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Multi-speed bicycle transmission

This invention relates to multi-speed bicycles transmissions and more particularly to an improved, pedal hub located and drive pedal responsive multi-speed bicycle transmission system.

Although bicycles have been widely used for a long period of time, recent years have witnessed a widespread increase in the popularity of bicycling as a healthful and enjoyable recreational activity, as well as a renewed awareness of their utility as an inexpensive means of individualized local transportation. As a concomitant thereto, there has been a renewed emphasis on the utilization of multi-speed transmission systems for bicycles to enhance their operational efficiency over various types of terrain and to accommodate the ever expanding differences in the state of physical conditioning and capabilities of the users thereof. Although the patented art is replete with many different types of suggested multi-speed transmission systems, economic realities and practical considerations have apparently limited widespread commercial usage to two, three and five speed transmissions located within the rear wheel hub and to the widely utilized ten speed transmissions of the "derailleur" type, all of which are normally operable in response to a cable connected and manually manipulatable shift lever and which require a hand operated brake system. Also used, but to a lesser extent, are the more complicated drive pedal manipulative types of rear wheel hub multi-speed transmissions that are compatible with coaster brake drive systems, as for example, the Fichtel and Sachs AG "Torpedo" transmissions.

Among the many suggested bicycle transmission systems disclosed in the patented art are numerous disclosures of coaster brake compatible, rear wheel hub transmissions activated by reverse drive pedal rotation, as exemplified by the patents of Schwerdhofer (for example — U.S. Patents Nos. 3,648,809, 3,270,589, 3,200,699, 3,180,181, 3,147,641); Hood (for example — U.S. Patents Nos. 3,022,682, 2,993,575, 2,982,384, 2,972,908, 2,940,339) and Gleasman (for example — U.S. Patents Nos. 2,354,750, 2,993,389, 2,903,913, 2,914,152). Other suggested and exemplary expedients for rear wheel hub transmission systems include reverse drive pedal actuatable epicyclic gear systems as disclosed in U.S. Patents Nos. 3,351,165, 3,433,097, 3,803,947 and 3,726,156 and manually selectable rear wheel hub transmissions as embodied in U.S. Patents Nos. 3,653,273 and 3,886,811.

Rear wheel hub multi-speed transmission systems, and particularly those that are coaster brake compatible, are of relatively complicated construction with diminutively sized components dictated by the limited available space. As such and because of the wheel diameter

lever arm inherent in rear wheel hub located multi-speed transmissions, such are unduly subject to damage through normal, much less abusive, use and the repair thereof is usually both relatively difficult and expensive. Even the simpler rear wheel hub multi-speed transmission systems that are widely employed in hand brakeable bicycles, such as the Sturmey-Archer three speed and "derailleur" type multi-speed transmissions, are subject to hub component and gear shift cable damage that necessitate relatively expensive repairs as well as requiring diversion of the rider's attention when manual shifting is to be effected.

Early expedients for proposed utilization of the drive pedal hub area as a situs for multi-speed transmission components for bicycles are illustrated in U.S. Patents Nos. 2,047,174 and 2,165,201 and in Swiss Patent No. 183,921. In each of these patents an in-line type of multi-speed transmission is employed, apparently sized to be contained within the drive pedal hub. Selective gear engagement was therein effected by spring biased radial pawl displacement induced by a control cam element disposed within an axial bore within the drive pedal shaft and operable in response to reverse rotation of the pedal drive shaft. Such approach is also characterized by diminutively sized components unduly subject to damage in a high stress location.

Recent years have witnessed a refocussing of attention upon the drive pedal hub as a suitable situs for multi-speed transmission components for bicycles. One suggested expedient includes the utilization of a planetary gear system adjacent to the drive pedal hub that is compatible with a rear wheel hub coaster brake assembly but which requires manual operation of an external gear shift lever to effect shifting. Such a suggested construction is disclosed in the Shea U.S. Patents Nos. 3,727,484, 3,766,805 and 3,842,691. Other suggested expedients include impact responsive shifting mechanisms, and manually controllable variations in the main drive pedal sprocket diameter. Illustrative of such expedients are U.S. Patents Nos. 2,600,586, 1,608,141, and 3,506,100 and various publications such as Design News of December 16, 1974 (pp. 46—7) and Product Engineering of June 1973 (p. 13).

It is an object of this invention to provide an improved multi-speed transmission for bicycles and, particularly, an improved pedal hub locatable and drive pedal operable transmission.

Accordingly, the present invention consists in a multi-speed transmission for bicycles of the type having a drive wheel, a tubular frame incorporating a generally cylindrical pedal drive shaft hub and a drive shaft adapted in use to be rotatably displaced within said hub in response to concurrent displacement by the bicycle rider

of a pair of pedal members connected by crank members thereto, said transmission serving to effect a selected power transmitting interconnection between said drive shaft and the drive wheel of the bicycle, characterized in that there are provided collar means mounted on said drive shaft for rotation in conjunction therewith and permitted longitudinal displacement therealong; means engageable with said collar means and responsive to a predetermined arc of reverse rotative displacement of said drive shaft at a pair of diametrically disposed angular positions thereof for bidirectionally displacing said collar means longitudinally thereof; and means responsive to the longitudinal disposition of said collar means on said drive shaft for effecting said selected power transmitting interconnection between the drive shaft and the drive wheel of said bicycle.

Advantageously, the transmission further includes a plurality of drive gears rotatably mounted on said drive shaft, means for connecting each of said drive gears into selective driving engagement with said drive shaft, and means responsive to the positional location of said collar means longitudinally of said drive shaft for effecting the selected connection of each of said drive gears into driving engagement with said drive shaft.

Suitably, said means connecting each of said drive gears into driving engagement with said drive shaft comprises pawl means effectively subject to stress only during forward rotational displacement of said drive shaft

Preferably, said stress is compressive.

Among the manifold advantages of the subject invention is the provision of an improved multi-speed bicycle transmission that may be used alone with hand brakeable bicycles in accord with the desires and dictates of the rider and which may be compatibly employed in association with existing hand brakeable, gear shift operated and coaster brake incompatible multi-speed rear wheel hub transmissions, such as the widely employed Sturmey-Archer three speed transmissions, to conveniently provide an expanded number of available transmission ratios. Further advantages include the provision of a transmission locatable at the drive pedal hub, wherein the stress magnitudes on the shifting and drive components are relatively small, wherein the gears may be preselected to provide any desired gear ratios and which gear may be readily interchanged to modify the gear ratios whenever required. Another advantage of the preferred form of the invention includes the general provision of a multi-speed transmission wherein the critically stressed drive system components, such as the interconnection of the drive gear with the drive shaft, are subjected only to compressive stresses when drivingly engaged. Other advantages include the ability to provide a factory assembled and sealed type of multispeed transmission for bicycles of rugged and durable character that affords a long

operating life and singular freedom from maintenance and repair. Further advantages include the provision of a drive pedal actuatable gear shifting mechanism that dispenses with control cables, does not require the rider to remove his hands from the handle bars or divert his attention from the path of bicycle travel during the shifting operation and which is operable by simple, facile and rapid drive pedal manipulation within limited arcs of reverse pedal displacement at readily locatable positions in their path of rotation all to the end of readily permitting rapid gear shifting in times of emergency or the like. Still other advantages of preferred forms of the invention includes the provision of an improved multispeed bicycle transmission where shifting can be effected independent of the speed of the bicycle including while at rest, wherein all components are automatically disposed in an effectively stress free condition when shifting is being effected and wherein one set of gears, even during the shifting operation, is always drivingly engaged. A still further advantage is the permitted avoidance of all hand manipulative operations for shifting purposes, which not only permits continued manual control of steering and braking at all times but which also dispenses with any necessity for visual diversion from the path of the travel with increased safety for the bicycle rider. Still further advantages of the subject invention include the provision of a reliable and economic in-line type of multi-speed transmission for bicycles that is effectively immune to damage arising from any pedal manipulation.

One way of carrying out the invention is described in detail below with reference to drawings in which:—

Fig. 1 is a schematic side elevation view of a bicycle constructed in accord with the principles of this invention;

Fig. 2 is a schematic oblique view, partially cut away and sectioned, of a pedal hub located and drive pedal actuatable multi-speed bicycle transmission constructed in accord with the principles of this invention, and including, for the purposes of convenience and clarity of illustration and explanation, certain components that are rotationally displaced from the normal location thereof as shown in Fig. 3;

Fig. 3 is a horizontal section through the pedal hub located multi-speed bicycle transmission constructed in accord with the principles of this invention, and as taken on the line 3—3 of Fig. 4;

Fig. 4 is a section as taken on the line 4—4 of Fig. 3;

Fig. 5 is a section as taken on the line 5—5 of Fig. 3;

Fig. 6 is a schematic sectional view as taken on the line 6—6 of Fig. 3;

Figs. 7A and 7B are enlarged partial sections as would be taken on the line 7—7 of Fig. 2 to illustrate the driving interconnection of the

pedal shaft with the drive gears;

Figs. 8A and 8B are plan and vertical sectional views respectively of the pawl members that provide the driving interconnection between the pedal drive shaft and the drive gears;

Fig. 9 is an oblique view of the pivotally mounted shift control member;

Figs. 10A and 10B are schematic sectional views, similar to Fig. 5, generally illustrative of operative interengagement of the camming ridges with the pin members during pedal shaft rotation;

Figs. 11A through 11D are schematic unfolded plan views of the collar surface, camming ridges thereon and the pin members on the pivotally mounted shift control member and are illustrative of the operative interengagement of the camming ridges with the pin members during shifting operations in response to pedal shaft displacement.

Referring to the drawings and initially to Fig. 1 there is provided a bicycle having a front steerable wheel 10 and a rear driving wheel 12 mounted on a frame, generally designated 14. The frame 14 is of conventional tubular construction and generally includes a substantially vertical seat post member 16, a horizontal upper member 18, an angularly disposed lower member 20, a bifurcated front wheel support 22, a bifurcated rear wheel support 24 and a pair of rearwardly extending lower members 26. The seat post member 16, lower member 20 and rearwardly extending lower members 26 commonly terminate at a transverse cylindrical pedal drive shaft hub, generally designated 30, which, as will hereinafter be described, forms a portion of the housing for the improved multi-speed transmission system incorporating the principles of this invention. For introductory explanatory purposes, however, such bicycle also includes a transversely disposed drive pedal shaft 32 journaled in the hub 30 having conventional opposed right and left pedal cranks 34 and 36 terminally mounted thereon. Rotatably mounted at the terminal ends of the cranks 34 and 36 are independently rotatable drive pedals 38 and 40 respectively. For clarity of description herein, the terms "right" and "left" will accord with the right and left sides of the bicycle rider as he would normally use the bicycle. The rear or drive wheel 12 includes a hub 46 and sprocket 48 drivingly connected by a chain 50 to the main drive sprocket 52 mounted on the right side of hub 30. The sprocket 52 is positively driven, through the hereinafter described transmission, by rotation of the pedal cranks 34 and 36 in the clockwise direction as viewed from the right. Hand levers 54 are mounted on the handle bars for actuation of conventional wheel rim brake pads.

