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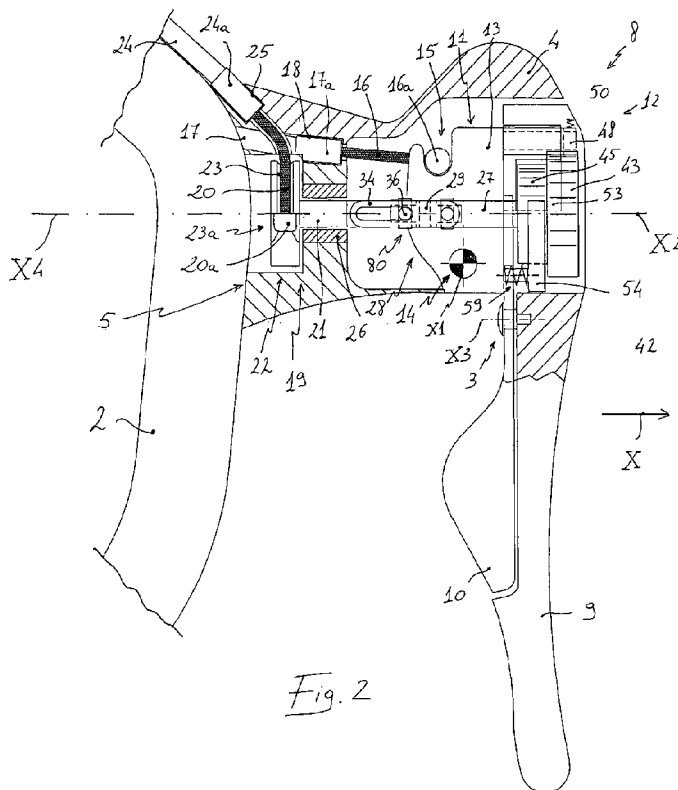
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(54) **Control device for a bicycle derailleur**

(57) The integrated control device (1) for driving the control cable (20) of the derailleur and the brake cable (16) of a bicycle comprises a support body (4) connectable to the handlebars (2) and that can be gripped by the cyclist's hand, a cable-winding bush (19) about which the control cable (20) of the derailleur is wound/unwound and a first lever (9) rotatable with respect to the support body

(4) about a first axis (X1) for actuating the brake cable (16) and rotatable about a second axis (X2) to drive the cable-winding bush (19) into rotation in a first direction of rotation (R2). An indexing mechanism (12) connected to the first lever (9) cooperates with the cable-winding bush (19) to define predetermined angular positions therefor. The support body (4) comprises a recess (25) for the passage of the control cable (20) of the derailleur.



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## Description

**[0001]** The present invention refers to a control device used to drive a control cable of a bicycle derailleur.

**[0002]** The following description is made with reference to devices configured in particular for bicycles with curved handlebars (typical of racing bicycles).

**[0003]** A bicycle is usually provided with two derailleurs, a front one associated with the crankset and a rear one associated with the sprocket assembly. In both cases, the derailleur engages the transmission chain displacing it on toothed wheels of different diameters and with different numbers of teeth, so as to obtain different gear ratios. The derailleur, be it the rear or the front one, is moved in one direction by the traction action exerted by a normally sheathed inextensible cable (commonly known as Bowden cable) and in the opposite direction by the elastic return action of a spring provided in the derailleur itself. Normally, the direction in which the displacement is carried out by the return spring is that in which the chain passes from a toothed wheel with a greater diameter to a toothed wheel with a smaller diameter, i.e. that of so-called downward gearshifting; vice-versa, the traction action of the control cable occurs in the direction of so-called upward gearshifting, in which the chain moves from a toothed wheel with a smaller diameter to a toothed wheel with a greater diameter. It should be noted that in a front gearshift downward gearshifting corresponds to the passage to a lower gear ratio, whereas in a rear gearshift it corresponds to a higher gear ratio.

**[0004]** The displacement in the two directions of the control cable of a derailleur is obtained through a control device, commonly known as integrated control, mounted so as to be easily manoeuvrable by the cyclist, i.e. normally on the handlebars, in proximity to the handgrips thereof and in which there is also the brake lever for controlling the brake actuation cable of the front or rear wheel. Customarily, near to the left handgrip there are the control device of the front derailleur and the brake lever of the front wheel, and vice-versa near to the right handgrip there are the control device of the rear derailleur and the brake lever of the rear wheel.

**[0005]** In the control device, the control cable is actuated by traction or by release through winding and unwinding on a rotor element, commonly known as cable-winding bush, which rotation is controlled by the cyclist with proper control levers.

**[0006]** A first integrated control device is described in U.S. patent No. 5,400,675, wherein two distinct ratchet levers control the rotation, in the two directions, of the bush and in which one of the two levers also controls the brake control cable.

**[0007]** Such a device has a support body mounted projecting from the handlebars towards the front part of the bicycle, on which a first lever is mounted, coinciding with the brake lever, that rotates about a first axis to be actuated by the cyclist towards the handlebars during braking. The same brake lever is also rotatable about a second

axis, perpendicular to the first, which controls the rotation of the cable-winding bush about its axis according to a first direction of rotation, to carry out upward gearshifting. Such a rotation substantially follows the movement of the cyclist's hand that pushes the lever inwards, under "inwards" the direction towards the main axis of the bicycle being meant.

**[0008]** The device also has a second lever rotatable about a third axis, parallel to the second, also actuated inwards, that causes the released rotation of the cable-winding bush, through the effect of the spring of the derailleur, in the opposite direction of rotation to the first to carry out downward gearshifting.

**[0009]** The cable-winding bush has an indexing mechanism associated therewith, suitable for allowing the rotation of the cable-winding bush in the desired direction during gearshiftings and for keeping the cable-winding bush in the fixed angular position when the two levers do not act upon it. Both the indexing mechanism and the cable-winding bush are mounted on the first lever and are enclosed by a containment structure.

**[0010]** The rotation axis of the cable-winding bush, both in normal riding conditions and during braking, belongs to a substantially vertical plane comprising the advancing direction of the bicycle. The control cable of the derailleur that winds/unwinds about the cable-winding bush projects from the containment structure inwards (fig. 16), in a direction substantially perpendicular to said vertical plane, passing through a suitable opening formed in the containment structure itself. The control cable then reaches the derailleur through an appropriate path along the frame where the control cable is blocked in one or more attachment points.

**[0011]** The described solution does, nevertheless, have some drawbacks.

**[0012]** A first drawback consists in that the cable-winding bush, being mounted on the first lever, is a certain distance from the handlebars for which reason the control cable of the gearshift that projects from the containment structure causes dangerous conditions for the cyclist, for example in case there is accidental contact with nearby cyclists in a race or, in case of falls, where the projecting cable entangles in the handlebars of other bicycles involved in the fall.

**[0013]** Another drawback consists in that the containment structure is not tightly closed since it is provided with the opening for the passage of the control cable, for which reason through such an opening dirt or water can enter, that contribute to deteriorate the inner mechanisms of the control and reduce their performances.

**[0014]** A further drawback consists of the unpleasant appearance given to the bicycle by the projecting cables and the reduction of the air penetration factor.

**[0015]** The object of the present invention is to overcome said drawbacks.

**[0016]** A first object of the invention is to create a control device that improves the cyclist's safety conditions with respect to controls of a known type.

**[0017]** Another object of the invention is to make a control device with better characteristics of tightness with respect to control devices of a known type.

