★★★ ＜第37回知的財産翻訳検定試験【第18回英文和訳】＞ ★★★
≪１級課題 -機械工学-≫

【解答にあたっての注意】
１．問題の指示により和訳してください。
２．解答語数に特に制限はありません。適切な箇所で改行してください。
３．課題文に段落番号がある場合、これを訳文に記載してください。
４．課題は３題あります。それぞれの課題の指示に従い、３題すべて解答してください。

問１．下記の従来技術に関する記載を***START***から***END***まで和訳してください。文中には、先行技術を誹謗中傷する様な内容もありますが、その様な点も含めて、特許係争の裁判に供する証拠資料のように、正確かつ忠実に翻訳してください。ただ、原文の明らかな誤記は修正翻訳し、その旨の訳注を付してください。

There is an effort by manufacturers of new electric or hydrogen vehicles to locate filling stations where there is a concentration of consumers such as near important roads and highways. The first challenge with these locations is that the consumer does not want to take the time to sit and wait while the vehicle is recharged, and the second challenge is that filling stations are not available in most locations. Ideal places for recharge are parking lots and garages where recharge can occur. Vehicles may be charged at homes, commercial and residential use buildings, malls, grocery stores, etc.; where the consumer can recharge the batteries or fuel cells during the time he is away from it for extended periods and taking the time to recharge during those periods does not become an inconvenience.

START
My Airflow Power Generating Apparatus for use in electric and hydrogen technology vehicles provides an external continuous feed of DC energy while the vehicle is in forward motion. There is no previous art addressing the challenges this invention resolves such as reducing or eliminating the use of added fuels to compensate for and to recharge batteries or fuel cells.

There is neither perpetual motion without an external source of energy, nor there is a way to get more energy from less, therefore for an electric or hydrogen technology vehicle to move; the batteries and fuel cells need to be sufficiently charged to maintain the level required for a vehicle to travel a distance satisfactory to the consumer needs. Currently batteries and fuel cells cannot keep enough charge to support travel distance without having to be recharged frequently. The Chevy Volt one of GM's most celebrated electric vehicle can travel up to 400 miles, however only 53 miles of these miles are with battery power alone, which makes the Volt not technically and electric vehicle but rather a standard vehicle with an electric accessory to extend its travel distance.

A travelling vehicle has many forces acting against it such as wind, environmental friction, road friction and even the resistance of the vehicle's own running parts. These conditions have made it impossible to run any vehicle without recharging batteries or fuel cells with energy coming from external sources. The Airflow Power Generating Apparatus when used in Electric and Hydrogen Technology Vehicles, provides de needed external energy for recharge by using air flowing through its turbines which convert airflow to kinetic energy and further electrical energy that is converted into electrical DC current through generators driven by the turbines. Air flow provides an infinite and constant source of power to charge batteries and fuel cells while the vehicle is in forward motion.

END

問２．次の実施形態の抜粋を、図面を参照に和訳してください。参照番号はそのまま残した訳としてください。

[0079] FIG. 1 illustrates a collapsible container in an assembled position according to an embodiment of the invention. As shown in FIG. 1, the collapsible container (100) includes a base (10), a first end panel (1), a first side panel (2), a second side panel (3), and a second end panel (4). The first end panel (1) is hingedly attached to the base (10) via a hinge mechanism

(e.g., a set of panel hinges (SA) that attach directly to the base (10) at the bottom edge of the first end panel (1)). The second end panel (4) is also hingedly attached to the base (10) via a hinge mechanism (not shown). The first side panel (2) is hingedly attached to the base (10) via a hinge mechanism (e.g., bottom hinge (SC) that is positioned about three inches above the base (10)). The first side panel (2) further includes a hinge mechanism (e.g., hinge (8B)) disposed along a mid-point of the first side panel (2), which allows for the first side panel (2) to fold in-half (i.e., the first side panel (2) is a bi-folding panel). Similar to the first side panel (2), the second side panel (3) is hingedly attached to the base (10) via a hinge mechanism (not shown). The second side panel (3) also includes a hinge mechanism (not shown) disposed along a mid-point of the second side panel (3), which allows for the second side panel (3) to fold in-half (i.e., the second. side panel (3) is also a hi-folding panel).

