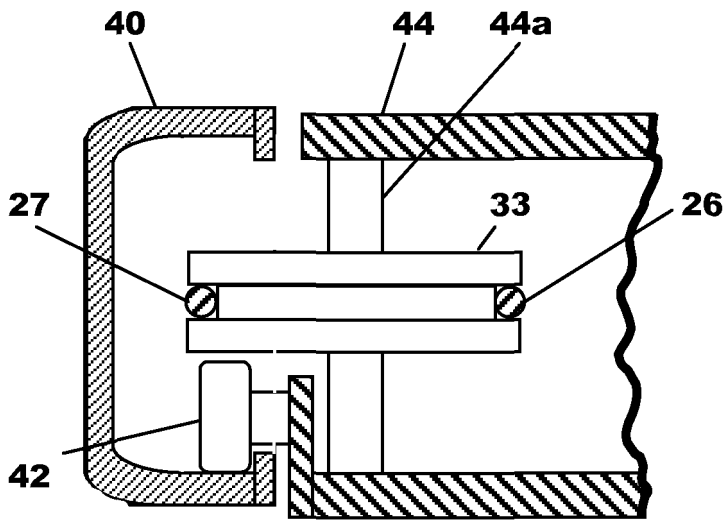
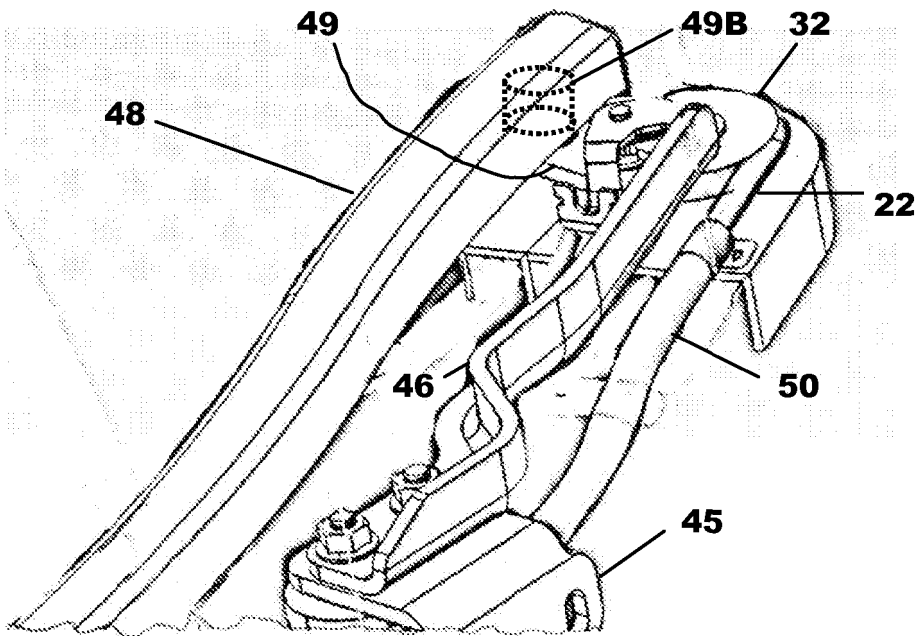