Referring now to Figs. 2 through 4, and from which the right and left pedal cranks 34, 36 and pedals 38, 40 have been omitted for drawing clarity, there is provided a generally rectangular gear housing 62 disposed between the main

drive sprocket 52 and the right hand terminal end 32 R of the drive pedal shaft 32. The gear housing 62 may be positioned by a U shaped bracket 60 engaging one of the rearwardly extending lower members 26 and is conveniently formed of casing halves 64 and 66 secured together by screws 68. Disposed within the gear housing 62 is a multi-element in-line transmission of the general type disclosed in U.S. Patent No. 3,812,735. The specifically illustrated transmission is a three speed transmission and as will be apparent to those skilled in the art, any speed multiple can be accommodated within the orbit of the disclosed invention.

More specifically, however, the casing halves 64 and 66 are internally shaped to provide a pair of inwardly directed stub axles 70, 72 that support a stationary bearing sleeve 74. Rotatably mounted on the stationary bearing sleeve 74 is a freely rotatable bearing sleeve 76 having secured thereto the cylindrical hub 78 of a first spur change gear 80. Mounted on the hub 78 of the first spur change gear 80 and splined thereto, as at 82, for concurrent rotation therewith are any desired number of additional spur change gears, for example, the second and third spur change gears 84 and 86 for the illustrated three speed transmission. As will now be apparent, the three spur change gears 80, 84 and 86 and the bearing sleeve 76 are journaled for free but concurrent rotation about the stationary bearing sleeve 74.

Disposed in constant running meshed engagement with the three spur change gears 80, 84 and 86 respectively are three drive gears 92, 94 and 96. The drive gears 92, 94 and 96 are journaled for independent and individually free rotation about a diametrically enlarged hub portion 106 of the pedal drive shaft 32 and, as will be described hereinafter, are adapted to be disposed in individual selected driving engagement therewith. The innermost drive gear 92 is shaped to include an axially extending cylindrical flange or skirt portion 100 that is sized to extend through a suitable bore 102 in the left casing half 64 and has the main drive sprocket 52 mounted in keyed engagement thereon for rotation in conjunction therewith.

The bores 128 of the drive gears 92, 94 and 96 are sized to be rotatably supported by the enlarged hub portion 106 of the pedal drive shaft 32 and each such bore 128 includes a plurality of generally rectangular pawl engageable recesses 108 therein. As shown in Figs. 2—4 and as also shown in enlarged form in Figs. 7A and 7B, the enlarged hub portion 106 of the pedal drive shaft 32 includes an elongate longitudinal pawl containing outer recess 110 overlying the outwardly facing end of an inner and smaller elongate longitudinal channel 112 sized to extend along the pedal drive shaft 32 and adapted to contain therewithin an elongate displaceable leaf spring type actuating member 114. Disposed at the terminal end of the elongate leaf spring type actuating member 114

operatively related to the drive gears 92, 94 and 96 is an angularly shaped cam surface 124 that is normally biased radially outwardly from the axis of the pedal shaft 32 and upwardly toward and into the outer recess 110. Disposed within the outer longitudinal recess 110 are a plurality of discrete and selectively shaped drive pawl members 116, one for each of the drive gears 92, 94 and 96. Each of the pawl members 116 is normally biased downwardly within the recess 110 and out of driving engagement with the respective pawl engageable recesses 108 in the bores 128 of the drive gears 92, 94 and 96 by the action of the ring type biasing springs 118 contained within the circumferential recesses 120 in the enlarged hub portion 106.

The pawl members 116 are all of similar configuration and comprise a generally rectangularly shaped block of metal of high compressive strength. As best shown in Figs. 8A and 8B, and to a lesser extent in Figs. 4, 7A and 7B, each pawl 116 includes a front portion 126 having a flat undersurface 250 sized to rest upon and be supported by the shoulder 252 forming the bottom of the recess 110. The front wall portion 254 includes a recess 256 and an inclined wall 130. The upper surface of the front of the pawl includes two oppositely inclined surfaces 258 and 260 having a crest 262 at their apex. Disposed at the rear of the inclined surface 260 is a transverse slot or recess 264 having a spring wire receiving bore 266 in the centre thereof. Intersecting the transverse slot 264 at the bore 266 is a longitudinal channel 268 sized to accommodate the end of the ring type biasing spring 118. The undersurface of the pawl 116 includes an intermediate recess 270 defining a bearing surface 272 and a rearward heel portion 274 terminating in a pivot 140 adapted to be seated at the junction of the bottom and side defining walls of the recess 110. Extending upwardly from the pivot 140 is an inclined wall portion 134.

As will hereinafter be pointed out, the front and rear inclined walls 130 and 134 comprise the load bearing surfaces of the pawl members 116 and disposed in substantially parallel relation to each other.

The above described pawl configuration serves to permit the ring type biasing springs 118 to normally bias the pawls 116 into seating engagement with the shoulder 252 forming the floor of the recess 110 and in bridging position over the inner channel 112. Such springs 118 also serve to maintain the pivot 140 at the apex 142 of the angle formed by the vertical wall 136 and shoulder 252 of the recess 110 and to thus permit selective pivotal and radially outward displacement of the front end portion of the pawls 116 while maintaining said pivot fixed in position.

As will now be apparent, each of the drive gears 92, 94 and 96 is freely rotatable on the enlarged hub portion 106 of the pedal drive shaft 32 and each of the pawls 116 is normally

biased downwardly within the longitudinal recess 110 by the action of its respective ring type biasing spring 118. As most clearly shown in Fig. 7A, when a pawl 116 is so biased, it is out of engagement with its drive gear and there is no driving engagement between the enlarged hub portion 106 of the pedal drive shaft 32 and the drive gear associated with said pawl. Elevation of the front end 126 of a selected pawl 116 upwardly and out of the recess 110 is effected by longitudinal displacement and disposition of the elongate leaf spring type actuating member 114 within the elongate recess 112 in the pedal drive shaft 32. The selective engagement of the angularly shaped terminal end 124 thereof, due to the biasing action of said leaf spring actuating member 114, with the underside of a pawl 116, as shown in Figs. 4 and 7B, overcomes the action of its ring type biasing spring 118 and pivotally elevates the front end 126 of the pawl 116 radially outwardly of the recess 110. Due to the interaction of the outwardly directed biasing action of the cam surface 124 on the leaf spring type actuating member 114 on the underside of a pawl 116 and the restraining action of the ring spring 118 associated therewith, a pawl is rotated about its heel 140 in the corner 142 of recess 110. Such pivotal pawl displacement places the crest 262 on the top of the pawl 116 into compressive engagement with defining surface of the bore 128 of the selected drive gear. Since the pedal drive 32 will normally be rotating in the direction of the arrow in Fig. 7A and 7B when the bicycle is being pedaled in the forward direction, the so upwardly biased pawl 116 will soon reach one of the recesses 108 and will be further upwardly displaced therein under the continued biasing action of the actuating member 114. Upon entry of the pawl 116 into a recess 108 and with continued rotation of the pedal drive shaft in the bicycle advancing direction as indicated by the arrows in Figs. 7A and 7B, the inclined wall 130 on the front of the pawl will be disposed and maintained in compressive interfacial engagement with the wall 132 of the recess and the rear wall 134 of the pawl will be disposed in compressive interfacial engagement with the wall 136 of the recess 110. When so engaged and positioned, as illustrated in Fig. 7B, a direct driving connection is thus established between the forwardly rotating enlarged hub portion 106 of the pedal drive shaft 32 and a selected drive gear, as for example gear 92, and such driving connection will be effectively maintained, and/or readily re-establishable, until the elongate leaf spring type actuating member 114 is longitudinally displaced within the channel 112 out of engagement with the drive pawl 116 for such gear 92.

The sloped upper surface 260 of the drive pawl 116 permits ready advance of the engaged drive gear relative to the drive shaft 32 as would occur when the forward rotative advance

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of the drive shaft 32 is halted or even reversed. Such halting of advance or reverse rotation of the pedal drive shaft 32 effects automatic disengagement of a drivingly engaged pawl from the recess 108 in the gear bore 128 and its re-introduction into the recess 110 in the hub without otherwise affecting the continued upward biasing of such pawl 116 by the action of the angularly shaped end 124 of the elongate leaf spring type actuating member 114. Such disengaging and retraction action permits the bike rider to coast with a temporary disengagement of all driving connection between the pedal drive shaft 32 and the main drive sprocket 52. The above described driving connection between an outwardly biased pawl 116 and a recess 108 in the bore 128 of the drive gear will automatically be re-established when pedal drive shaft 32 rotation in the bicycle advancing direction is resumed by the rider.

As described above and as shown in Figs. 4, 7A and 7B, the pawls 116 are selectively shaped to provide for parallel interfacial engagement between pawl surface 130 and sidewall 132 of recess 108 and also between pawl surface 134 and sidewall 136 of recess 110 to assure that the pawls are in compression at all times when a driving engagement exists between a drive gear and the pedal drive shaft 32.