**[0018]** Such objects are accomplished through an integrated control device for driving a control cable of a derailleur and for driving a brake cable of a brake of a bicycle, comprising:

- a support body connectable on one side to handlebars and having a part, projecting from said side, that can be gripped by the cyclist's hand;
- a cable-winding bush about which said control cable of the derailleur is wound/unwound;
- a first lever rotatable with respect to said support body about a first axis actuating said brake cable and rotatable about a second axis for driving said cable-winding bush into rotation in a first direction of rotation;

characterised in that said support body comprises a recess for the passage of said control cable of the derailleur.

**[0019]** Preferably, the recess is made in proximity to the side of the support body connectable to the handlebars and can extend in at least one portion of the projecting part of the support body itself.

**[0020]** Alternatively or in addition, the recess can be open towards the outside.

**[0021]** Preferably, the cable-winding bush is mounted on the support body.

**[0022]** Preferably, moreover, the integrated control device comprises an indexing mechanism connected to said first lever and cooperating with said cable-winding bush to define predetermined angular positions for said cable-winding bush.

**[0023]** More preferably, a transmission mechanism is arranged between the cable-winding bush and the indexing mechanism.

**[0024]** Preferably, the transmission mechanism comprises an intermediate shaft, a first cardan joint and a second cardan joint, wherein the first cardan joint connects the intermediate shaft to the indexing mechanism and the second cardan joint connects the intermediate shaft to the cable-winding bush.

**[0025]** Preferably, the transmission mechanism comprises a sliding connection that allows the displacement by rotation of the indexing mechanism about the first axis when the brake cable is actuated in a braking operation.

**[0026]** Even more preferably, the sliding connection comprises a pair of slots made on the intermediate shaft that slidably receive a projecting element associated with the shaft of the cable-winding bush.

**[0027]** Preferably, the control device comprises a second lever rotatable with respect to the support body about a third axis for driving the cable-winding bush into rotation in a second direction of rotation opposite the first one.

**[0028]** Even more preferably, the second lever is pivoted on the first lever and the first and the second lever

are actuated in the same direction to drive the cable-winding bush into rotation in the two directions winding and unwinding the control cable.

**[0029]** Preferably, the support body has a second recess for sliding the brake cable and made in proximity to the side of the support body connectable to the handlebars.

**[0030]** Advantageously, both the brake cable and the control cable come out from the control device in proximity to the handlebars without projecting from the control itself.

**[0031]** Further features and advantages of the invention shall become clearer from the description of preferred embodiments, made with reference to the attached drawings, wherein:

- fig. 1 shows an isometric view of the control device of the invention;
- fig. 2 shows a diagrammatic section view along a middle section plane of the control device of fig. 1 in a first operating position;
- fig. 3 shows a bottom view of a detail of fig. 2;
- fig. 4 shows a diagrammatic section view along a middle section plane of the control device of fig. 1, in a second operating position;
- figures 5 to 7 show diagrammatic front views of the device of fig. 1 in different operative conditions during upward gearshifting;
- figures 8 to 10 show diagrammatic front views of the device of fig. 1 in different operative conditions during downward gearshifting;
- figures 11 to 13 show other diagrammatic front views of the device of fig. 1 in different operative conditions during upward gearshifting;
- fig. 14 shows a partially sectioned isometric view of a first variant of the control device of fig. 1;
- fig. 15 shows an isometric view of a second variant of the control device of fig. 1;
- fig. 16 shows a control device of the prior-art.

**[0032]** In fig. 1 the control device 1 of the invention is shown. The control device 1 is a right control device, in other words mounted on the right curved end of the handlebars 2 to carry out the gearshifting operations of the rear derailleur.

**[0033]** The following description shall be made for such a right control device 1, but it is clear that the inventive concept can be applied to the left control device mounted on the left curved end of the handlebars 2 and associated with the front derailleur.

**[0034]** The control device 1 comprises a support body 4 connected at one side 5 to the handlebars 2 and a part 7, projecting from the side 5, that can be gripped by the cyclist.

**[0035]** The support body 4 is connected to the handlebars 2 in a *per se* known direction, for example by means of a clip (not shown).

**[0036]** With the support body 4 a control group 8 is

associated, comprising an indexing mechanism 12, a first and a second lever 9, 10 mechanically cooperating with the indexing mechanism 12, and a support element 11 pivoted to the support body 4 in a pin 14 arranged along a first rotation axis X1, substantially perpendicular to the advancing direction X of the bicycle.

**[0037]** The first lever 9, rotatable about a second axis X2, and the indexing mechanism 12 are mounted on the support element 11. The second lever 10 is pivoted on the first lever 9 in a rotation pin 3 arranged along a third rotation axis X3 that, in the operative condition shown in fig. 2, substantially coincides with the advancing direction X of the bicycle. The indexing mechanism 12, as shall be seen more clearly hereafter, has a main shaft 27 that assumes predetermined angular positions according to the position of the rear derailleur selected by the cyclist. The support element 11 consists of a plate 13 pivoted to the support body 4 in the aforementioned pin 14. The plate 13 has an open cylindrical seat 15 that receives the widened head 16a of the brake cable 16. The outer sheath 17 of the brake cable 16 is positioned with its end 17a inside a cylindrical recess 18 made in the support body 4.

**[0038]** In proximity to the handlebars 2 the cable-winding bush 19 of the control cable 20 of the derailleur is placed, such a cable-winding bush 19 being arranged with its rotation axis X4 substantially coinciding with the advancing direction X of the bicycle.

**[0039]** The cable-winding bush 19 comprises a rotation shaft 21 and a shank 22 on the outer surface of which a throat 23 is made for winding/unwinding the control cable 20 of the derailleur. On the throat 23 there is a seat 23a that receives the widened head 20a of the control cable 20 of the derailleur. The outer sheath 24 of the control cable 20 is placed with its end 24a inside a cylindrical recess 25 made in the support body 4 in proximity to the side 5 connectable to the handlebars 2.

**[0040]** The control cable 20 is subject to the traction force exerted by the return spring of the derailleur (not shown), such a force in turn being applied to the cable-winding bush 19 that is therefore kept pushed in the first direction R1 (clockwise direction with reference to figures 5 to 13).

**[0041]** An anti-friction bushing 26 is placed between the shaft 21 of the cable-winding bush 19 and the support body 4. The shaft 21 of the cable-winding bush 19 and the main shaft 27 of the indexing mechanism 12 are interconnected through a transmission mechanism, wholly indicated with 28.

**[0042]** The transmission mechanism 28, as can be seen in fig. 3, comprises an intermediate shaft 29 connected at the first end 30 to the free end 31 of the main shaft 27 through a first cardan joint 32 and connected at the second end 33 to the shaft 21 of the cable-winding bush 19 through a second cardan joint 90.

**[0043]** As far as the first cardan joint 32 is concerned, it consists, in a known way, of a four point cross 39 connected by means of four links to a driving fork and to a

driven fork made, respectively, at the free end 31 of the main shaft 27 and at the first end 30 of the intermediate shaft 29.

**[0044]** The second cardan joint 90 consists, in a known way, of a four point cross 91 connected by means of four links to the second end 33 of the intermediate shaft 29 and to the free end of the shaft 21 of the cable-winding bush 19.

**[0045]** Between the intermediate shaft 29 and the shaft 21 of the cable-winding bush 19 a sliding connection 80 is defined. Such a sliding connection 80 comprises two slots 34, 35, made on the portion of the intermediate shaft 29 towards its second end 33, which slidably receive two projecting ends 36, 37 of the four point cross 91.

**[0046]** The sliding connection 80 allows the axial sliding of the intermediate shaft 29 with respect to the shaft 21 of the cable-winding bush 19, as can be seen in the two different operative conditions of figs. 2 and 4, better described hereafter.