Fig.4B



**Fig.5**



**Fig.6**

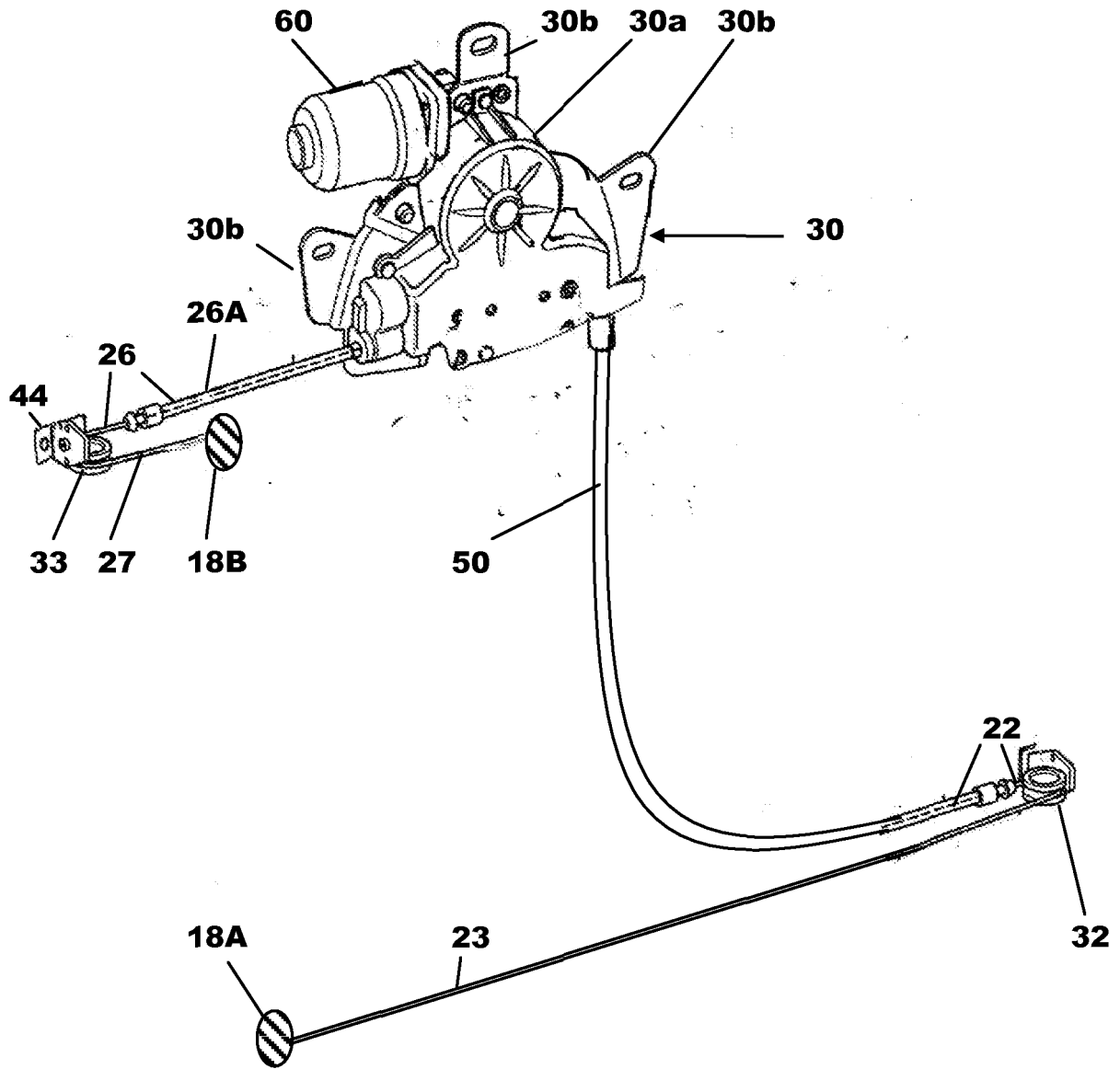


Fig.7

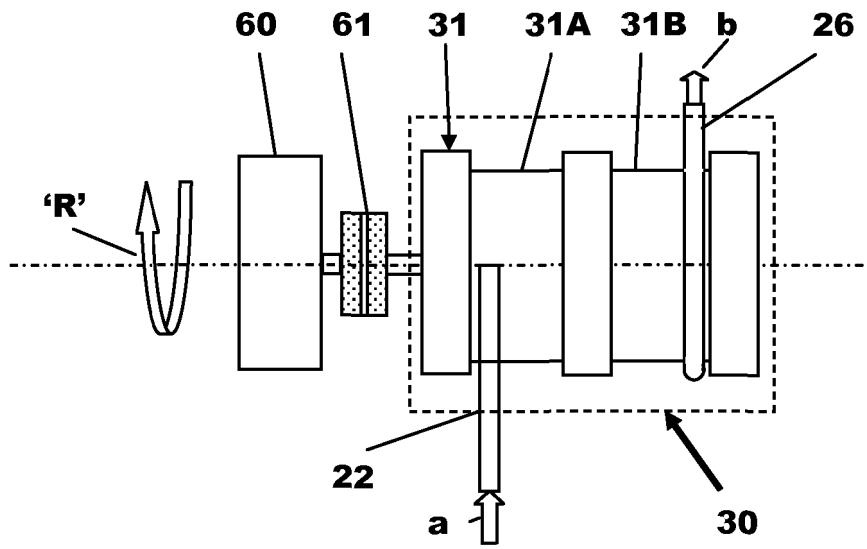


Fig.8

**An Actuation Mechanism for a Sliding Door of a Motor Vehicle**

This invention relates to a motor vehicle and in particular to a door opening and closing mechanism for a sliding door of a motor vehicle.

It is well known to provide a motor vehicle with a side door that is movable between closed and open positions by a sliding motion.

It is further known from, for example, US patents 6,321,488 and 7,856,759 mechanisms for effecting such opening and closing by power means.

It is a problem with such prior art mechanisms that opening and closing is effected through a drive train that includes small exposed gear wheels that are expensive to produce, noisy in operation and are liable to jam if debris becomes trapped therebetween.

It is an object of this invention to provide a door actuation mechanism for a sliding door that overcomes the problems associated with the prior art.

According to a first aspect of the invention there is provided a door actuation mechanism for a sliding door of a motor vehicle wherein the mechanism comprises a motor driving a door actuator, a first cable attached at one end to the door actuator and adapted for attachment at a second end to part of a body structure of the motor vehicle so as to define a first cable run and a second cable attached at one end to the door actuator and adapted for attachment at a second end to part of the body structure of the motor vehicle so as to define a second cable run wherein a portion of each cable run from the door actuator runs in the same direction as the direction in which the respective cable moves the sliding door.



The first cable may be used to move the door in a door opening direction and the second cable may be used to move the door in a door closing direction.

5

The first cable run may comprise a first portion extending away from the door actuator to a first cable guide located near a first end of the door and a second portion extending from the first guide in the door opening direction for attachment to the part of the body structure of the motor vehicle.

The door may be a rearwardly opening door, the first end of the door may be a front end of the door and the first cable guide may be located near to the front end of the door.

The first cable guide may be located near to a bottom end of the door.