As will now be apparent, the specifically illustrated and described set of drive and change gears is adapted to provide for three separate speed ratios for the main drive sprocket 52. For example, when the leaf spring actuating member 114 has been positioned within the longitudinal recess 112 in the pedal shaft 32 so that its cam shaped terminal end 124 elevates the pawl 116 into driving engagement with a pawl engagable recess 108 in the bore 128 of drive gear 92, the drive gear 92 will be directly driven by the rotation of the pedal drive shaft 32. At that time, the main drive sprocket 52 will be directly driven by gear 92 through its hub 100 and will be advanced at a 1 to 1 ratio with the rotation of the pedal drive shaft 32. Under such conditions, the gear 92 will also directly drive companion gear 80 which in turn will rotate change gears 84 and 86 in conjunction therewith. Change gears 84 and 86 will directly drive the freely rotatable drive gears 94 and 96, which are now unconnected to the enlarged hub 106 of pedal drive shaft 32, at speeds determined by the various gear ratios involved. If, under such conditions, the leaf spring actuating member 114 is longitudinally displaced within recess 112 out of engagement with the above-mentioned pawl 116 for gear 92 and into lifting engagement with the pawl 116 associated with drive gear 94, the drive gear 92 will be disengaged from driving engagement with the pedal drive shaft 32 by retraction of the drive pawl 116 therefore into the recess 110 and the pawl 116 underlying gear 94 will be elevated into driving engagement with the pawl engage-

able recess 108 in the bore 128 of the drive gear 94. Under such conditions, the gear 94 will be directly driven by the rotation of the pedal drive shaft 32. In this instance, however, drive gear 94 will directly drive companion gear 84 at a speed W_1 rpm, determined by the gear ratios therebetween. Companion gear 84 will drive change gear 86 and 80 at the same speed W_1 rpm. Change gear 80, however, will now drive the now freely rotatable drive gear 92 at a speed W_2 rpm determined by the gear ratio therebetween and, of course, will thus drive the main drive sprocket 52 at the same speed W_2 rpm. At the same time, change gear 86 will also drive the freely rotatable drive gear 96 at a speed determined by the gear ratio therebetween. As will now be apparent, similar operation will be effected if the gear 96 is drivingly engaged with the pedal shaft 32.

The specific gear ratios for the drive and change gears may be suitably preselected to accommodate the preferences of the bicycle manufacturer.

It should also be noted, that under the above described action, at least one drive gear will always be drivingly engaged or biased for driving engagement with the pedal drive shaft 32. That is, the angularly shaped end 124 of the leaf spring actuating member 114 will always be in operative biasing engagement with at least one of the drive pawls 116.

Controlled longitudinal displacement of the elongate leaf spring actuating member 114 within the elongate channel 112 in the pedal drive shaft 32 to effect the selective driving engagement of the drive gears 92, 94 and 96 to the pedal drive shaft 32 through the above described selective elevation of the pawls 116, is effected by a drive pedal responsive shifting mechanism disposed within the pedal hub 30 that conventionally forms an integral part of the standard bicycle frame 14. To the above end, the pedal drive shaft 32 is journaled within the generally cylindrical shell 148 of the pedal hub 30 by spaced ball bearings 150, 152. Disposed between the ball bearings 150, 152 and within the shell 148 is a fixed cylindrical sleeve 154. In the illustrative embodiment, the interior surface of the sleeve 154 is of continuous character except for a rectangularly shaped aperture 146 therein. Disposed within the aperture 146 is a selectively displaceable rectangularly shaped sector-like member 156. The sector-like member 156 is pivotally mounted, as at 158, and serves as a hinged shift control member. Such control member 156 is normally biased, as by a ring type biasing spring 160, into its advanced or closed position as shown at 162 in Fig. 5. When so normally biased, its inner surface is disposed substantially flush with the remainder of the inner surface of the fixed sleeve 154.

As shown in Figs. 5 and 9, the control member 156 generally comprises an arcuate and pivotally displaceable flap like member having a

pair of spaced inwardly directed and spaced pin members 166 and 168 (for the illustrated three drive gear transmission) mounted on the free end 164 thereof. As will later become apparent, the pins 166 and 168 are spaced apart a distance substantially equal to the spacing of the center lines of the drive gears 92, 94 and 96. The thickness of the control member 156 is progressively decreased from its pivotal mounting 158 to its free end 164 in order to permit radially outward pivotal displacement of said free end 164 against the restraining action of the biasing spring 160, as will be hereinafter described.

The portion of the pedal drive shaft disposed within the fixed sleeve 154 is flatted as at 176, 178. A longitudinally displaceable shift collar member 180 having a cylindrical external surface is mounted on the flatted portion of the pedal drive shaft so as to be slidably displaceable therealong and conjointly rotatably displaceable therewith. The collar member 180 overlies the terminal end of the longitudinal channel 112 containing the elongate leaf spring actuating member 114. As clearly shown in Figs. 2 and 3, the leaf spring actuating member 114 suitably comprises an elongate strip of spring steel or the like having one terminal end 184 thereof secured to the collar member 180 and an intermediate body portion 186 disposed within the channel 112 that is of a length adapted to place the anularly shaped terminal end portion 124 thereof in selective operative biasing engagement with the underside of the pawls 116 for the drive gears 92, 94 and 96 in accord with the selective positioning of the collar member 180 longitudinally of the flatted surfaces 176, 178 of the pedal drive shaft 32. As shown in Fig. 6, selective positioning of the collar member 180 at three discrete locations longitudinally of the pedal drive shaft 32 is effected by spring loaded detent means in the form of a pair of ball detents 190, 192 urged by a spring disposed within a bore 202 in shaft 32 into one of three recesses 196, 198 and 200 located on the inner surface of the collar member 180, so as to selectively position the angularly shaped terminal end 124 of actuating member 114 in selective operative engagement with each of the pawls 116 for upwardly displacing the same into driving engagement with one of the drive gears 92, 94 and 96 as above described. Positive action of the detent system to displace the collar 180 from either of its limiting positions, as defined by recesses 196 and 200, to its intermediate position, as defined by recess 198, is effected by the sloping surfaces 172 and 174 that form the guide for ball detent 192.

Referring now to Figs. 5, 10A and 10B, a pair of angularly disposed camming ridges 206 and 208 are mounted in diametrically opposed relation on the exterior cylindrical surface of the slidable shift collar 180. Each of the camming ridges includes one perpendicular cam surface

210 and one slanted or inclined cam surface 212. Such are operatively related to the pins 166 and 168 on the pivotally mounted shift control member 156 so that engagement of the perpendicular cam surfaces 210 with such pin members 166 and 168 will effect axial displacement of the collar member 180 relative to the pedal drive shaft 32 as the latter is rotated in reverse direction and that engagement of the inclined cam surfaces 212 with the pin members 166 and 168 will effect an outward pivotal displacement of control member 156 and no displacement of the collar 180 relative to the pedal drive shaft 32 when the latter is being rotated in the forward direction.

As shown in Fig. 10A, rotation of the pedal drive shaft 32 in the normal or bicycle driving direction, as indicated by the arrow 216, causes the slanted or inclined cam surfaces 212 of the camming ridges 206 and 208 to repetitively engage either one of the pin members 166 and 168 on the hinged control member 156. Each such engagement causes the engaged pin member 166 or 168 to ride up the inclined cam surface 212 and outwardly displace the free end 164 of the hinged control member 156 into a retracted position against the inward biasing action of the spring member 160, which functions to return the hinged control member 156 into its advanced position in coplanar relation with the interior surface of the sleeve 154 once the camming ridge has been advanced past the pins 166, 168. Thus, during the normal or forward rotation of the pedal drive shaft 32, the collar member 180 rotates in conjunction therewith without any lineal or axial displacement of the collar 180 axially of the drive shaft 32.

In contrast thereto and as shown in Fig. 10B, rotative displacement of the pedal drive shaft 32 and collar member 180 in the reverse direction, as illustrated by the arrow 214, will, at one particular and readily locatable point of pedal positioning, effect engagement of the perpendicular surface 210 of camming ridge 206 with the sidewall of one of the pins 166 or 168. As will now be also apparent, the perpendicular surface 210 of the second camming ridge 208 will engage the sidewall of one of the pins 166 or 168 at a second particular and readily locatable point of pedal positioning that is 180° removed from the above described first point of engagement. Under such engagement, the hinged control member will not be displaced from its advanced position coplanar with the interior surface of the sleeve 154 but rather will remain in its advanced position.

Referring now also to Figs. 11A through 11D by way of example, which is an unfolded plan view of the cylindrical surface of the shift collar 180, the upshifting and downshifting action effected through interengagement of the perpendicular cam surfaces 210 and the pins 166 and 168 on the control member 156 will be described. In Fig. 11A, the perpendicular surface 210 of the camming ridge 206 is disposed

in abutting engagement with the pin 166 as would be obtained, for example, by location of the left pedal crank 36 and left drive pedal 40 at a first predetermined point in their path of rotation. When so positioned, the leaf spring actuating member 114 will be at its limiting advanced position in engagement with the drive pawl 116 for the outermost drive gear 96 and with such gear disposed in driving engagement with the pedal drive shaft 32. When the components are so located, continued reverse rotational displacement of the collar member 180 as indicated by the arrow 214 through a limited arc, as determined by the length and pitch of the camming ridge 206, will effect a concomitant lineal displacement of the collar 180 axially of the pedal drive shaft 32 as indicated by the arrow 218 and to the positioning illustrated in Fig. 11B as the camming ridge 206 is displaced past the pin 166. Such positive displacement of the collar 180 will effect an accompanying displacement of the leaf spring actuating member 114 from its advanced position to an intermediate position in engagement with the drive pawl 116 for the intermediate drive gear 94 and with the latter intermediate gear 94 now being disposed in driving engagement with the pedal drive shaft 32 upon resumption of forward rotational displacement of the latter.

As will be apparent from a comparison of Figs. 11A, 11B and 11C, the described collar displacement will selectively locate the perpendicular surface 210 of the camming ridge 206 in position to operatively engage the second pin 168 on the control member 156 whenever the left pedal crank 36 and left drive pedal 40 are again disposed at the above noted first predetermined point in their path of rotation, as illustrated in Fig. 11C. When the components are so located, continued reverse rotational displacement of the collar member 180, as indicated by the arrow 214, through a limited arc, as determined by the length and pitch of the camming ridge 206, will effect a concomitant lineal displacement of the collar 180 axially of the pedal drive shaft 32 as indicated by the arrow 218 and to the positioning illustrated in Fig. 11D as the camming ridge is displaced past the pin 168. Such positive displacement of the collar 180 will effect an accompanying displacement of the leaf spring actuating member 114 from its intermediate position, as above described, to its fully retracted position in engagement with the drive pawl for the drive gear 92 and with the latter gear 92 now being disposed in driving engagement with the pedal drive shaft 32 upon resumption of forward rotational displacement of the latter.