**[0047]** The transmission mechanism 28 therefore consists of a double cardan joint with intermediate shaft and a sliding connection that allow both the transmission of the rotary motion between the main shaft 27 and the shaft 21 of the cable-winding bush 19, a situation that occurs during gearshifting, and the positioning of the shafts themselves along directions mutually sloped, a situation that occurs during braking (figs. 2 and 3).

**[0048]** In other embodiments, the sliding connection could be made in a different way, for example by providing for two slots formed on the portion of intermediate shaft 29 towards its first end 30 that slidably receive the projecting ends of the four point cross of the first cardan joint 32 or else by providing for, instead of the slots 34, 35, the separation of one of the shafts among the main shaft 27, the intermediate shaft 29 or the rotation shaft 21 of the cable-winding bush 19 into two telescopic semi-shafts that are integral in rotation.

**[0049]** The control group 8 is described with particular reference to figures 5 to 13 and consists, as stated above, of the first and second lever 9 and 10, of the indexing mechanism 12 and of the support element 11.

**[0050]** The indexing mechanism 12 comprises an indexing bush 42 provided with the aforementioned main shaft 27 and is rotatable with respect to the support element 11 about the second rotation axis X2 that, in the operative condition of fig. 2, is aligned with the rotation axis X4 of the shaft 21 of the cable-winding bush 19. The indexing bush 42 consists of a first sector 43 provided on the outer peripheral surface with first meshing teeth 44, and a second sector 45, adjacent and coaxial to the first sector 43, and provided on the outer peripheral surface with second meshing teeth 46. The main shaft 27, the first sector 43 and the second sector 45 are integral in rotation about the second rotation axis X2.

**[0051]** The indexing mechanism 12 further comprises a first ratchet gear 47 (figures 5 to 7) associated with the first lever 9, consisting of a first pawl 48 pivoted on the first lever 9 through a pin 49 and of a first spring 50 that

acts by pushing on the tip of the first pawl 48 towards the first teeth 44 of the first sector 43. An abutment block 51, integral with the support element 11, cooperates with the first pawl 48 to keep it disengaged from the first teeth 44 when the first lever 9 is in rest position, as shown in figures 5, 7, 11, and 13.

**[0052]** The indexing mechanism 12 further comprises a second ratchet gear 52 (figures 8 to 10) associated with the second lever 10, consisting of a second and a third pawl 53, 54 pivoted on the support element 11 through respective pins 55, 56. The second pawl 53 has an interference tooth 57 that cooperates with the first teeth 44 of the first sector 43 and an abutment zone 58 for the second lever 10. The third pawl 54 has a retention tooth 97 that cooperates with the second teeth 46 of the second sector 45 of the indexing bush 42, a helical spring 59 that acts by pushing on the third pawl 54 towards the second teeth 46 of the second sector 45 and an abutment zone 60 for the second pawl 53.

**[0053]** The first and the second lever 9, 10 are provided, finally, with return springs, not shown in the figures, which push the levers in the first clockwise direction of rotation R1 towards their rest positions.

**[0054]** In figures 11 to 13 the first and second ratchet gear mechanism 47, 52 described above are both depicted.

**[0055]** The first lever 9 embodies the brake lever. When the cyclist acts to brake by pulling the first lever 9 towards the handlebars 2, the plate 13 rotates about the pin 14, as can be seen in fig. 4, making the two levers 9, 10 rotate together with the indexing mechanism 12 and pulling the widened head 16a of the brake cable 16 to carry out braking.

**[0056]** The first lever 9 also embodies the lever for upward gearshifting, corresponding to the traction of the control cable 20 and its winding about the cable-winding bush 19 in the second direction of rotation R2. In rest conditions (figs. 5, 7, 8, 10, 11 and 13), the first and second lever 9, 10 are substantially vertical, the first pawl 48 is disengaged with respect to the first teeth 44 of the first sector 43, the retention tooth 97 of the third pawl 54 is engaged in a gap defined between two teeth belonging to the second teeth 46 of the second sector 45. The engagement of the retention tooth 97 of the third pawl 54 keeps the indexing bush 42 in a fixed angular position since it is subject to the traction force in the first direction of rotation R1, transmitted by the cable-winding bush 19 through the transmission mechanism 28 and caused, as stated, by the return spring of the derailleur.

**[0057]** When one wishes to carry out upward gearshifting, i.e. to wind the control cable 20 about the cable-winding bush 19 in the second direction of rotation R2 (anticlockwise in Fig. 1) the first lever 9 is actuated in the second direction of rotation (anticlockwise) R2 (figs. 6 and 12). During such a rotation, the second lever 10 moves with the first lever 9 on which it is mounted, whereas the first pawl 48 disengages from the support block 51 and is pushed into engagement in a gap defined be-

tween two teeth belonging to the first teeth 44 of the first sector 43. The third pawl 54 is pushed radially outwards by the second teeth 46 of the second sector 45 (fig. 12), on which it slides following its profile with the retention tooth 97. After a sufficiently large angular rotation, the retention tooth 97 of the third pawl 54 engages in the subsequent gap defined by two teeth belonging to the second teeth 46. When the first lever 9 is released, it and the second lever 10 return to their initial vertical condition (figs. 7 and 13), thanks to the respective return springs, and the indexing bush 42 is held in the new angular position by the retention tooth 97 of the third pawl 54.

**[0058]** When one wishes to carry out downward gearshifting, i.e. to unwind the control cable 20 from the cable-winding bush 19 in the first direction of rotation R1 (clockwise), the second lever 10 is actuated in the second direction of rotation R2 (anticlockwise) (fig. 9). During such a rotation, the first lever 9 stays still, whereas the second lever 10 pushes the abutment zone 58 of the second pawl 53 and the second pawl 53 pushes the abutment zone 60 of the third pawl 54 taking its retention tooth 97 outside of the gap of the second teeth 46 in which it is engaged. The indexing bush 42, in such a condition, freely rotates in release for a first angle in the first direction of rotation R1 (clockwise) since it is subject to the transmission force of the spring of the derailleur. At the same time, the interference tooth 57 of the second pawl 53 engages the first teeth 44 of the first sector 43, temporarily blocking the indexing bush 42. The subsequent release of the second lever 10 (fig. 9 to fig. 10) allows the third pawl 54 to be pushed again towards the second teeth 46 of the second sector 45 to engage it in the subsequent gap with its retention tooth 97 after a further free rotation in release of the indexing bush 42 for a second angle. At the same time, the second pawl 53 disengages with its interference tooth 57 from the first teeth 44 of the first sector 43. In the final position reached (fig. 10), the indexing bush 42 is held in the desired new fixed angular position by the retention tooth 97 of the third pawl 54.

**[0059]** The description of the upward and downward gearshifting operations have been made with the control device in non-braking condition.

**[0060]** The same operations can be carried out in braking conditions (fig. 4) with the first and second lever 9, 10 pulled towards the handlebars 2, since the rotation of the indexing bush 42 and the transmission of the rotation to the cable-winding bush 19 during upwards and downward gearshifting is in any case ensured by the transmission mechanism 28.

**[0061]** From what has been described it can be seen that the control device 1 of the invention, besides allowing the braking and gearshifting operations, allows the cable-winding bush 19 and the control cable 20, in addition to the brake cable 16, to be arranged inside the projecting part 7 of the support body 4 in a position close to the side 5 of the support body 4 connectable to the handlebars. This allows the control cable 20 not to project from the control device 1, therefore overcoming the drawbacks of

control devices of a known type.

[0062] The described control device 1, and in particular the associated control group 8, is of the release type, in other words a control wherein the downward gearshifting operation, with the rotation of the cable-winding bush in the first direction of rotation R1, is obtained through the free rotation of the cable-winding bush since it is subject to the traction force of the spring associated with the derailleur.