20

The first cable may be guided for at least part of the first portion of the first cable run by a rigid tube having a bore coated in a low friction material.

The second cable run may comprise a first portion extending away from the door actuator to a second cable guide located near a second end of the door and a second portion extending from the second guide in the door closing direction for attachment to the part of the body structure of the motor vehicle.

30

The door may be a rearwardly opening door, the second end of the door may be a rear end of the door and the second cable guide may be located near to the rear end of the door.

35

Rotation of the motor in a first direction may cause the first cable to be retracted into the door actuator and

the second cable to be reeled out from the door actuator so  
as to open the door and rotation of the motor in a second  
direction may cause the second cable to be retracted into  
the door actuator and the first cable to be reeled out from  
5 the door actuator so as to close the door.

According to a second aspect of the invention there is  
provided a sliding door for a motor vehicle comprising a  
door having an outer door panel and an inner door panel  
10 defining therebetween a door cavity and a door actuation  
mechanism constructed in accordance with said first aspect  
of the invention.

The door may further comprise a first guide arm  
15 attached at one end to the door for guiding the door during  
opening and closing of the door, the first cable guide being  
attached near to a free end of the first guide arm.

The door may further comprise a second guide arm  
20 attached at one end to the door for guiding the door during  
opening and closing of the door, the second cable guide  
being attached near a free end of the second guide arm.

At least when the door is in an open position, the  
25 second cable guide may be attached to the second guide arm  
so as to project into a guide channel attached to a side  
panel of the motor vehicle.

The second cable run may comprise a first portion  
30 extending away from the door actuator unit to the second  
cable guide and a second portion extending from the second  
guide in the door closing direction for attachment to part  
of the body structure of the motor vehicle and, at least  
when the door is in an open position, the second portion of  
35 the second cable run lies within the guide channel.