As also shown in Fig. 11D, such displacement of the collar 180 has selectively located the diametrically disposed second camming ridge 208 so that its perpendicular surface 210 is positioned to operatively engage the second

pin 168 (shown dotted) whenever the left pedal crank 36 and left drive pedal 40 are disposed at a second predetermined point, 180° removed from the above described first point, in their path of rotation. When the components are so located, continued reverse rotational displacement of the collar member 180, as indicated by the arrow 214, through a limited arc as determined by the length and pitch of the camming ridge 208, will effect a concomitant lineal displacement of the collar 180 axially of the pedal drive shaft 32 as indicated by the arrow 220 and to the positioning illustrated in Figs. 11C and 11B, as the camming ridge 208 is displaced past the pin 168. Such positive displacement of the collar 180 will effect an accompanying displacement of the leaf spring actuating member 114 from its retracted position into its intermediate position in engagement with the drive pawl 116 for the intermediate drive gear 94 and with the latter intermediate gear now being disposed in driving engagement with the pedal drive shaft upon resumption of the forward rotational displacement of the latter.

As will be apparent from a comparison of Figs. 11D, 11C and 11B, the above described collar displacement will selectively locate the perpendicular surface 210 of the camming ridge 208 in position to operatively engage the pin 166 on the control member 156 whenever the left pedal crank 36 and left drive pedal 40 are again disposed at the above noted second predetermined point in their path of rotation. As will also be apparent from Figs. 11B and 11C, when the collar 180 is in its intermediate position both the camming ridges 306 and 208 are selectively located for pin engagement to permit either upshifting or downshifting at the option of the rider.

When the perpendicular surface 210 of the camming ridge 208 is positioned relative to the pin 166 as shown in Fig. 11B, continued reverse rotational displacement of the collar member 180 as indicated by the arrow 214, through the limited arc determined by the length and pitch of the ridge 208 will effect a concomitant lineal displacement of the collar 180 axially of the pedal drive shaft 32 in the direction indicated by the arrow 220 and to the position illustrated in Fig. 11A. In the manner described above, such collar displacement will effect an accompanying displacement of the actuating member 114 from its intermediate to its fully advanced position wherein the drive gear 96 is disposed in driving engagement with the pedal shaft 32 upon resumption of forward rotational displacement of the latter.

In the above described construction, shifting is limited to collar displacement intermediate the above described advance and retracted positions. Thus, once the limit of upshifting or downshifting has been effected, no further unidirectional shifting can be effected since the operative camming ridges will be positioned out

of operative range of the pins.

As will now be apparent, the diametrically separated location and opposed positioning of the camming ridges 206 and 208 effectively locates two predeterminable positions for the right and left pedals 38 and 40, at which reverse rotation through a small arc as determined by the length and pitch of the camming ridges 206 and 208 will effect "upshifting" or "downshifting" of the transmission. For example, upshifting may be conveniently effected by limited reverse rotation, for example, through about 30° of reverse movement of the right pedal 38 when such pedal is in its lowermost position and downshifting effected by similar limited reverse rotation of the left pedal 40 when such pedal is in its lowermost position.

As above described, a predetermined minimum amount of reverse rotative displacement of the pedal drive shaft 32 is required, at either of the two defined locations to effect a shifting of the gears. At the time that such minimum degree of reverse rotative displacement of the pedal drive shaft 32 has been effected, the action of the spring loaded indent ball 190 will complete the displacement of the collar 180 necessary to effect the desired gear shift through transfer of the indent ball 190 to the adjacent locking recess. If however, reverse rotation is initiated at the proper location but the minimum required amount of reverse displacement is not effected by the rider, the action of the spring biased indent ball 192 under the action of the sloping seat surfaces 172 or 174, will serve to relocate the collar 180 in its intermediate position, where the indent ball 190 is seated in recess 198.

As will now be apparent to those skilled in this art, while the illustrated construction is presently preferred, axial displacement of the collar 180 in response to reverse rotation of the drive pedal shaft could be similarly effected by mounting the camming ridges on the sleeve 154 and locating the pins 166 and 168 on the collar 180. For example, a pair of shift control members disposed 180° apart could have the camming ridges mounted thereon and with the pin members 166 and 168 mounted on the collar. Likewise, the camming ridges could be integral with the sleeve 154 and the pins 166 and 168 mounted on a pivotally displaceable control member forming a part of the collar 180.

The foregoing pedal responsive multi-speed transmission provides enhanced safety for the bicycle rider in that it does not require release of the handle bars by the operator or diversion of vision from the path of travel during shifting operations entirely apart from a rapidity of operation that minimizes the time required to change speeds. The described system is also essentially fail-safe in that if any pawl member biasing spring fails and permits its pawl 116 to become drivingly engaged with its related drive gear, then such gear will operatively drive the

bicycle unless another and deliberately engaged drive gear happens to be one that would drive the bicycle at a higher speed. Thus, if through biasing spring failure, more than one drive gear gets drivingly engaged with the rotating pedal drive shaft 32, the drive gear that will produce the highest speed will do the driving and the other gear will be overridden due to the sloping upper surface of the drive pawls 116.

Claims

1. A multi-speed transmission for bicycles of the type having a drive wheel (12), a tubular frame (14) incorporating a generally cylindrical pedal drive shaft hub (30) and a drive shaft (32) adapted in use to be rotatably displaced within said hub in response to concurrent displacement by the bicycle rider of a pair of pedal members (38, 40) connected by crank members (34, 36) thereto, said transmission serving to effect a selected power transmitting interconnection between said drive shaft (32) and the drive wheel (12) of the bicycle, characterized in that there are provided collar means (180) mounted on said drive shaft for rotation in conjunction therewith and permitted longitudinal displacement therealong; means (156, 166, 168) engageable with said collar means and responsive to a predetermined arc of reverse rotative displacement of said drive shaft at a pair of diametrically disposed angular positions thereof for bidirectionally displacing said collar means longitudinally thereof; and means (92, 94, 96, 80, 84, 86, 116, 114) responsive to the longitudinal disposition of said collar means (180) on said drive shaft for effecting said selected power transmitting interconnection between the drive shaft (32) and the drive wheel (12) of said bicycle.

2. A multi-speed transmission as set forth in Claim 1 further including: a plurality of drive gears (92, 94, 96) rotatably mounted on said drive shaft (32), means (116) for connecting each of said drive gears into selective driving engagement with said drive shaft, and means (114) responsive to the positional location of said collar means longitudinally of said drive shaft for effecting the selected connection of each of said drive gears into driving engagement with said drive shaft (32).

3. A multi-speed transmission as set forth in Claim 2, wherein said means connecting each of said drive gears into driving engagement with said drive shaft comprises pawl means (116) effectively subject to stress only during forward rotational displacement of said drive shaft (32).

4. A multi-speed transmission as set forth in Claim 3, wherein said stress is compressive.

5. A multi-speed transmission as set forth in Claim 3, wherein said means for effecting the selective connection of said drive gears into driving engagement with said drive shaft comprises an elongate spring member (114) having one terminal end (184) thereof secured to said

collar member and the other end (124) thereof normally biased into lifting engagement with the under side of said pawl means (116).

6. A multi-speed transmission as set forth in Claim 1 further including: a plurality of drive gears (92, 94, 96) rotatably mounted on said drive shaft (32), and a change gear (80, 84, 86) disposed in meshed engagement with each of said drive gears, each of said change gears being mounted for conjoint rotation on a common shaft (74).

7. A multi-speed transmission as set forth in Claim 6, further including a pedal drive sprocket (52) directly driven by one of said drive gears (92) and drive chain (50) connectable to the rear drive wheel (12) of said bicycle.

8. A multi-speed transmission as set forth in Claim 2, wherein said means for connecting the drive gears (92, 94, 96) into selective driving engagement with said drive shaft (32) and said means (116, 114) for effecting the selected connection of said drive gears into driving engagement with said drive shaft are substantially stress free during displacement of said collar member (180).

9. A multi-speed transmission as set forth in Claim 2, wherein said means for connecting each of said drive gears (92, 94, 96) into driving engagement with said drive shaft (32) comprises compressively stressable displaceable pawl means (116).

10. A multi-speed transmission as set forth in Claim 2, wherein said means for connecting each of said drive gears (92, 94, 96) into driving engagement with said drive shaft (32) comprises pawl members (116) normally biased in retracted position within the perimeter of said drive shaft (32) and displaceable into elevated driving engagement with said drive gears (92, 94, 96) to selectively rotate the latter in conjunction with the rotation of said drive shaft (32).

11. A multi-speed transmission as set forth in Claim 10, wherein said pawl members (116) displaced into driving engagement with said drive shaft (32) are subjected to compressive stress.

12. A multi-speed transmission as set forth in Claim 10, wherein said pawls (116) are pivotally displaceable into elevated position and are drivingly engageable with said drive gears (92, 94, 96) in selective response to unidirectional rotation of said drive shaft (32).

13. A multi-speed transmission as set forth in any one of the preceding claims, including spring biased detent means (190, 192) for selectively positioning said collar means (180) at a plurality of predetermined locations longitudinally of said drive shaft (32).

14. A multi-speed transmission as set forth in any one of the preceding claims including camming means (206, 208) disposed on the surface of said collar member operatively engageable by the aforesaid means (156, 166, 168) for bidirectionally displacing said collar

means (180).

15. A multi-speed transmission as set forth in Claim 14 wherein said camming means comprises selectively shaped ridge means (206, 208) disposed in diametrically opposed relation on the outer surface of said collar means (180).

16. A multi-speed transmission as set forth in any one of the preceding claims further including a pivotally mounted shift control member (156) displaceable radially of said drive shaft disposed in spaced relation with said collar means (180) and supporting said means engageable with said collar means.

17. A multi-speed transmission as set forth in Claim 16, including pin means (166, 168) mounted on said shift control member (156) engageable with said camming ridge means (206, 208).

18. A multi-speed transmission as set forth in Claim 1, including camming ridge means (206, 208) engageable with pin means (166, 168) for effecting displacement of said collar means (180) longitudinally on said drive shaft (32).

19. A bicycle comprising a drive wheel (12); a tubular frame (14) incorporating a generally cylindrical pedal drive shaft hub (30); a drive shaft (32) adapted in use to be rotatably displaced within said hub in response to concurrent displacement by the bicycle rider of a pair of pedal members (38, 40) connected by crank members (34, 36) thereto and a multi-speed transmission in accordance with any one of the preceding claims.

20. A bicycle as claimed in Claim 19 further comprising a separate multi-speed transmission associated with the hub of said drive wheel.