[0063] In other embodiments, however, the control group could be of a different type, for example of the type described in US5, 791, 195 to the same Applicant, in which both the upward and downward gearshifting operations are obtained by acting by pushing on the cable-winding bush. In such a case the respective upward and downward gearshifting levers are acted upon by actuating them in opposite directions to rotate the cable-winding bush, through the respective ratchet gears, in the winding and unwinding directions of the control cable.

[0064] In fig. 14 a first variant of the device of the invention 100 is shown, that differs from the previously described embodiment in the different arrangement of the first recess 125 for receiving the control cable 20 and the respective sheath 25.

[0065] Such a type of solution is applicable to control devices of the type shown here, wherein the cable-winding bush 119 is positioned inside the projecting part 107 of the support body 104 not in proximity to the side 105 of the support body 104 connectable to the handlebars 2 but displaced towards the first lever 9 and the second lever 10.

[0066] As can be seen in the section of figure 14, the first recess 125 extends inside the projecting part 107 of the support body 104 starting from the side 105 of the support body 104 connectable to the handlebars 2 up to in proximity to shank 122 of the cable-winding bush 119. The portion of the projecting part 107 of the support body 104 where the first recess 125 extends can extend more or less far in different embodiments.

[0067] In fig. 15 a variant of the device of the invention 200 of the type shown in fig. 14 is represented, i.e. with the cable-winding bush positioned towards the first lever 9 and the second lever 10.

[0068] Such a solution differs from that shown in fig. 14 in that the first recess 225 that extends on the projecting part 207 of the support body 204 starting from the side 205 of the support body 204 connectable to the handlebars 2 is a recess that is open towards the outer surface of the support body 204.

[0069] The support body 204 is also advantageously coated with a covering sheath, not shown in the figures.

[0070] It should be understood that a covering sheath is also normally applied in all of the solutions described previously.

[0071] It should also be understood that the inner control mechanism of the various embodiments, which i.a. allows the translation and rotation of the indexing mechanism so as to make gearshifting operations also possi-

ble during braking, could be used in an innovative way also independently of the formation of the recess according to the teachings of the present invention.

## Claims

1. Integrated control device (1; 100; 200) for driving a control cable (20) of a derailleur and for driving a brake cable (16) of a brake of a bicycle, comprising:

- a support body (4; 104; 204) connectable at one side (5; 105; 205) to handlebars (2) and having a part (7; 107; 207), projecting from said side (5; 105; 205), that can be gripped by the cyclist's hand;
- a cable-winding bush (19; 119) about which said control cable (20) of the derailleur is wound/unwound; and
- a first lever (9) rotatable with respect to said support body (4; 104; 204) about a first axis (X1) for actuating said brake cable (16) and rotatable about a second axis (X2) for driving said cable-winding bush (19; 119) into rotation in a first direction of rotation (R2);

**characterised in that** said support body (4; 104; 204) comprises a recess (25; 125; 225) for the passage of said control cable (20) of the derailleur.

2. Device (1; 100; 200) according to claim 1, **characterised in that** said recess (25; 125; 225) is made in proximity to said side (5; 105; 205) of said support body (4; 104; 204) connectable to the handlebars (2).

3. Device (100) according to claim 2, **characterised in that** said recess (125) extends in at least one portion of said projecting part (107) of said support body (104).

4. Device (200) according to claim 2 or 3, **characterised in that** said recess (225) is open towards the outside.

5. Device (1; 100; 200) according to claim 2, **characterised in that** said recess (25; 125; 225) is suitable for receiving the outer sheath (24) of said control cable (20).

6. Device (1; 100; 200) according to claim 1, **characterised in that** said cable-winding bush (19; 119) is mounted on said support body (4; 104; 204).

7. Device (1; 100; 200) according to any one of the previous claims, **characterised in that** it comprises an indexing mechanism (12) connected to said first lever (9) and cooperating with said cable-winding bush (19; 119) to define predetermined angular po-

- sitions for said cable-winding bush (19; 119).
8. Device (1; 100; 200) according to claim 7, **characterised by** comprising a transmission mechanism (28) arranged between said indexing mechanism (12) and said cable-winding bush (19; 119).
9. Device (1; 100; 200) according to claim 8, **characterised in that** said transmission mechanism (28) comprises a sliding connection (80) suitable for allowing the displacement of said indexing mechanism (12) with respect to said cable-winding bush (19; 119).
10. Device (1; 100; 200) according to claim 9, **characterised in that** said transmission mechanism (28) allows a rotation of said indexing mechanism (12) about said first axis (X1).
11. Device (1; 100; 200) according to claim 9, **characterised in that** said sliding connection (80) comprises at least one slot (34, 35) that slidably receives a projecting element (36, 37) associated with said cable-winding bush (19; 119) or with said indexing mechanism (12).
12. Device (1; 100; 200) according to claim 9, **characterised in that** said sliding connection comprises at least two telescopic shafts.
13. Device (1; 100; 200) according to claim 8, **characterised in that** said transmission mechanism (28) comprises an intermediate shaft (29), a first cardan joint (32), and a second cardan joint (90), said first cardan joint (32) connecting said intermediate shaft (29) to said indexing mechanism (12), and said second cardan joint (90) connecting said intermediate shaft (29) to said cable-winding bush (19; 119).
14. Device (1; 100; 200) according to claim 1, **characterised in that** said second axis (X2) is substantially perpendicular to said first axis (X1).
15. Device (1; 100; 200) according to claim 1, **characterised by** comprising a second lever (10) rotatable with respect to said support body (4; 104; 204) about a third axis (X3) for driving said cable-winding bush (19; 119) into rotation in a second direction of rotation (R1) opposite the first one.
16. Device (1; 100; 200) according to claim 15, **characterised in that** said second lever (10) is pivoted on said first lever (9).
17. Device (1; 100; 200) according to claim 15, **characterised in that** said first lever (9) and said second lever (10) are actuated in the same direction (R2) to drive said cable-winding bush (19; 119) into rotation.
18. Device (1; 100; 200) according to claim 15, **characterised in that** said first lever (9) and said second lever (10) are actuated in opposite directions to drive said cable-winding bush (19; 119) into rotation.
19. Device (1; 100; 200) according to claim 1, **characterised in that** said support body (4; 104; 204) comprises a second recess (18) suitable for slidably receiving said brake cable (16).
20. Device (1; 100; 200) according to claim 19, **characterised in that** said second recess (18) is made in proximity to said side (5; 105; 205) of said support body (4; 104; 204).
21. Device (1; 100; 200) according to claim 19, **characterised in that** said second recess (18) is suitable for receiving the outer sheath (16a) of said brake cable (16).
22. Device (1; 100; 200) according to claim 15, **characterised in that** said indexing mechanism (12) comprises:
- an indexing bush (42);
  - a first ratchet gear (47), associated with said first lever (9), for the rotation of said indexing bush (42) in said first direction of rotation (R2);
  - a second ratchet gear (52), associated with said second lever (10), for the rotation of said indexing bush (42) in said second direction of rotation (R1) opposite the first.
23. Device (1; 100; 200) according to claim 22, **characterised in that** said indexing bush (42) comprises a main shaft (27) rotating about said second axis (X2), a first toothed sector (43) and a second toothed sector (45) adjacent and coaxial to said main shaft (27) along said second axis (X2).
24. Device (1; 100; 200) according to claim 22, **characterised in that** said first ratchet gear (47) comprises a first pawl (48) provided with an interference tooth suitable for engaging said indexing bush (42).
25. Device (1; 100; 200) according to claim 22, **characterised in that** said second ratchet gear (52) comprises a second pawl (53) provided with an interference tooth (57) suitable for engaging said indexing bush (42).
26. Device (1; 100; 200) according to claim 22, **characterised in that** said second ratchet gear (52) comprises a third pawl (54) provided with a retention tooth (97) suitable for engaging said indexing bush (42).
27. Device (1; 100; 200) according to claim 22, **characterised in that** said first (47) and second ratchet

gears (52) allow the free rotation of said indexing bush (42) in said second direction of rotation (R1).