According to a third aspect of the invention there is provided a motor vehicle having at least one sliding door constructed in accordance with said second aspect of the invention.

5

The motor vehicle may have a body structure having upper, lower, front and rear structural members defining a door aperture to be closed by a respective sliding door and the second ends of the first and second cables may both be attached to the respective one of the front and rear structural members defining the door aperture over which the door travels when moving between the closed and open positions.

15

The at least one sliding door may be a rearwardly opening door and the second ends of the first and second cables for the respective door may both be attached to the rear structural member defining the door aperture for the respective sliding door.

20

The invention will now be described by way of example with reference to the accompanying drawing of which:-

25

Fig.1 is a pictorial representation of a motor vehicle having a sliding door shown in a part open position;

30

Fig.2 is a schematic side view of part of the motor vehicle shown in Fig.1 showing a door aperture with the sliding door removed;

35

Fig.3A is a schematic plan view of a door actuation mechanism according to a first aspect of the invention when the door is in a closed position;

40

Fig.3B is a schematic side view of the door actuation mechanism shown in Fig.3A;

Fig.4A is a schematic plan view of the door actuation mechanism shown in Fig.3A when the door is in an open position;

5 Fig.4B is a schematic side view of the door mechanism shown in Fig.4A;

Fig.5 is a scrap cross-section through a centre guide arm attached near to a rear end of the sliding door;

10

Fig.6 is a pictorial view from inside the motor vehicle with the body structure cut-away so as to show a lower guide arm in the position it adopts when the sliding door is in a closed position;

15

Fig.7 is a scrap pictorial view of the door actuation mechanism showing the relative positions of first and second cable guides when the sliding door is in the closed position; and

20

Fig.8 is a schematic representation of a door actuator and motor forming part of a door actuation mechanism according to said first aspect of the invention.

25 With particular reference to Figs.1 and 2 there is shown a motor vehicle 10 having a body structure 11 including a side panel 12. The motor vehicle 10 has a front door 13 which when closed overlies a front door aperture 14 and a second sliding door 20 which when closed overlies a

30 second door aperture 15.

The second door aperture 15 is defined by various parts of the body structure 11 of the motor vehicle 10 in the form of an upper structural member 16, a front structural member in the form of a 'B' post 17, a rear structural member in

35 the form of a 'C' post 18 and a lower structural member 19

which in combination define the door aperture 15 to be closed by the sliding door 20.

5 An upper guide channel 48A is attached to the body structure 11 at the top of the door aperture 15 by the upper structural member 16 and a lower guide channel 48B is attached to the body structure 11 at the bottom of the door aperture 15 by the lower structural member 19.

10 A centre or mid-guide channel 40 is attached to an external surface of the side panel 12 of the motor vehicle 10.

15 The upper, lower and centre guide channels 48A, 48B and 40 are used to guide the door 20 during opening and closing and are conventional in design and location. It will also be appreciated that various mechanisms are well known in the art for attaching a sliding door to such guide channels and that for the purposes of this description these devices will be referred to generically as guide arms. It will further be appreciated that Figs.1 and 2 are diagrammatic and do not necessarily show the size and positioning of the guide channels as they would appear in practice. One example of a guide channel arrangement for a sliding door can be found in PCT publication WO 2008/025827 but many other examples exist and the invention is not limited to use with a specific door guidance mechanism.

30 It will be appreciated that the guide arms and guide channels cooperate to guide the door not only forwardly and rearwardly but also to move the door outwardly from the door aperture when opening commences and inwardly at the end of a closing operation.

35 Referring now to Figs. 3A to 4B a door actuation mechanism 100 is shown schematically.

The Figs.3A and 3B show the position of various components when the door 20 is in a closed position and the Figs.4A and 4B show the position of the same components when the door 20 is in an open position. The arrows 'F' on  
5 Figs.3B and 4B show the direction of the front of the motor vehicle 10 and so movement of the door in the direction of the arrows 'F' will be referred to herein as forward or forwardly and direction of the door in an opposite direction will be referred to as rearward or rearwardly.