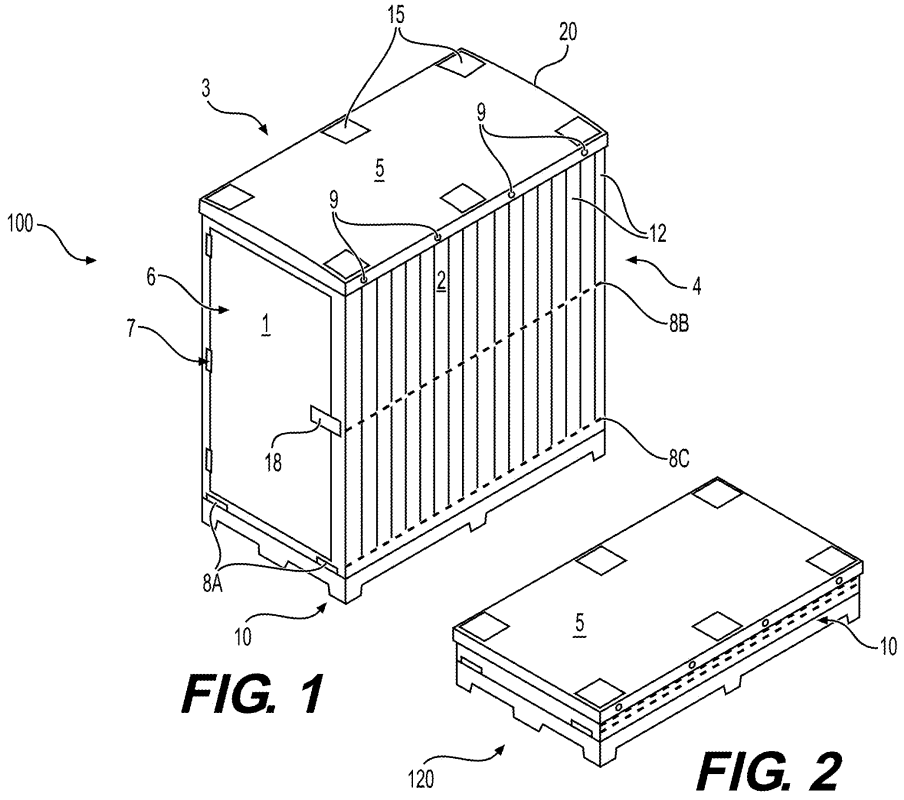

FIG. 1

FIG. 2

問３．次の装置クレームを添付の図面を参考にして日本語に訳してください。符号は残してください。

1. An apparatus for treating disorders of the knee comprising a prosthesis (600) configured to be mounted to the femur proximate the knee joint in engagement with target tissues for intervention, the target tissues comprising at least one laterally positioned connective tissue of the knee, said prosthesis comprising:

a fixation portion (612) configured to mate with and be mounted to a surface of the femur at a fixation site on a lateral part of the femur,

a first displacement portion (614) medially and anteriorly positioned with respect to the fixation portion (612) and configured and dimensioned to displace the quadriceps-femoris tendon,

a second displacement portion (624) distally positioned with respect to the fixation portion with a convex outer surface configured and dimensioned to engage and laterally displace the iliotibial band, and

a spanning section (616) having a general Y-shape between the fixation portion and said displacement portions, with one arm of the spanning section extending at an angle medially and anteriorly to the first displacement portion (614); and another arm of the spanning section configured and dimensioned to extend laterally and distally from the fixation portion to position the second displacement portion (624) with respect to the iliotibial band for lateral displacement thereof while avoiding select tissues extending between the fixation site and the target tissues.

