Table C-1. Patents for Add-On Power Devices

| DOWED TO ANOMICCION | Duke | 2,495,573 | Rosenthal | 3,100,547 | Karchak 3,893,529 | Kaiho 3,905,437 | Coker | 4,386,672 | Goldenfeld 4,759,418 | Jones | 4,961,473 | Coker 5,016,720 | Kleinwolterink | 5,050,695 | Mastov 5,113,959 | Kropf 5 135 063 | 00,00 | Avakian 5,186,269 | Garin 6 107 660 | 0,181,00 | 5,113,959 | Benoit | 5,135,063 | Rabjohn | 5,186,269 | Broadhead | 5,197,559 | Meeker | 5,494,126 | Casali 5,651,422 |
|----------------------------|------|-----------|-----------|-----------|----------------------|--------------------|-------|-----------|-------------------------|-------|-----------|--------------------|----------------|-----------|---------------------|--------------------|-------|----------------------|--------------------|----------|---------------|--------|-----------|------------|-----------|---------------|-----------|---------------|-----------|---------------------|
| POWER TRANSMISSION | | 2 | α d | η γ | X Σ ω | X X | Х | 4 | Χ <u>Ω 4</u> | X | 4 | <u>Ω ω</u> Χ | Χ | 2 | <u>> ი</u> | X | | O 5 Y | 0 4 | | χ <u>ν</u> | M X | 5 | <u>α</u> ι | C C | <u>а</u> Х | | <u>≥</u> X | 2 | X X |
| Directly to Rear Wheel Hub | | | | | | | | | | | | | | | | | | - | | | | | | | | | | | | |
| Rear Wheel Friction Drive | Х | | 0 | | 0 | Х | Х | | Х | 0 | | Х | Х | | Х | Х | _ | Х | Х | | X | Х | | Х | | X | | Χ | | Х |
| Added Drive Wheel | 0 | | Χ | | Χ | 0 | 0 | | 0 | Χ | | 0 | 0 | | 0 | 0 | | Х | Χ | (|) | 0 | | 0 | | 0 | | 0 | | 0 |
| PLACEMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Behind the Chair Back | 0 | | 0 | | 0 | 0 | Х | | 0 | U | | Χ | Х | | 0 | 0 | | U | Χ | 2 | Χ | Х | | Χ | | 0 | | X | | Χ |
| In Front/Under Chair Seat | Х | | Χ | | Χ | Χ | 0 | | Х | U | | 0 | 0 | | Χ | Х | | U | 0 | (|) | 0 | | 0 | | Χ | | 0 | | 0 |
| CHARACTERISTICS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Easily Attached/Detached | Х | | U | | Χ | Χ | 0 | | U | Χ | | 0 | Х | | Χ | U | | Χ | | (|) | U | | 0 | | U | | 0 | | 0 |
| No Increase in Chair Size | Х | | Χ | | 0 | Χ | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | Χ | 0 | (|) | Х | | 0 | | U | | 0 | | 0 |
| Steering Capability | U | | 0 | | 0 | Χ | 0 | | U | 0 | | 0 | 0 | | Χ | 0 | | 0 | 0 | (|) | 0 | | 0 | | Χ | | 0 | | 0 |
| Manual and Power Modes | Х | | 0 | | 0 | 0 | Х | | 0 | 0 | | Χ | Χ | | 0 | 0 | | 0 | 0 | 2 | Χ | Х | | Χ | | 0 | | X | | 0 |
| Requires Only One Motor | 0 | | Χ | | Χ | 0 | 0 | | 0 | Χ | | 0 | 0 | | 0 | 0 | | Χ | Χ | (|) | 0 | | 0 | | Χ | | 0 | | 0 |
| Uncomplicated Design | Х | | Χ | | U | Χ | U | | Χ | Χ | | U | Х | | Χ | Х | | Χ | 0 | (|) | Х | | 0 | | U | | 0 | | 0 |
| No Decrease in Stability | 0 | | 0 | | U | 0 | U | | Χ | U | | U | Х | | Χ | Х | | 0 | 0 | 2 | X | Х | | U | | 0 | | 0 | | 0 |
| Biased Wheel Suspension | U | | | | | 0 | 0 | | Χ | | | 0 | 0 | | Χ | U | | | | ı | J | U | | 0 | | 0 | | U | | 0 |
| Can Clear Obstacles | U | | 0 | | 0 | 0 | Х | | 0 | 0 | | Χ | Х | | 0 | Х | | 0 | U | (|) | 0 | | Χ | | U | | U | | 0 |
| Access to Tables | 0 | | 0 | | 0 | 0 | U | | 0 | 0 | | U | 0 | | 0 | 0 | | 0 | 0 | ı | J | Х | | Χ | | 0 | | U | | 0 |