10

The door 20 is conventional in design and comprises of an outer panel 20A and an inner panel 20B secured together to define a door cavity in which a door actuator 30 is mounted by in this case attachment to part of the inner door  
15 panel 20B. One example of such a door construction is shown in European Patent 2006134.

The door actuator 30 is driven by a motor 60 (not shown in Figs. 3A to 4B) and is operatively connected to first and  
20 second actuation cables 23, 25.

The first cable 23 is attached at one end to the door actuator 30 and is adapted for attachment at a second end to part of the body structure 11 of the motor vehicle 10 in the  
25 form of the 'C' post 18 by means of an anchor 18A so as to define a first cable run.

The first cable run comprises a first portion 21 extending away from the door actuator 30 to a first cable  
30 guide in the form of a pulley 32 located near a front end of the door 20 and a second portion 21 extending from the pulley 32 in the door opening direction for attachment to the anchor 18A.

The second cable 25 is attached at one end to the door  
35 actuator 30 and is adapted for attachment to the 'C' post at

a second end by means of an anchor 18B so as to define a second cable run.

The second cable run comprises a first portion 26  
5 extending away from the door actuator 30 to a second cable  
guide in the form of a pulley 33 located near a rear end of  
the door 20 and a second portion 27 extending from the  
pulley 33 in a door closing direction for attachment to the  
'C' post by means of the anchor 18B.

10

One of the features of the invention is that the second  
portions 21, 27 of the first and second cables 23 and 25  
always extend from their respective guides 32, 33 in the  
same direction as the direction of motion they cause to  
15 occur. That is to say, for a door that slides towards the  
rear of the motor vehicle 10, the second portion 21 of the  
first cable 23 always extends rearwardly from the pulley 32  
irrespective of the position of the door 20 and the second  
portion 27 of the second cable 25 always extends forwardly  
20 from the pulley 33 irrespective of the position of the door  
20. On Fig.3A the forward extension of the second portion  
27 of the second cable 25 is shown as extending forwardly a  
distance 'X' from the position where it feeds off of the  
pulley 33. It will be appreciated that this distance 'X'  
25 can in practice be very small but not negative.

For simplicity of illustration the first guide in the  
form of the pulley 32 and the second guide in the form of  
the pulley 33 are both shown as being rotatably attached to  
30 the inner door panel 20B but in practice they are attached  
to guide arms 46, 44 (see Figs. 5 and 6) connected to the  
inner door panel 20B.

In Figs. 3A and 4A the door actuator 30 is shown having  
35 a spool 31 for the two cables 23, 25 arranged vertically and  
in Figs. 3B and 4B the same spool 31 is shown horizontally  
arranged, this difference illustrates that the orientation

of the spool 31 can be in either of these directions and that the invention is not limited to a specific spool orientation. In practice and as referred to later two separate but synchronised spools may be used instead of a  
5 single spool 31. Similarly, although the two pulleys 32, 33 are shown to be rotatable about vertical axes, this need not be the case and horizontal axes of rotation could be used. Furthermore, the first and second guides need not be in the form of pulleys, low friction U-shaped fixed guides could be  
10 used but pulleys are preferred due to the lower resistance to motion that is produced by the use of such devices compared to a fixed guide.

Referring now to Fig.7, which shows one embodiment of  
15 the invention when the door 20 is in a fully closed position, the door actuator 30 is driven by the motor 60 and includes a housing 30a including brackets 30b to mount the door actuator 30 to the inner door panel 20B.

20 The first cable 23 extends away from the actuator housing 30a and is slidably located in a rigid tube 50 that is bent to a desired shape and which in use guides the path of the first cable 23 for a significant part of the first  
25 portion 22 of its run from the door actuator 30 to the front guide in the form of the pulley 32. The tube 50 in this case is a steel tube having a bore coated with a low friction material such as P.T.F.E but it will be appreciated that other materials could be used for the tube 50 and the coating. The use of such a tube has the advantages that the  
30 first cable 23 can be routed from the door actuator 30 which is mounted up in the door cavity to the bottom of the door without requiring the use of a complex pulley system and secondly that the first portion 22 of the first cable 23 is protected for much of its run within the door cavity.