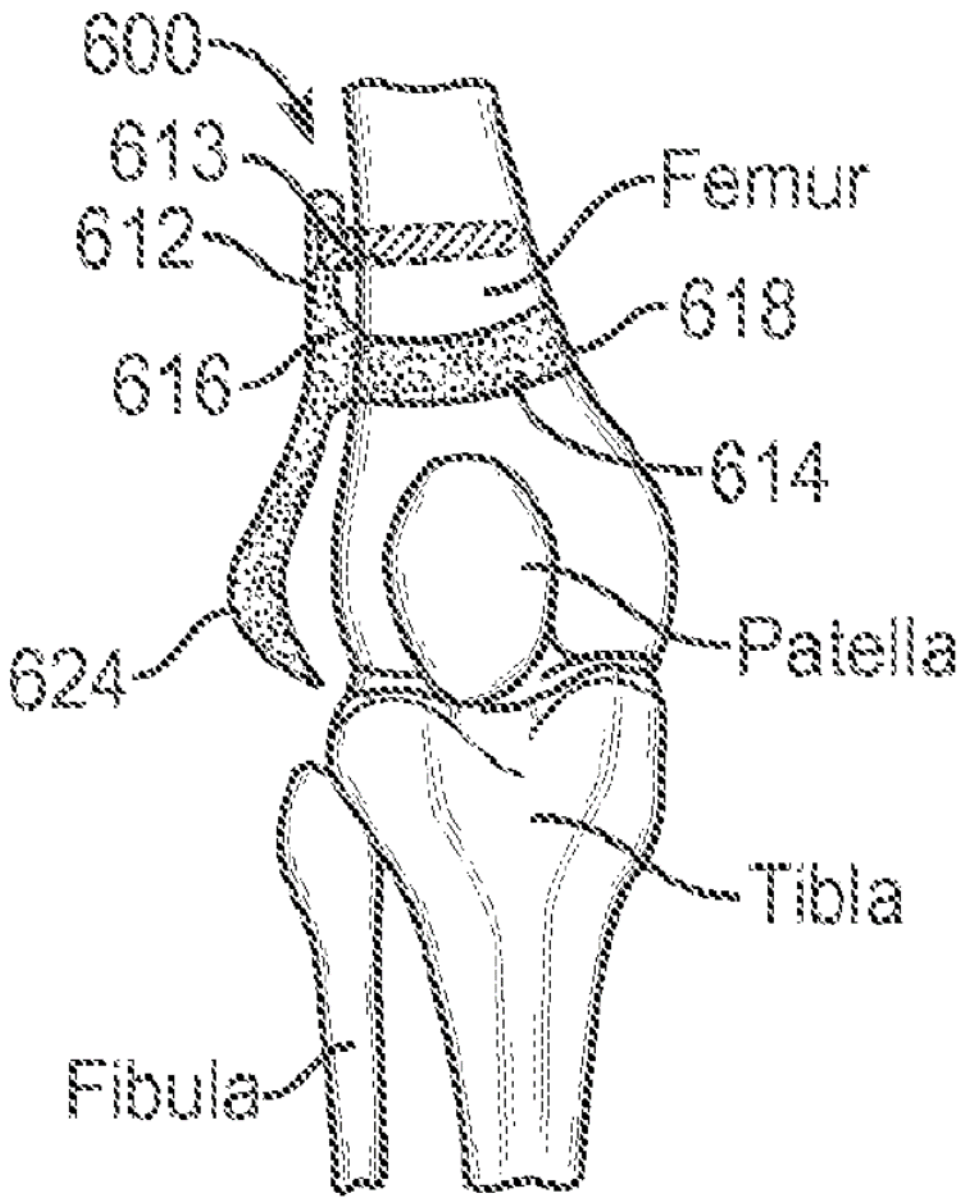

FIG. 15