Patentansprüche

1. Mehrstufiges Getriebe für Fahrräder des Typs mit einem Antriebsrad (12), einem aus Rohren gebildeten Rahmen (14), der eine im wesentlichen zylindrische Pedalantriebswellennabe (30) und eine in dieser Nabe drehbar gelagerte Antriebswelle (32) aufweist, die durch den Fahrradfahrer mittels zweier über Kurbeln (34, 36) an der Antriebswelle befestigter Pedale (38, 40) antreibbar ist, wobei das Getriebe für die Bereitstellung einer ausgewählten Antriebsübersetzung zwischen der Antriebswelle (32) und dem Antriebsrad (12) des Fahrrades vorgesehen ist, dadurch gekennzeichnet, daß an der Antriebswelle (32) ein mitdrehender Bund (180) befestigt ist, der längs der Antriebswelle verschiebbar und mit dem eine Einrichtung (156, 166, 168) in Eingriff bringbar ist, die auf einen vorbestimmten Bogen einer Rückwärtsdrehung der Antriebswelle an zwei diametral angeordneten Winkellagen anspricht, um den Bund in zwei Richtungen in Längsrichtung der Antriebswelle zu verschieben, und daß eine Einrichtung (92, 94, 96,

80, 84, 86, 116, 114) vorgesehen ist, die auf die Längsverschiebung des Bundes (180) auf der Antriebswelle anspricht, um die ausgewählte Antriebsübersetzung zwischen der Antriebswelle (32) und dem Antriebsrad (12) des Fahrrades zu bewirken.

2. Mehrstufiges Getriebe nach Anspruch 1, dadurch gekennzeichnet, daß auf der Antriebswelle (32) mehrere Antriebsräder (92, 94, 96) drehbar angeordnet sind und jedes dieser Antriebsräder durch eine Einrichtung (116) in einen wahlweisen Antriebsengriff mit der Antriebswelle bringbar ist, und daß eine Einrichtung vorgesehen ist, die auf die positionelle Anordnung des Bundes längs der Antriebswelle anspricht, um die ausgewählte Verbindung jedes der Antriebsräder in den Antriebsengriff mit der Antriebswelle (32) zu bewirken.

3. Mehrstufiges Getriebe nach Anspruch 2, dadurch gekennzeichnet, daß die zum Verbinden jedes der Antriebsräder in den Antriebsengriff mit der Antriebswelle vorgesehene Einrichtung eine Klinke (116) umfaßt, die nur während der Vorwärtsdrehung der Antriebswelle (32) einer wirksamen Materialbeanspruchung unterliegt.

4. Mehrstufiges Getriebe nach Anspruch 3, dadurch gekennzeichnet, daß die Materialbeanspruchung eine Druckbeanspruchung ist.

5. Mehrstufiges Getriebe nach Anspruch 3, dadurch gekennzeichnet, daß die für die wahlweise Verbindung der Antriebsräder in den Antriebsengriff mit der Antriebswelle vorgesehene Einrichtung eine längliche Feder (114) umfaßt, die an einem Anschlußende (184) an dem Bund befestigt und an dem anderen Ende (124) mit der unteren Seite der Klinke (116) in Eingriff gehalten ist, um die Klinke normal in eine angehobene Stellung vorzuspannen.

6. Mehrstufiges Getriebe nach Anspruch 1, dadurch gekennzeichnet, daß auf der Antriebswelle (32) mehrere Antriebsräder (92, 94, 96) drehbar angeordnet sind und mit jedem dieser Antriebsräder ein Wechselrad (80, 84, 86) im Zahneingriff steht, wobei jedes dieser Wechselräder für eine gemeinsame Drehung auf einer gemeinsamen Welle (74) angeordnet ist.

7. Mehrstufiges Getriebe nach Anspruch 6, dadurch gekennzeichnet, daß durch eines der Antriebsräder (92) ein Pedalantriebskettenrad (92) direkt angetrieben ist und eine Antriebskette (50) direkt mit dem hinteren Antriebsrad (12) des Fahrrades verbindbar ist.

8. Mehrstufiges Getriebe nach Anspruch 2, dadurch gekennzeichnet, daß die für die Verbindung der Antriebsräder (92, 94, 96) in den wahlweisen Antriebsengriff mit der Antriebswelle (32) vorgesehene Einrichtung und die für die Bereitstellung der ausgewählten Verbindung der Antriebsräder in den Antriebsengriff mit der Antriebswelle vorgesehene Einrichtung (116, 114) während der Verschiebung des Bundes (180) im wesentlichen ohne Materialbeanspruchung sind.

9. Mehrstufiges Getriebe nach Anspruch 2,

dadurch gekennzeichnet, daß die für die Verbindung jedes der Antriebsräder (92, 94, 96) in den Antriebsengriff mit der Antriebswelle (32) vorgesehene Einrichtung eine unter einer Druckbeanspruchung ortsveränderliche Klinke (116) umfaßt.

10. Mehrstufiges Getriebe nach Anspruch 2, dadurch gekennzeichnet, daß die für die Verbindung jedes der Antriebsräder (92, 94, 96) in den Antriebsengriff mit der Antriebswelle (32) vorgesehene Einrichtung normal in eine zurückgezogene Position innerhalb des Umkreises der Antriebswelle (32) vorgespannte Klappen (116) umfaßt, die in eine angehobenen Antriebsengriff mit den Antriebsrädern (92, 94, 96) ortsveränderlich sind, um die Antriebsräder zusammen mit der Antriebswelle (32) wahlweise zu drehen.

11. Mehrstufiges Getriebe nach Anspruch 10, dadurch gekennzeichnet, daß die Klappen (116) während ihres Antriebsengriffs mit der Antriebswelle (32) einer Druckbeanspruchung unterworfen sind.

12. Mehrstufiges Getriebe nach Anspruch 10, dadurch gekennzeichnet, daß die Klappen (116) in die angehobene Position schwenkbar ortsveränderlich sind und mit den Antriebsrädern (92, 94, 96) in einer wahlweisen Abhängigkeit von einer Drehung in einer Richtung der Antriebswelle (32) in einen Antriebsengriff bringbar sind.

13. Mehrstufiges Getriebe nach einem der vorhergehenden Ansprüche, dadurch gekennzeichnet, daß eine durch eine Feder vorgespannte Auslöseinrichtung (190, 192) für eine wahlweise Positionierung des Bundes (180) in eine Vielzahl vorbestimmter Lagen längs der Antriebswelle (32) vorgesehen ist.

14. Mehrstufiges Getriebe nach einem der vorhergehenden Ansprüche, dadurch gekennzeichnet, daß ein auf der Oberfläche des Bundes angeordneter Nocken (206, 208) vorgesehen ist, der durch die vorerwähnte Einrichtung (156, 166, 168) für eine Verschieben des Bundes (180) in zwei Richtungen betätigbar ist.

15. Mehrstufiges Getriebe nach Anspruch 14, dadurch gekennzeichnet, daß der Nocken wahlweise geformte Rücken (206, 208) aufweist, die an der äußeren Oberfläche des Bundes (180) diametral gegenüberliegend angeordnet sind.

16. Mehrstufiges Getriebe nach einem der vorhergehenden Ansprüche, dadurch gekennzeichnet, daß eine schwenkbar befestigte Schaltsteuerung (156) vorgesehen ist, die bezüglich der Antriebswelle radial beweglich ist, zu dem Bund (180) einen Abstand einhält und die mit dem Bund in Eingriff bringbare Einrichtung abstützt.

17. Mehrstufiges Getriebe nach Anspruch 16, dadurch gekennzeichnet, daß an der Schaltsteuerung (156) Stifte (166, 168) befestigt sind, die mit den Rücken (206, 208) des Nockens in Eingriff bringbar sind.

18. Mehrstufiges Getriebe nach Anspruch 1,

dadurch gekennzeichnet, daß an einem Nocken vorgesehene Rücken (206, 208) mit Stiften (166, 168) in Eingriff bringbar sind, um den Bund (180) längs der Antriebswelle (32) zu verschieben.

19. Fahrrad, das ein Antriebsrad (12) einen aus Rohren gebildeten Rahmen (14) mit einer im wesentlichen zylindrischen Pedalantriebswellennabe (30), eine in dieser Nabe drehbar gelagerte und mittels zweier über Kurbeln (34, 36) an der Antriebswelle befestigter Pedale (38, 40) durch den Fahrradfahrer antreibbare Antriebswelle (32) und ein mehrstufiges Getriebe nach einem der vorhergehenden Ansprüche aufweist.

20. Fahrrad nach Anspruch 19, dadurch gekennzeichnet, daß mit der Nabe des Antriebsrades ein mehrstufiges Getriebe verbunden ist.

Revendications

1. Transmission à vitesses multiples, pour bicyclettes du type comprenant une roue motrice (12), un cadre tubulaire (14) qui porte un moyeu (30) sensiblement cylindrique d'arbre de commande, de pédalier et un arbre de commande (32) monté de façon à pouvoir tourner à l'intérieur du moyeu en réponse au déplacement simultané par l'utilisateur de la bicyclette de deux pédales (38, 40) reliées à l'arbre par des bielles (34, 36), cette transmission servant à effectuer un accouplement sélectif de transmission de puissance entre l'arbre de pédalier (32) et la roue motrice (12) de la bicyclette, laquelle transmission est caractérisée en ce qu'elle comprend: un manchon (180), monté sur l'arbre de pédalier de façon à tourner avec lui et à pouvoir se déplacer longitudinalement le long de cet arbre; des moyens (156, 166, 168) aptes à se mettre en prise avec le manchon et qui répondent à une rotation inverse de longueur d'arc prédéterminée de l'arbre de pédalier, dans deux positions diamétralement opposées de cet arbre, pour déplacer bidirectionnellement le manchon longitudinalement sur l'arbre; et des moyens (92, 94, 96, 80, 84, 86, 116, 114) qui répondent à la mise en position longitudinale du manchon (180) sur l'arbre de pédalier pour effectuer l'accouplement sélectif de transmission de puissance entre l'arbre (32) de pédalier et la roue motrice (12) de la bicyclette.

2. Transmission à vitesses multiples suivant la revendication 1, caractérisée en ce qu'elle comprend: une pluralité de pignons d'entraînement (92, 94, 96) montés de façon à pouvoir tourner sur l'arbre (32) de pédalier; des moyens (116) pour relier chacun des pignons d'entraînement en relation d'engagement d'entraînement sélectif avec l'arbre de pédalier; et des moyens (114) qui répondent à la position du manchon le long de l'arbre de pédalier pour effectuer l'accouplement sélectif de chacun des pignons d'entraînement en contact d'entraînement avec

l'arbre (32) de pédalier.