35

The first portion 26 of the second cable run is also in this case protected by a protective sleeve 26A so that the



second cable 25 takes the form of a Bowden cable up to the second guide formed by the pulley 33.

5 The second guide in the form of the pulley 33 is connected to the door structure via a centre guide arm 44 shown in more detail in Fig.5.

10 The centre guide arm 44 is attached at one end to the door 20 for guiding the door 20 during opening and closing of the door by means of a roller 42. The second cable guide in the form of the pulley 33 is rotatably attached near a free end of the second guide arm 44 by means of a spindle 44a. The pulley 33 is attached to the second guide arm 44 so as to project into the centre guide channel 40 which is  
15 attached to the external surface of the side panel 12 of the motor vehicle 10.

When the door 20 is moved from its closed position towards the open position the second portion 27 of the  
20 second cable run is fed out into the centre guide channel 40 so that the second portion 27 of the second cable run lies within the centre guide channel 40. However, when the door 20 is moved to the closed position the second portion 27 moves with the pulley 33 and the door 20 so that the centre  
25 guide channel 40 is left empty when the door 20 is in the closed position. Therefore, irrespective of whether the door 20 is open or closed, the second cable run is always concealed from view by the door 20.

30 Referring now to Fig.6 there is shown one embodiment of a first or lower guide arm 46. The lower guide arm 46 is attached at one end by means of a bracket 45 to a bottom end of the door 20 for guiding the door 20 during opening and closing. The guide arm 46 includes a guide plate 49 on  
35 which is rotatably mounted a guide roller 49B (shown as a dotted outline on Fig.6) and the pulley 32 is rotatably attached near to a free end of the first guide arm 46.

The guide roller 49B is engaged with the lower guide channel 48B so as to guide and support the bottom end of the door 20.

5

With reference to Fig.8 there is shown in a schematic form the door actuator 30 and the drive motor 60 for the door actuator 30.

10

The motor 60 drives the door actuator 30 via a clutch 61. The clutch 61 is overcome when a predefined torque is applied to it from the door actuator 30 thereby allowing the door 20 to be manually opened and closed if required for any reason.

15

The door actuator 30 comprises first and second drive spools 31A and 31B driven by the motor 60. One end of the first portion 22 of the first cable 23 is attached to the first drive spool 31A and one end of the first portion 26 of the second cable 25 is attached to the second drive spool 31B. In the example shown the first and second drive spools 31A and 31B are formed as a single combined drive spool but this need not be the case and separate synchronised spools could be used.

25

The first cable 23 is wound round the first spool 31A in the opposite direction to the direction the second cable 25 is wound in. In the example shown, when viewed from the motor 60 end, the first cable 23 is wound around the first spool 31A in a clockwise direction and the second cable 25 is wound around the second spool 31B in an anti-clockwise direction.

35

Therefore, given the cable layout shown in Figs.3A to 4B, rotation of the motor 60 in a first or anti-clockwise direction as shown by the arrow 'R' on Fig.8 causes the first cable 23 to be retracted into the door actuator 30 as

indicated by the arrow 'a' and the second cable 25 to be reeled out as indicated by the arrow 'b' from the door actuator 30 so as to open the door 20.

5           Similarly, rotation of the motor in a second or clockwise direction causes the second cable 25 to be retracted into the door actuator 30 and the first cable 23 to be reeled out from the door actuator 30 so as to close the door 20.

10

It will be appreciated that the door 20 will also be provided with various locks and latches but these are of a conventional construction and so are not shown or described.

15

Operation of the door actuating mechanism in use is occupant controlled by means of a switch or switches. When the door 20 is required to be opened an occupant operates the appropriate switch causing the motor 60 to rotate in the door opening direction thereby retracting the first cable 23 which pulls the door 20 rearwards thereby opening it. When the door 20 is to be closed, an occupant operates the appropriate switch causing the motor 60 to rotate in a door closing direction thereby retracting the second cable 25 and pulling the door 20 forwardly into the closed position. It will be appreciated that anti-trap or anti-pinch devices will be fitted to the front end of the door 20 to prevent injury should a body part become interposed between the closing door 20 and the 'B' post 17 and that overload protection will be provided for the motor 60.