- 28.** Device (1; 100; 200) according to claim 22, **characterised in that** said first and second ratchet gears allow the rotation by pushing of said indexing bush in said second direction of rotation (R1).

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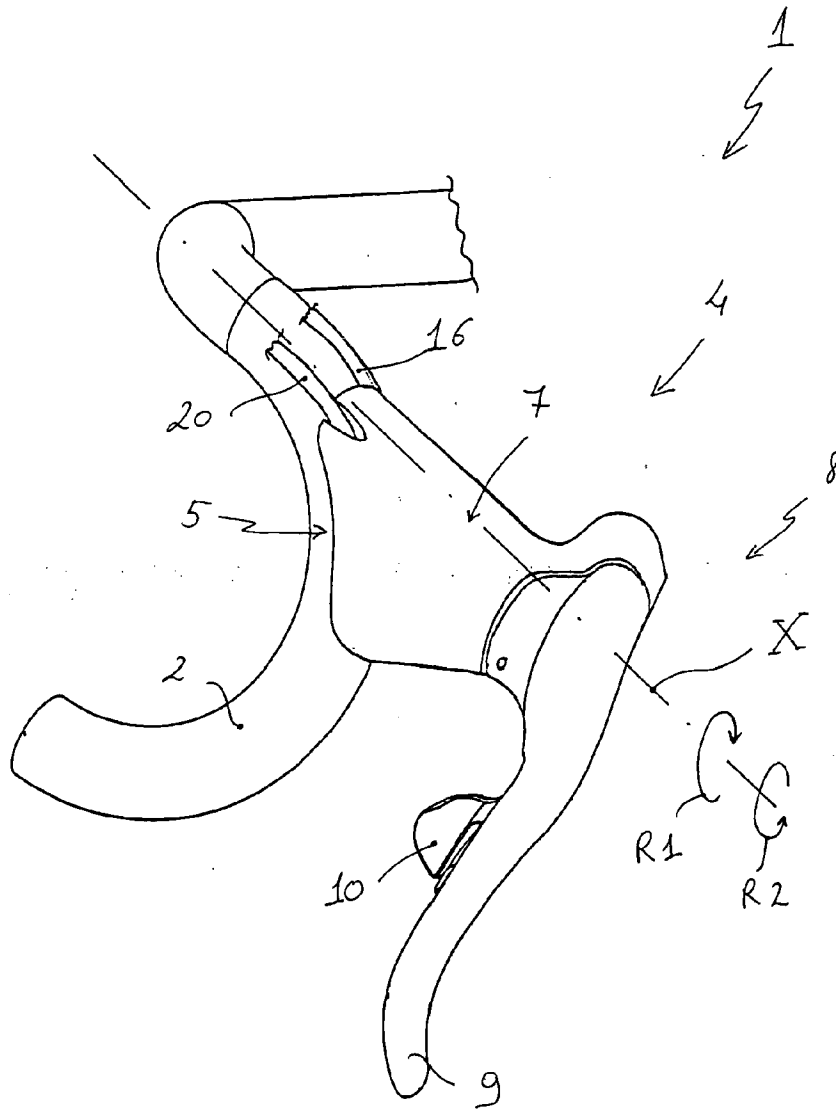
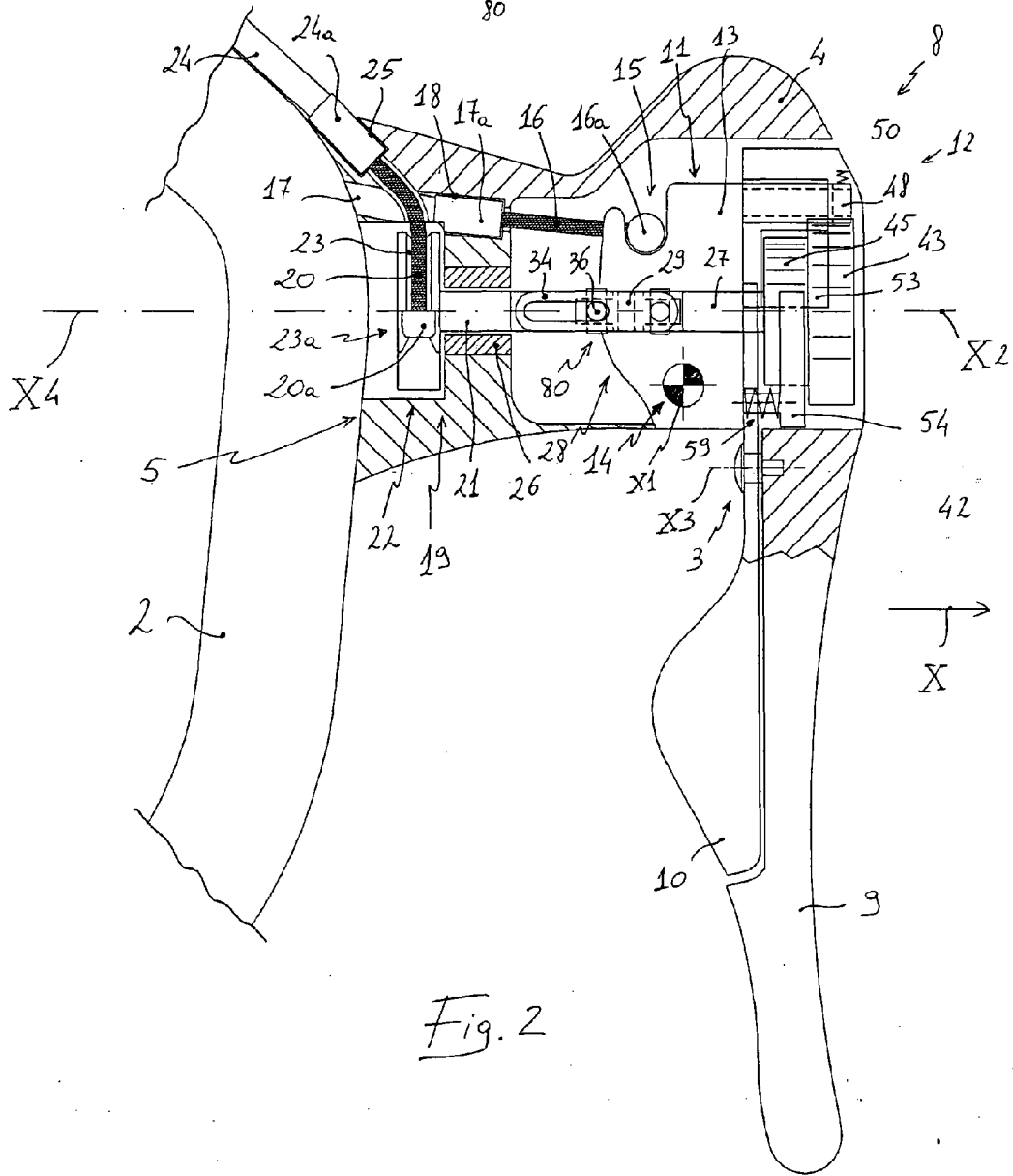