3. Transmission à vitesses multiples suivant la revendication 2, caractérisée en ce que les moyens de mise en contact d'engagement d'entraînement de chacun des pignons d'entraînement avec l'arbre de pédalier comprennent des cliquets (116) qui sont effectivement soumis à un effort seulement pendant la rotation de l'arbre (32) de pédalier vers l'avant.

4. Transmission à vitesses multiples suivant la revendication 3, caractérisée en ce que l'effort est un effort de compression.

5. Transmission à vitesses multiples suivant la revendication 3, caractérisée en ce que les moyens qui réalisent la liaison sélective des pignons d'entraînement pour les mettre en contact d'entraînement avec l'arbre de pédalier comprennent une pièce élastique allongée (114) dont une extrémité (184) est fixée au manchon et dont l'autre extrémité (124) est normalement poussée en contact de soulèvement avec la face inférieure des cliquets (116).

6. Transmission à vitesses multiples suivant la revendication 1, caractérisée en ce qu'elle comprend en outre: une pluralité de pignons d'entraînement (92, 94, 96) montés tournants sur l'arbre (32) de pédalier; et des pignons de changement de vitesse (80, 84, 86) disposés en engrènement avec chacun des pignons d'entraînement, chacun des pignons de changement de vitesse étant monté sur un arbre commun (74) de façon à tourner conjointement.

7. Transmission à vitesses multiples suivant la revendication 6, caractérisée en ce qu'elle comprend en outre: un pignon d'entraînement (52) à chaîne directement entraîne par l'un des pignons d'entraînement (92), et une chaîne (50) reliée à la roue motrice arrière (12) de la bicyclette.

8. Transmission à vitesses multiples suivant la revendication 2, caractérisée en ce que les moyens d'accouplement des pignons d'entraînement (92, 94, 96) pour les mettre en relation d'engagement sélectif d'entraînement avec l'arbre (32) de pédalier, et les moyens (116, 114) pour effectuer l'accouplement sélectionné des pignons d'entraînement pour les mettre en relation d'engagement d'entraînement avec l'arbre de pédalier, ne supportent sensiblement aucun effort pendant le déplacement de manchon (180).

9. Transmission à vitesses multiples suivant la revendication 2, caractérisée en ce que les moyens d'accouplement de chacun des pignons d'entraînement (92, 94, 96), pour les mettre en relation d'engagement d'entraînement avec l'arbre (32) de pédalier comprennent des cliquets mobiles (116) capables de supporter un effort de compression.

10. Transmission à vitesses multiples suivant la revendication 2, caractérisée en ce que les moyens d'accouplement de chacun des pignons d'entraînement (92, 94, 96), pour les

mettre en relation d'engagement d'entraînement avec l'arbre (32) de pédalier comprennent des cliquets (116) normalement rappelés en position rétractée à l'intérieur de la circonférence de l'arbre (32) de pédalier et qui peuvent être déplacés vers le haut en contact d'entraînement avec les pignons d'entraînement (92, 94, 96) de façon à faire tourner ces derniers sélectivement conjointement avec la rotation de l'arbre (32) de pédalier.

11. Transmission à vitesses multiples suivant la revendication 10, caractérisée en ce que les cliquets (116) déplacés en contact d'entraînement avec l'arbre (32) de pédalier, sont soumis à un effort de compression.

12. Transmission à vitesses multiples suivant la revendication 10, caractérisée en ce que les cliquets (116) peuvent être déplacés, par pivotement, en position soulevée et peuvent venir en contact d'entraînement avec les pignons d'entraînement (92, 94, 96), en réponse sélective à la rotation unidirectionnelle de l'arbre (32) de pédalier.

13. Transmission à vitesses multiples suivant l'une quelconque des revendications 1 à 12, caractérisée en ce qu'elle comporte des moyens d'enclenchement (190, 192) à rappel par ressort, pour placer sélectivement le manchon (180) dans une pluralité de positions prédéterminées longitudinalement sur l'arbre (32) de pédalier.

14. Transmission à vitesses multiples suivant l'une quelconque des revendications 1 à 13, caractérisée en ce qu'elle comporte des moyens à effet de cames (206, 208) disposés sur la surface du manchon et qui peuvent venir en relation d'engagement actif avec les moyens (156, 166, 168) de déplacement bidirectionnel du manchon (180).

15. Transmission à vitesses multiples suivant la revendication 14, caractérisée en ce

que lesdites cames comprennent des bossages (206, 208) profilés sélectivement et disposés de façon diamétralement opposée sur la surface extérieure du manchon (180).

16. Transmission à vitesses multiples suivant l'une quelconque des revendications 1 à 15, caractérisée en ce qu'elle comprend une pièce de commande de translation (156), montée de façon pivotante et mobile radialement par rapport à l'arbre de pédalier, cette pièce étant espacée du manchon (180) et portant lesdits moyens qui peuvent venir en relation d'engagement avec le manchon.

17. Transmission à vitesses multiples suivant la revendication 16, caractérisée en ce qu'elle comprend des ergots (166, 168), montés sur la pièce de commande de translation (156) et qui peuvent venir en relation d'engagement avec les bossages de came (206, 208).

18. Transmission à vitesses multiples suivant la revendication 1, caractérisée en ce qu'elle comprend des bossages de cames (206, 208) qui peuvent venir en relation d'engagement avec des ergots (166, 168) pour effectuer le déplacement de manchon (180) longitudinalement sur l'arbre (32) de pédalier.

19. Bicyclette comprenant une roue motrice (12), un cadre tubulaire (14) qui porte un moyeu (30) sensiblement cylindrique d'arbre de pédalier, un arbre (32) de pédalier qui peut tourner à l'intérieur du moyeu en réponse au déplacement simultané par le cycliste de deux pédales (38, 40) reliées à l'arbre par des bielles (34, 36), caractérisée en ce qu'elle comporte une transmission à vitesses multiples suivant l'une quelconque des revendications 1 à 18.

20. Bicyclette suivant la revendication 19, caractérisée en ce qu'elle comprend une transmission à vitesses multiples séparée, associée au moyeu de la roue motrice.

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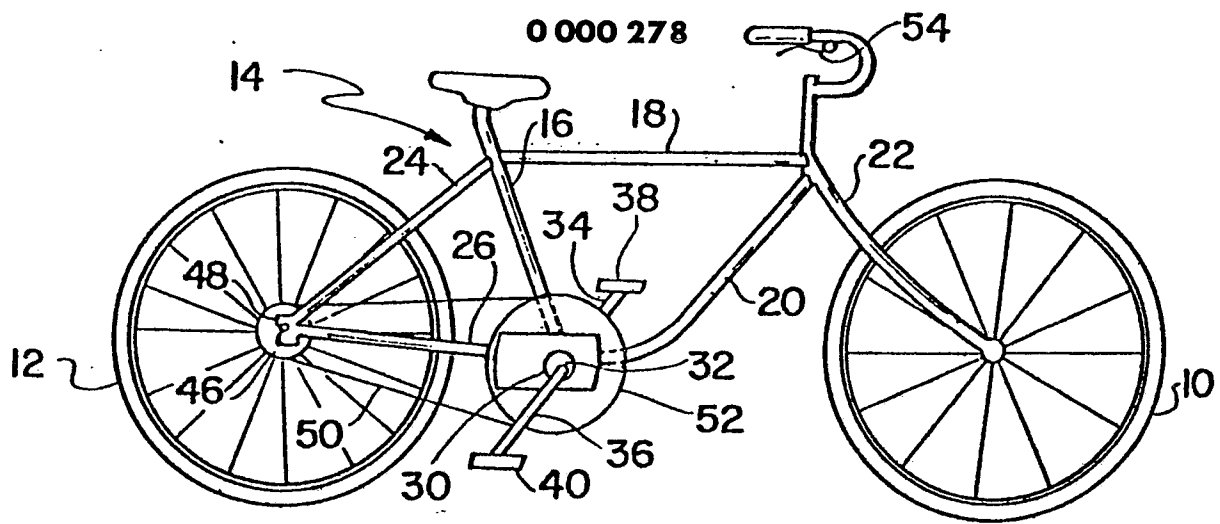