20  
25  
30

One advantage of the invention is that it can be used with most known manual sliding door configurations to convert them to a powered form. That is to say, very few modifications have to be made to the vehicle to adapt it from a manual sliding door vehicle to a powered sliding door vehicle. In particular, all of the main operational components of the door actuating mechanism are mounted

35

within the door and no modifications are required to the body structure apart from the provision of anchors for the first and second cables.

5           A further advantage of the invention is that it is of a simple construction and can be manufactured in an economical manner.

10           Another advantage of the invention is that it is quiet in operation and less prone to damage due to the fact that the major components are housed within the door cavity.

15           Yet one more advantage is that the first and second cables can easily be concealed from view so that they are not visible to a user of the motor vehicle.

20           Although the invention has been shown and described with respect to an arrangement in which the door opening cable is located near a bottom end of the door it will be appreciated that it could be located near to a top end of the door provide no window is located in the upper half of the door. That is to say if the motor vehicle is a panel van or light truck the door opening cable could be located at the top or bottom of the door.

25           Similarly, although the invention has been shown and described with respect to an arrangement in which the door closing cable is located in the centre of the door, it will be appreciated that it could be located near to a top or bottom end of the door provided an external body mounted door guide channel is located in that position and that no window is located in the upper half of the door. That is to say if the motor vehicle is a panel van or light truck the door closing cable could be located in the centre of the door, at the top of the door or at the bottom of the door.

30

35

However, the disclosed arrangement for the opening and closing cables is preferred due to ease of packaging and the fact that a window may be provided in the upper half of the door.

5

It will also be appreciated that the motor vehicle 10 could have a sliding door fitted with a door actuating mechanism on both sides or on only one side.

10

Although in most cases the door will be required to slide rearwardly to open it, those skilled in the art will appreciate that the door could be arranged to open by sliding in a forwardly direction and that in this case the mechanism would be a mirror image of that shown in Figs. 3A  
15 to 4B with the first and second cables being attached via anchors to the 'B' post and not the 'C' post.

15

It will be appreciated by those skilled in the art that although the invention has been described by way of example  
20 with reference to one or more embodiments it is not limited to the disclosed embodiments and that alternative embodiments could be constructed without departing from the scope of the invention as defined by the appended claims.

20

**Claims**

1. A door actuation mechanism for a sliding door of a motor vehicle wherein the mechanism comprises a motor driving a door actuator, a first cable attached at one end to the door actuator and adapted for attachment at a second end to part of a body structure of the motor vehicle so as to define a first cable run and a second cable attached at one end to the door actuator and adapted for attachment at a second end to part of the body structure of the motor vehicle so as to define a second cable run wherein a portion of each cable run from the door actuator runs in the same direction as the direction in which the respective cable moves the sliding door.

15

2. A mechanism as claimed in claim 1 wherein the first cable is used to move the door in a door opening direction and the second cable is used to move the door in a door closing direction.

20

3. A mechanism as claimed in claim 2 wherein the first cable run comprises a first portion extending away from the door actuator to a first cable guide located near a first end of the door and a second portion extending from the first guide in the door opening direction for attachment to the part of the body structure of the motor vehicle.

25

4. A mechanism as claimed in claim 3 wherein the door is a rearwardly opening door, the first end of the door is a front end of the door and the first cable guide is located near to the front end of the door.

30

5. A mechanism as claimed in claim 3 or in claim 4 wherein the first cable guide is located near to a bottom end of the door.

35

6. A mechanism as claimed in any of claims 3 to 5 wherein the first cable is guided for at least part of the first portion of the first cable run by a rigid tube having a bore coated in a low friction material.

5

7. A mechanism as claimed in any of claims 2 to 6 wherein the second cable run comprises a first portion extending away from the door actuator to a second cable guide located near a second end of the door and a second  
10 portion extending from the second guide in the door closing direction for attachment to the part of the body structure of the motor vehicle.

8. A mechanism as claimed in claim 7 wherein the door  
15 is a rearwardly opening door, the second end of the door is a rear end of the door and the second cable guide is located near to the rear end of the door.