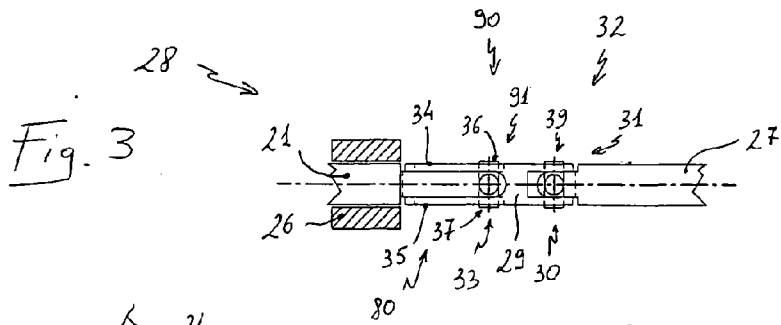
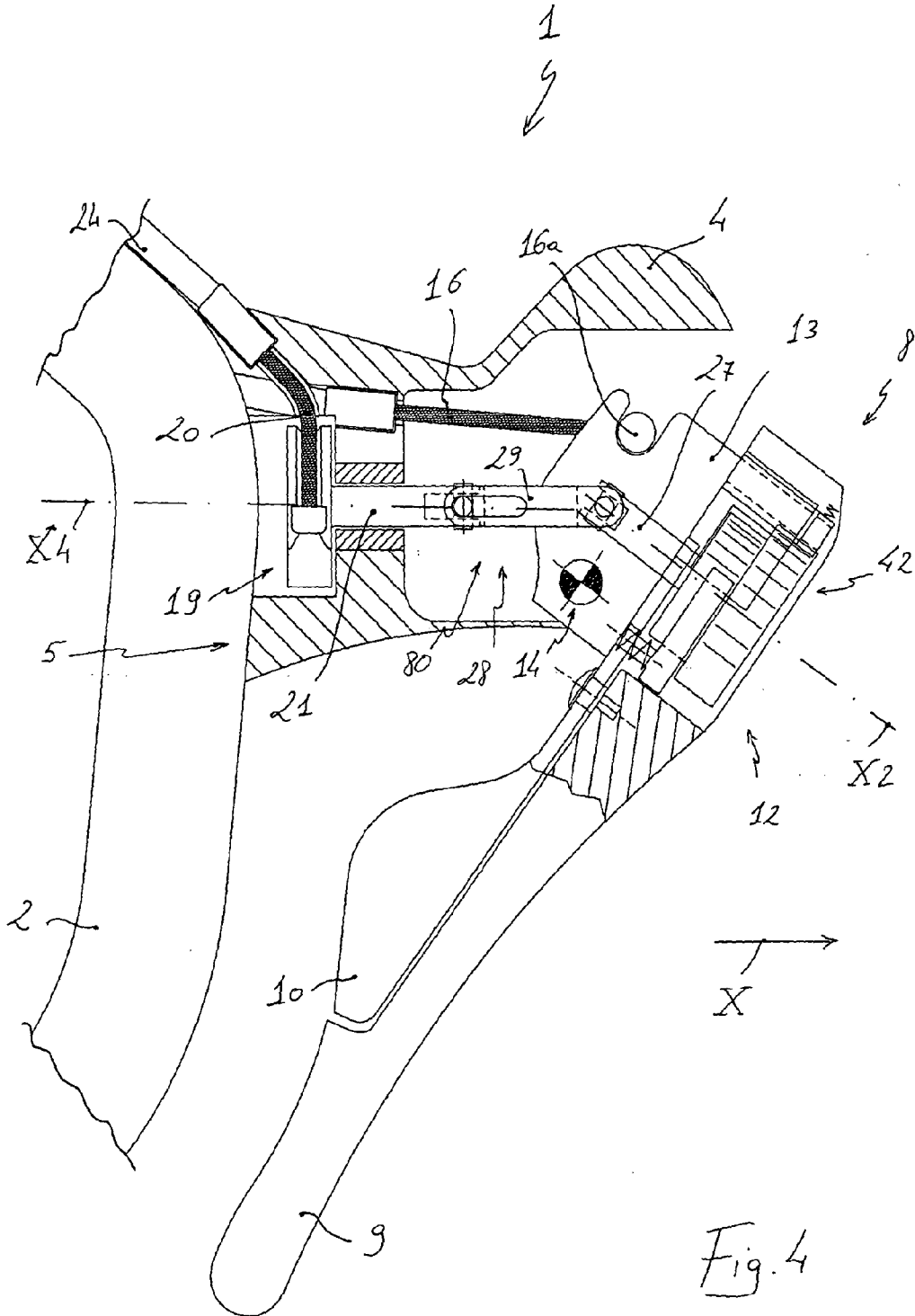
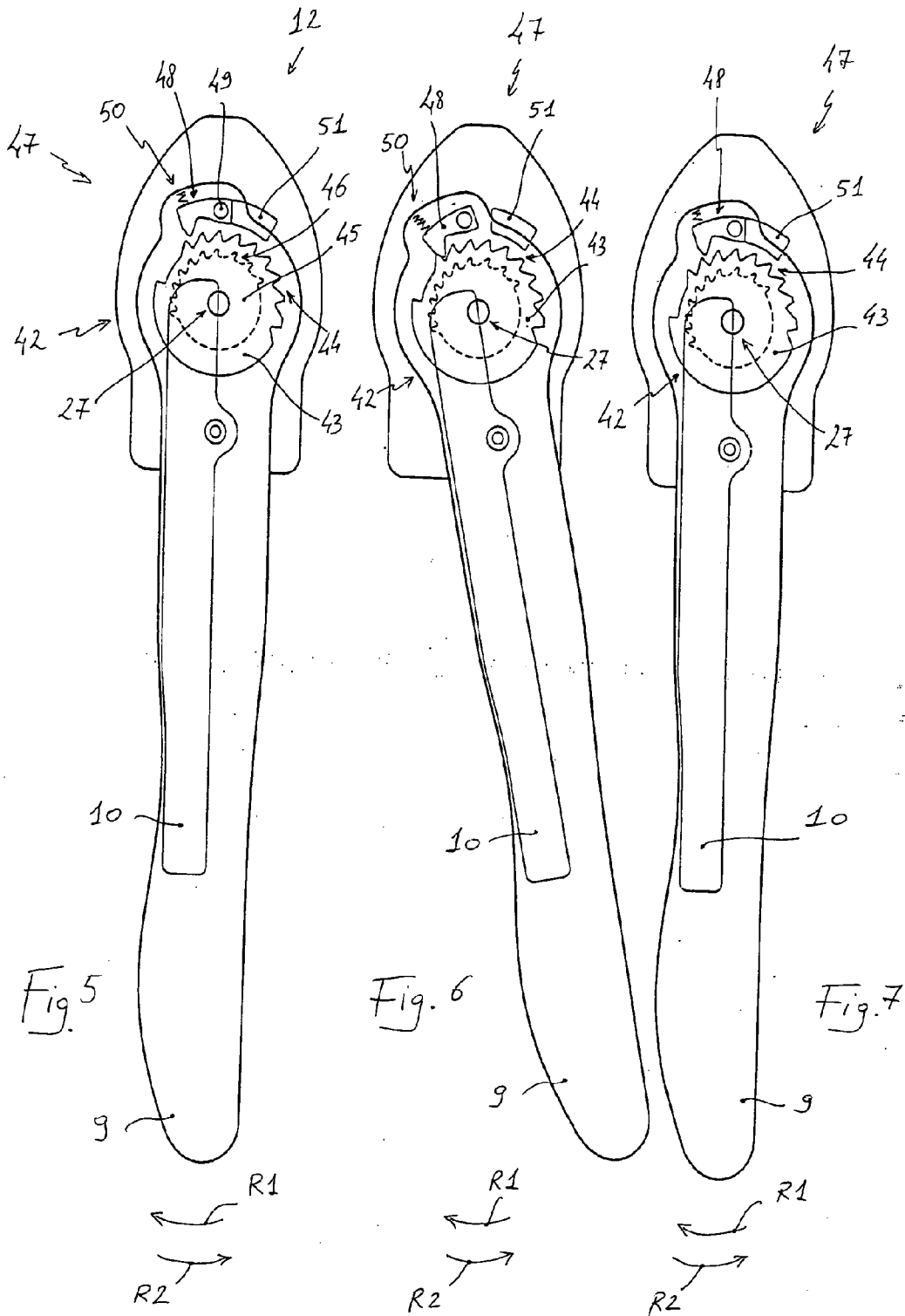
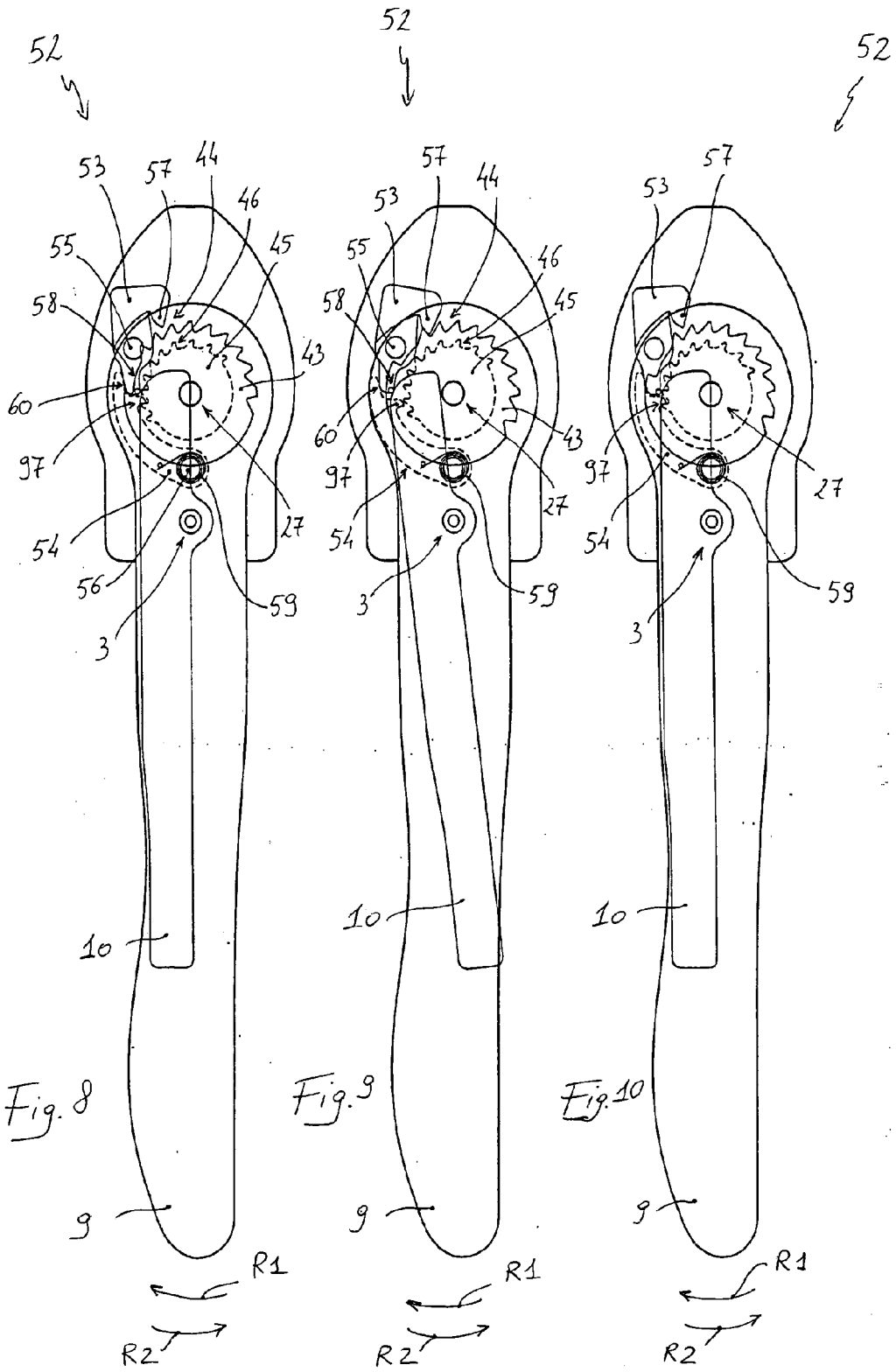


