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पेटेंट कार्यालय का एक प्रकाशन PUBLICATION OF THE PATENT OFFICE

INTRODUCTION

In view of the recent amendment made in the Patents Act, 1970 by the Patents (Amendment) Act, 2005 effective from 01st January 2005, the Official Journal of The Patent Office is required to be published under the Statute. This Journal is being published on weekly basis on every Friday covering the various proceedings on Patents as required according to the provision of Section 145 of the Patents Act 1970. All the enquiries on this Official Journal and other information as required by the public should be addressed to the Controller General of Patents, Designs & Trade Marks. Suggestions and comments are requested from all quarters so that the content can be enriched.

(Om Prakash Gupta)
CONTROLLER GENERAL OF PATENTS, DESIGNS & TRADE MARKS

18ND DECEMBER, 2020

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18 Months publication as required under Section 11A of the Patents Act, 1970 as amended by the Patents (Amendment) Act, 2005.

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Under the new provision of the Patents Act, 1970 as amended by the Patents (Amendment) Act, 2005 and Rules there under, Publication of the matter relating to Patents in the Official Gazette of India Part III, Section 2 has been discontinued and instead The Official Journal of the Patent Office is being published containing all the activities of The Patent Office such as publication of all the patent applications after 18th months, grant of patents & all other information in respect of the proceedings as required under the provisions of the Patents (Amendment) Act, 2005 and Rules thereunder on weekly basis on every **Friday**.

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(19) INDIA

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(54) Title of the invention: DESIGN AND FABRICATION OF ELECTRIC SMART BIKE WITH VOICE RECOGNITION

(51) International classification :H02J7/140 (31) Priority Document No :NA (32) Priority Date :NA (33) Name of priority country :NA (86) International Application No :NA Filing Date :NA (87) International Publication No :NA (61) Patent of Addition to Application Number :NA Filing Date :NA (62) Divisional to Application Number :NA Filing Date :NA Filing Date :NA	(71)Name of Applicant: 1)Dr.Radhika Dora Address of Applicant:Professor, Department of EEE Geethanjali College of Engineering and Technology, Cheeryal Village, KeesaraMandal, Hyderabad, Telangana-501301 Telangana India 2)Duvvuru. Saritha 3)Dr. Ananda babu J 4)Suhas K C 5)Anitha K 6)Dr. D.S.Naga Malleswara Rao 7)Dr.Idamakanti Kasireddy 8)Dr.Addanki Purna Ramesh 9)Suman Tenali 10)Kesava Vamsi Krishna K V 11)Dr.Anand J Dhas (72)Name of Inventor: 1)Dr.Radhika Dora 2)Duvvuru. Saritha 3)Dr. Ananda babu J 4)Suhas K C 5)Anitha K 6)Dr. D.S.Naga Malleswara Rao 7)Dr.Idamakanti Kasireddy 8)Dr.Addanki Purna Ramesh 9)Suman Tenali 10)Kesava Vamsi Krishna K V 11)Dr.Anand J Dhas
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(57) Abstract:

Abstract An electric smart bike is portrayed and incorporates a voice recognition sense air speed at the bike, an electric engine to give intention power to the bike, and a regulator operatively associated with the engine, the regulator to control the electric engine utilizing the speed sensed by the air speed sensor. The regulator incorporates a set electric-engine boundary for the yield intensity of the engine. The electric-engine boundary can be bike speed. The regulator can likewise utilize ground tendency to decide the ability to be yield by the engine to help with driving the bicycle. A smart bike technique for deciding a client movement incorporate or characterize a majority of pattern marks, every standard mark relating to a sort of client action and having information shaped from a first information speaking to a differing static electric field and a subsequent information speaking to movement. Information receptive to a changing static electric field is gotten from a first sensor, and information receptive to movement is acquired from a subsequent sensor. The primary information is joined with the subsequent information, and the client action is distinguished dependent on a correlation of the consolidated first and second information with the majority of pattern marks. The regulator can utilize ground tendency to decide the ability to be yield by the engine to charge a battery in the bicycle. The regulator can set the intensity of engine help to be more prominent in a more noteworthy headwind than in a lighter headwind. The regulator utilizes rider weight and rider stature as boundaries for controlling the engine.

No. of Pages: 10 No. of Claims: 4