9. A mechanism as claimed in any of claims 2 to 8  
20 wherein rotation of the motor in a first direction causes the first cable to be retracted into the door actuator and the second cable to be reeled out from the door actuator so as to open the door and rotation of the motor in a second direction causes the second cable to be retracted into the  
25 door actuator and the first cable to be reeled out from the door actuator so as to close the door.

10. A sliding door for a motor vehicle comprising a door having an outer door panel and an inner door panel  
30 defining therebetween a door cavity and a door actuation mechanism as claimed in any of claims 1 to 9 located in the door cavity.

11. A sliding door as claimed in claim 10 in which the  
35 door further comprises a first guide arm attached at one end to the door for guiding the door during opening and closing

of the door, wherein the first cable guide is attached near to a free end of the first guide arm.

5 12. A sliding door as claimed in claim 10 or in claim 11 in which the door further comprises a second guide arm attached at one end to the door for guiding the door during opening and closing of the door, wherein the second cable guide is attached near a free end of the second guide arm.

10 13. A sliding door as claimed in claim 12 wherein, at least when the door is in an open position, the second cable guide is attached to the second guide arm so as to project into a guide channel attached to a side panel of the motor vehicle.

15

14. A sliding door as claimed in claim 13 in which the second cable run comprises a first portion extending away from the door actuator unit to the second cable guide and a second portion extending from the second guide in the door closing direction for attachment to part of the body structure of the motor vehicle wherein, at least when the door is in an open position, the second portion of the second cable run lies within the guide channel.

25 15. A motor vehicle having at least one sliding door as claimed in any of claims 10 to 14.

30 16. A motor vehicle as claimed in claim 15 wherein the motor vehicle has a body structure having upper, lower, front and rear structural members defining a door aperture to be closed by a respective sliding door and the second ends of the first and second cables are both attached to the respective one of the front and rear structural members defining the door aperture over which the door travels when moving between the closed and open positions.

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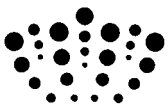
17. A motor vehicle as claimed in claim 16 wherein the  
at least one sliding door is a rearwardly opening door and  
the second ends of the first and second cables for the  
respective door are both attached to the rear structural  
5 member defining the door aperture for the respective sliding  
door.

18. A door actuation mechanism for a sliding door of a  
motor vehicle substantially as described herein with  
10 reference to the accompanying drawing.

19. A sliding door for a motor vehicle substantially  
as described herein with reference to the accompanying  
drawing.

15

20. A motor vehicle substantially as described herein  
with reference to the accompanying drawing.



**Application No:** GB1111852.8  
**Claims searched:** 1-20

**Examiner:** Mr Philip Lawrence  
**Date of search:** 9 November 2011

**Patents Act 1977: Search Report under Section 17**

**Documents considered to be relevant:**

Category	Relevant to claims	Identity of document and passage or figure of particular relevance
X	1-3, 6-17	US2010/0180508 A (AISIN), see Abstract, Figure 3 and Paras [0020]-[0022].
X	1, 2, 9-17	US2008/0072498 A (DELPHI), see Figures and Paras [0033], [0037] & [0049].
X	1-3, 6-17	US2008/0302018 A1 (AISIN), see Abstract, Figures and Paras [0022]-[0024].
X	1-10, 15 at least.	WO2008/104080 A1 (MAGNA), see Figure 1 and related description.

**Categories:**

X	Document indicating lack of novelty or inventive step	A	Document indicating technological background and/or state of the art.
Y	Document indicating lack of inventive step if combined with one or more other documents of same category.	P	Document published on or after the declared priority date but before the filing date of this invention.
&	Member of the same patent family	E	Patent document published on or after, but with priority date earlier than, the filing date of this application.

**Field of Search:**

Search of GB, EP, WO & US patent documents classified in the following areas of the UKC<sup>X</sup> :

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Worldwide search of patent documents classified in the following areas of the IPC

E05F

The following online and other databases have been used in the preparation of this search report

EPODOC, WPI

**International Classification:**

Subclass	Subgroup	Valid From
E05F	0015/14	01/01/2006
B60J	0005/06	01/01/2006