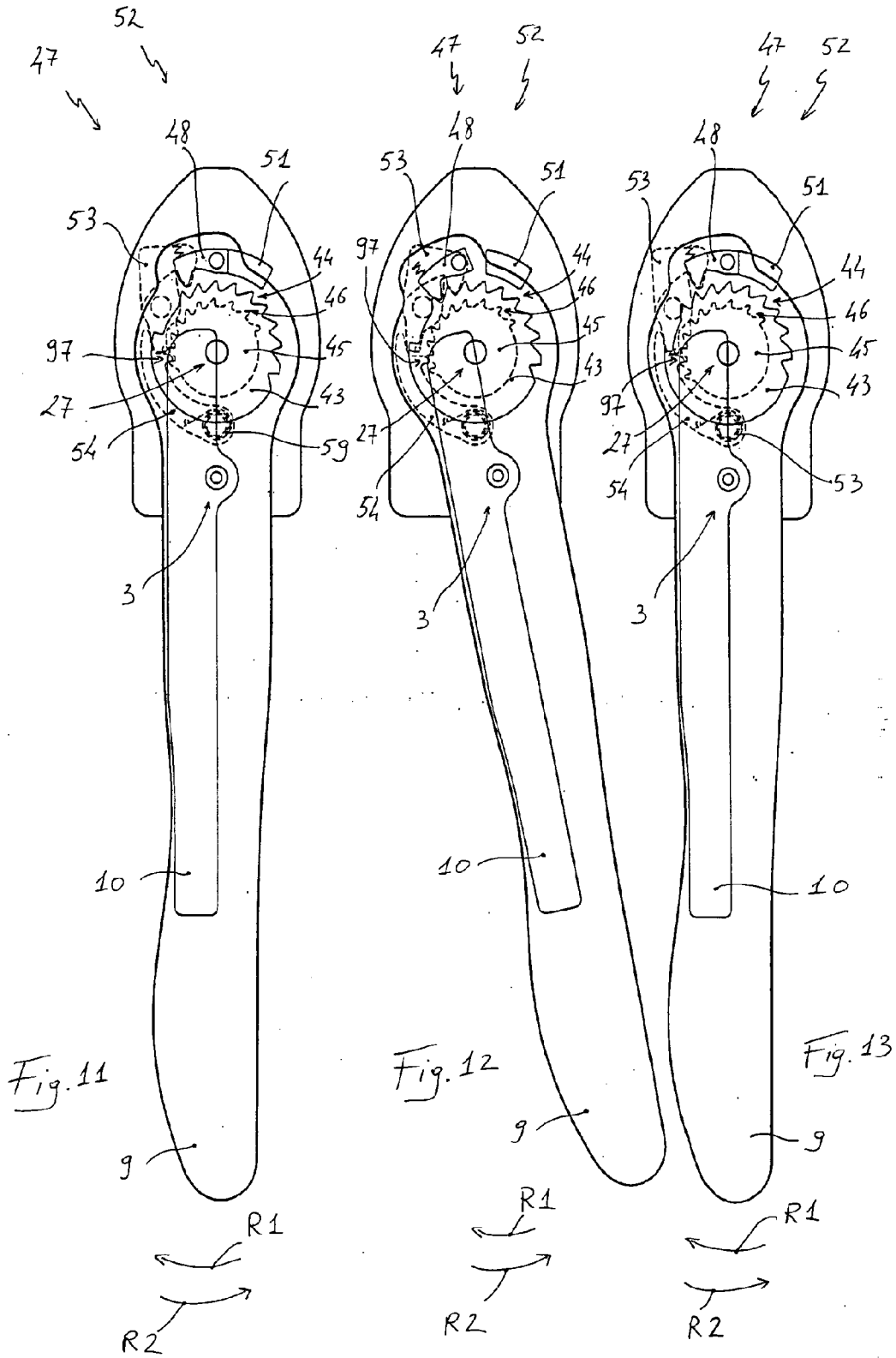
Fig. 1











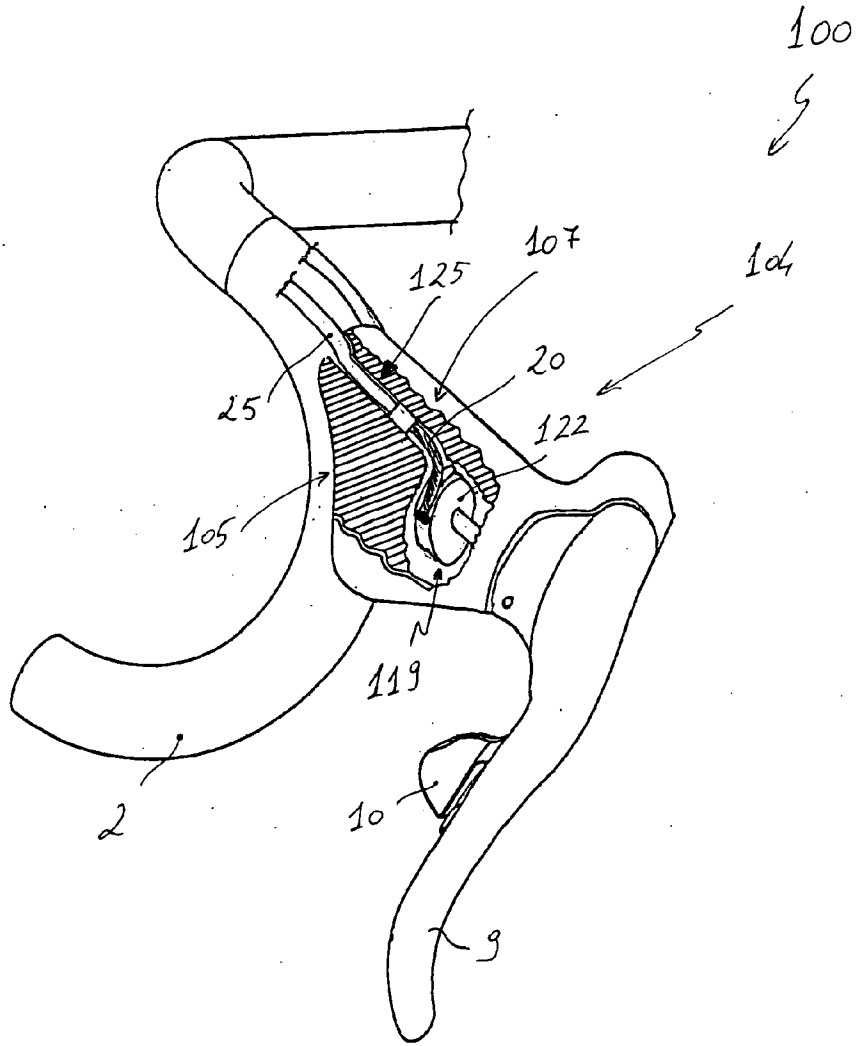


Fig. 14

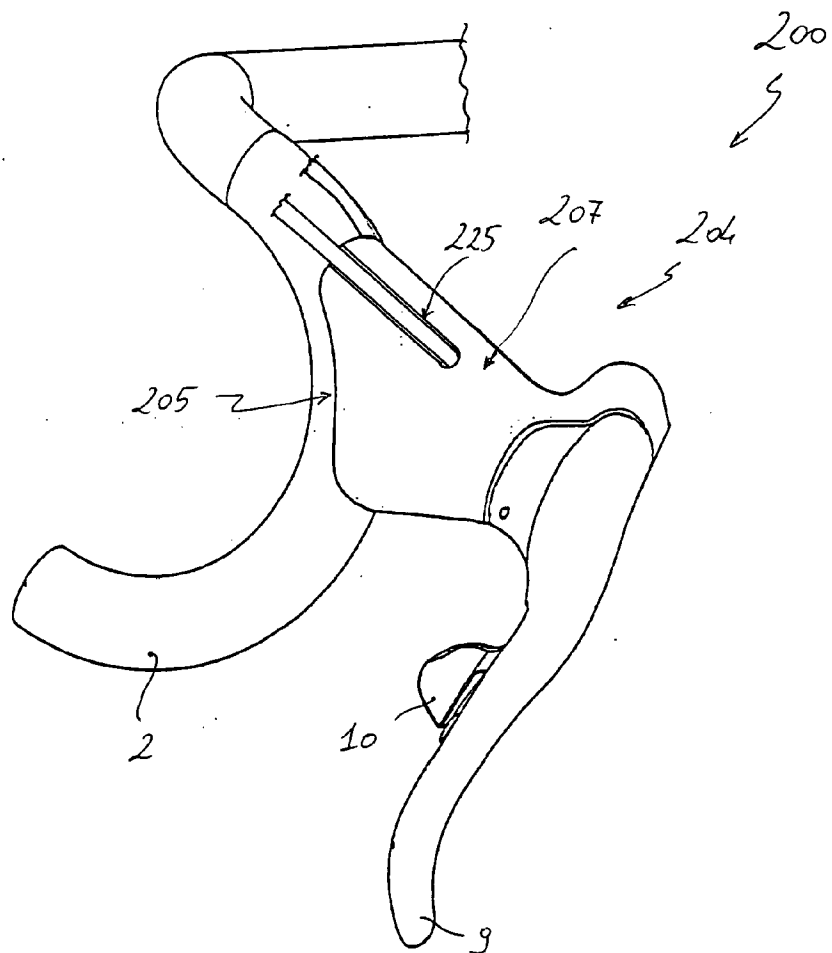
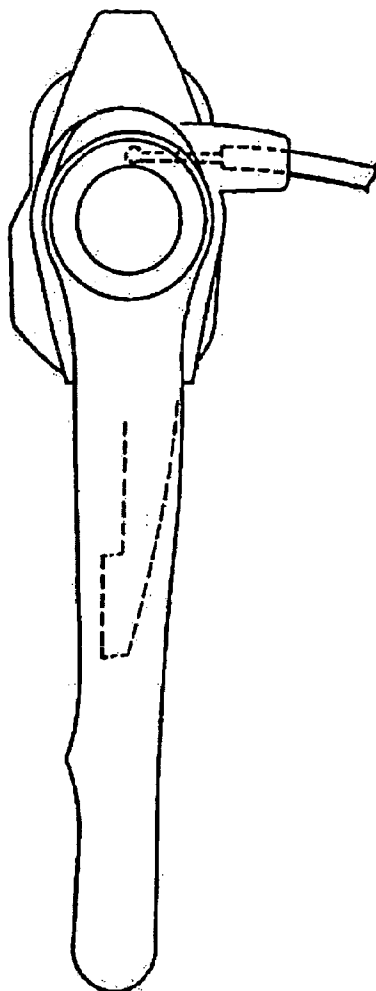


Fig. 15





PRIOR-ART

*Fig. 16*



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EUROPEAN SEARCH REPORT

Application Number  
EP 05 42 5458

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