FIG. 1

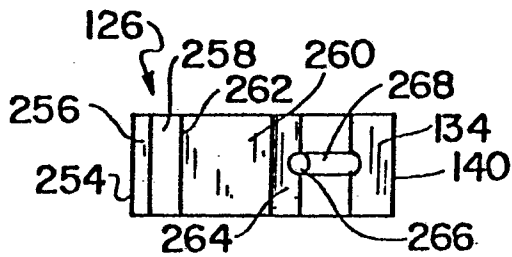


FIG. 8A

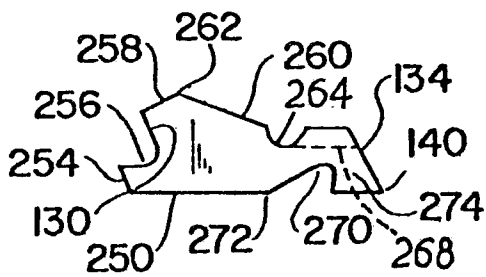


FIG. 8B

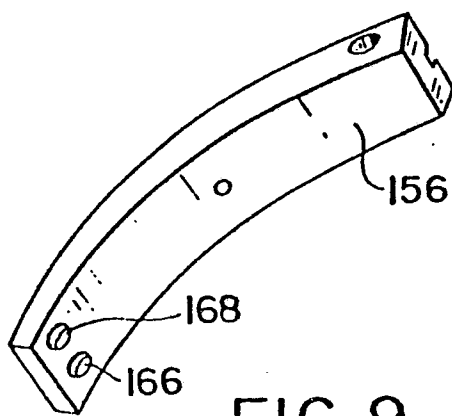


FIG. 9

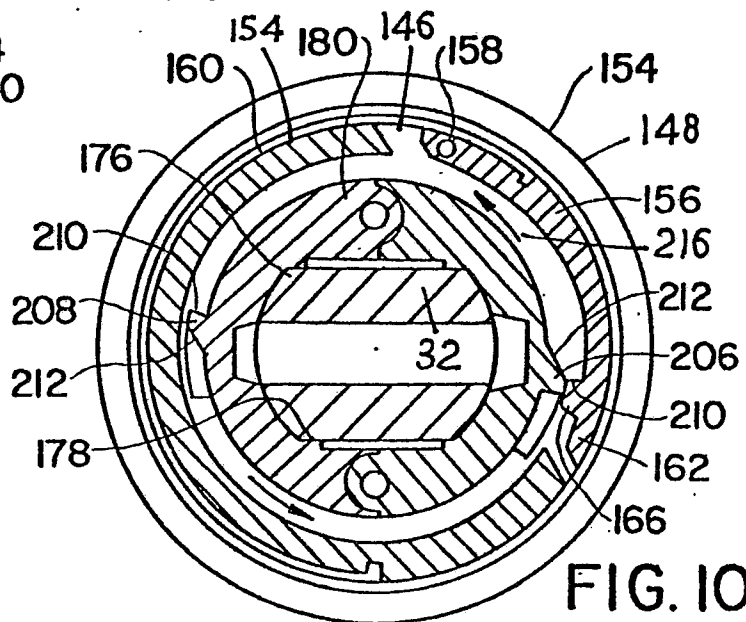


FIG. 10A

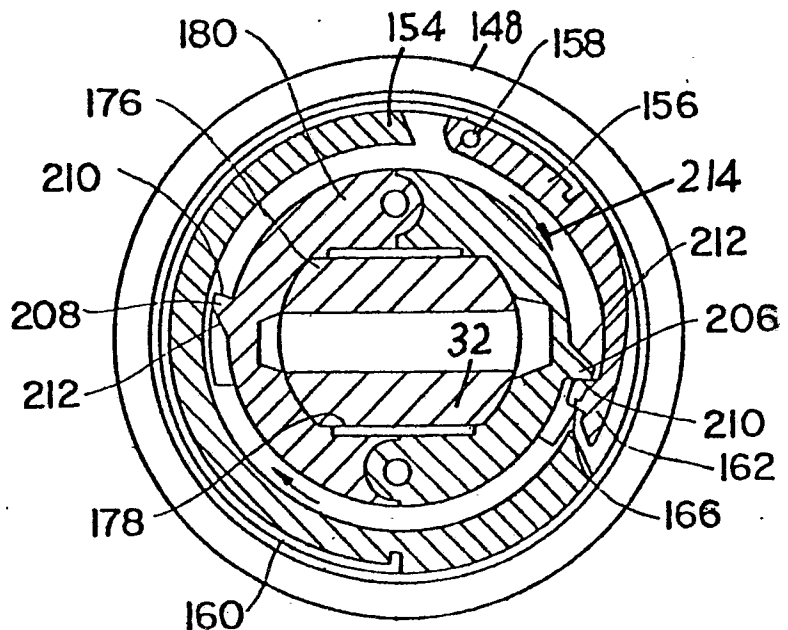
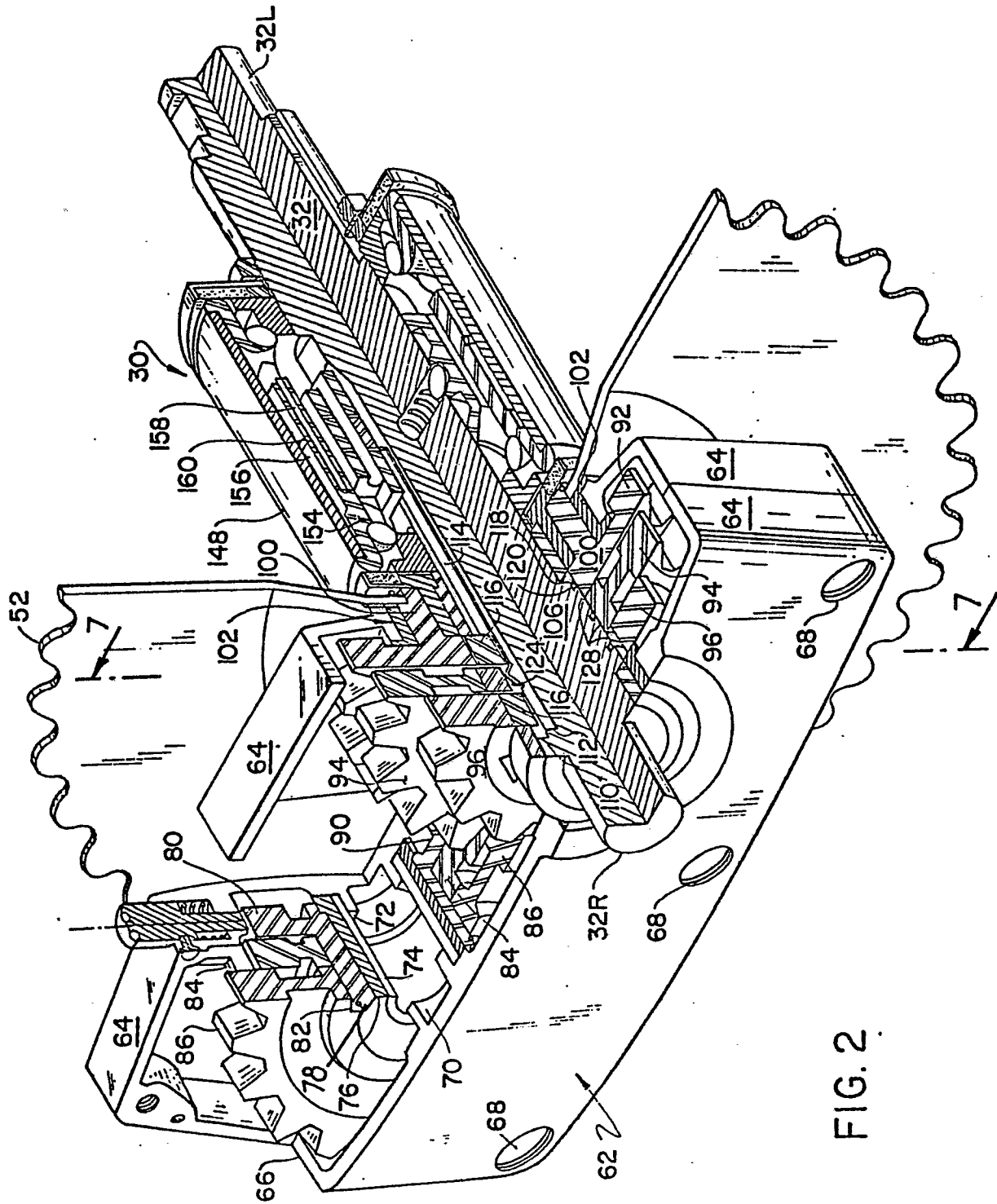


FIG. 10B



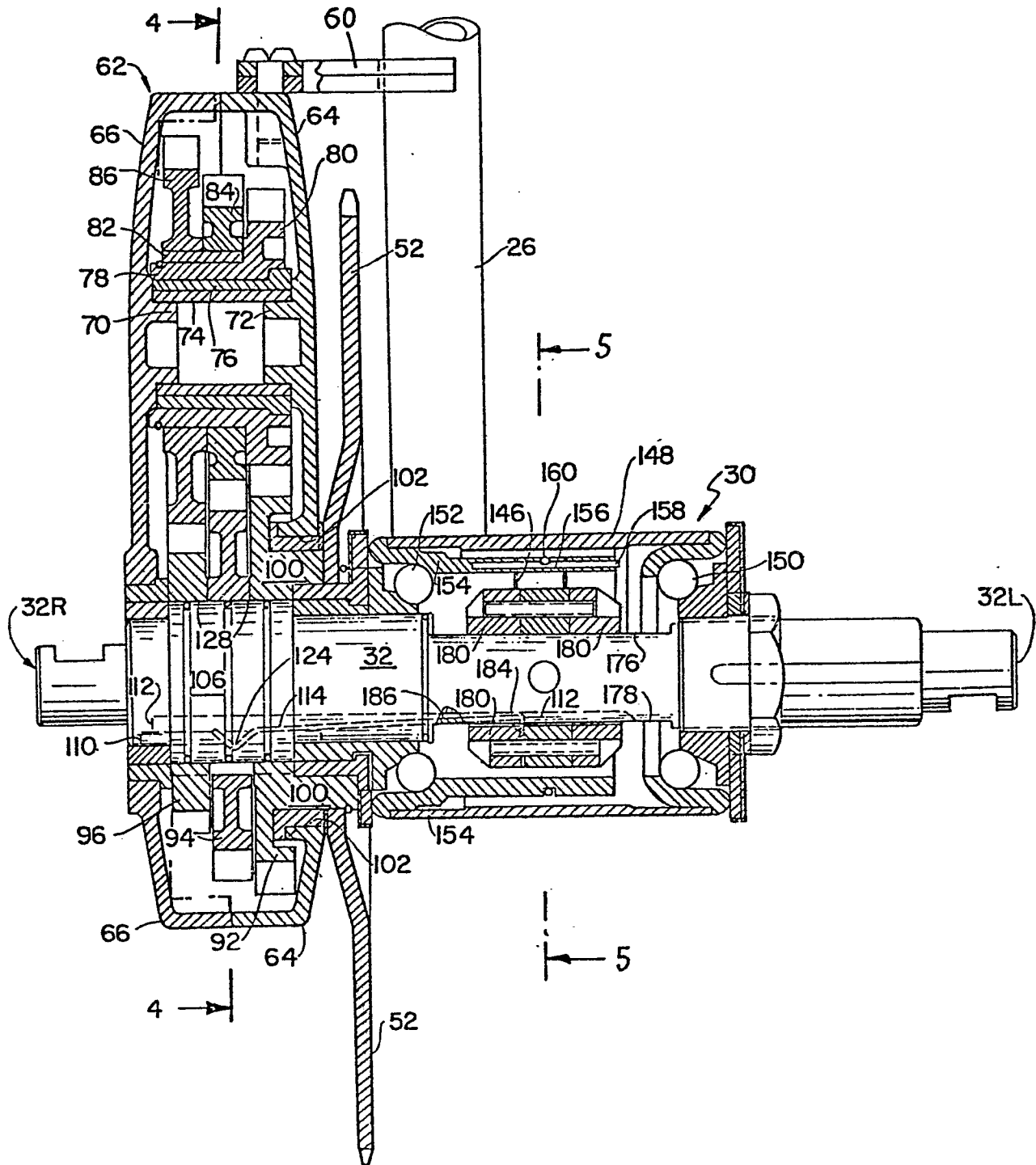
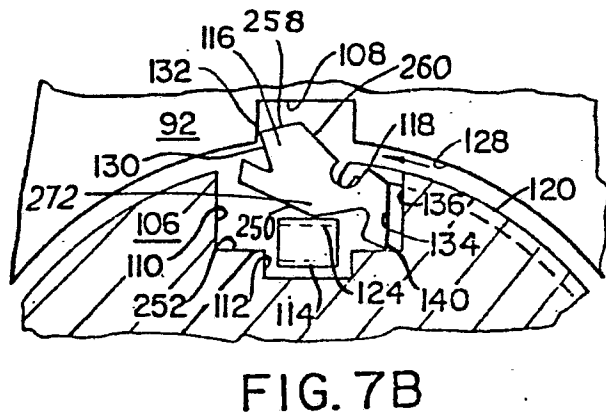
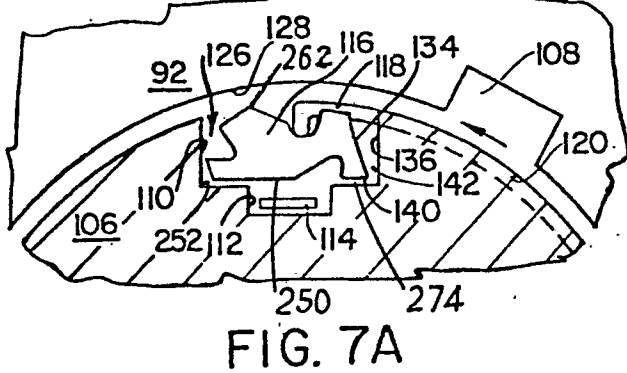
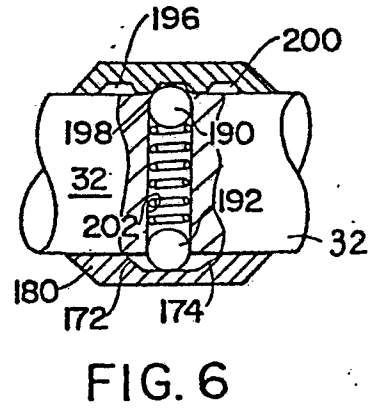
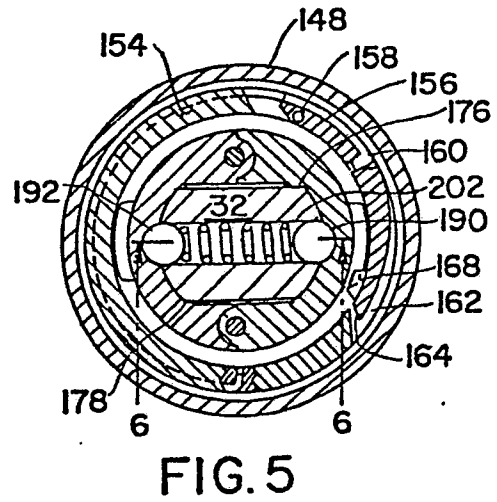
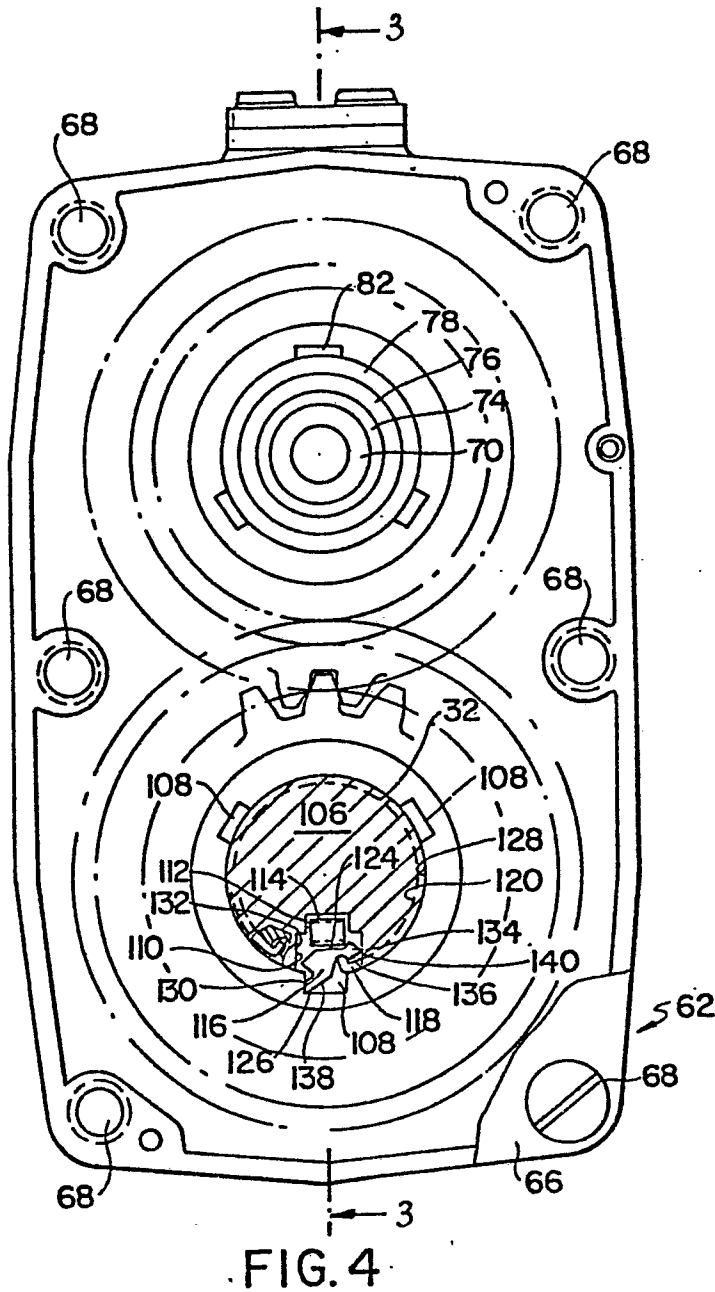


FIG. 3



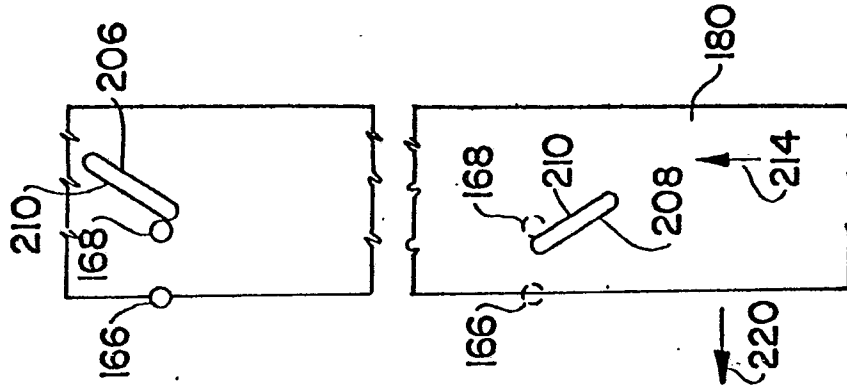


FIG. 11D

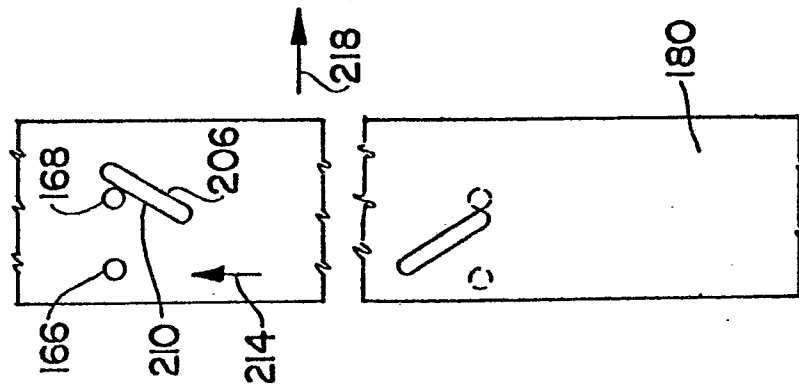


FIG. 11C

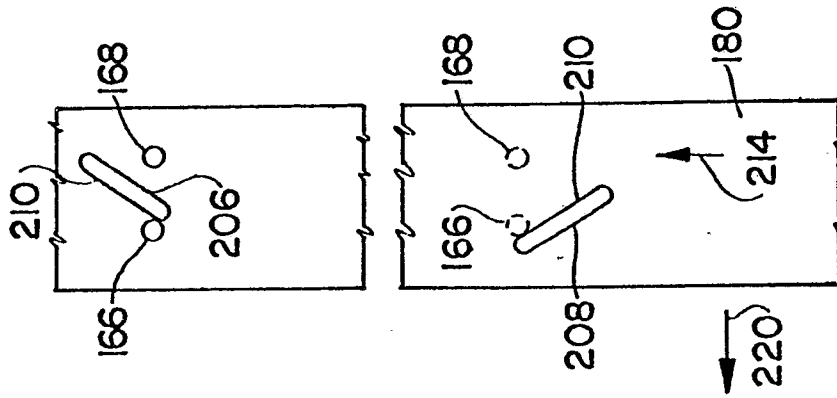


FIG. 11B

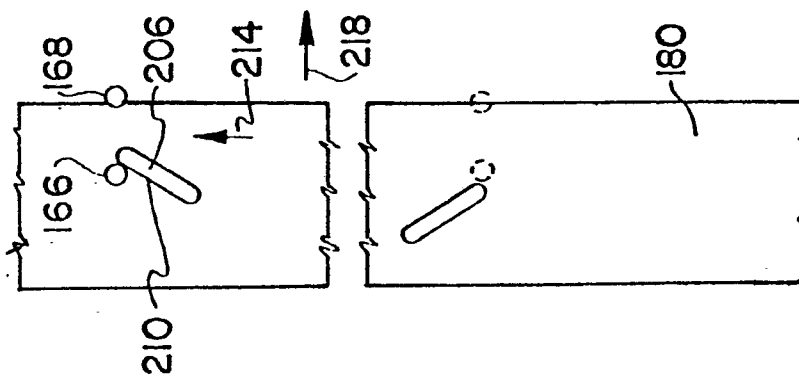


FIG. 11A