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U.S. Patent No. 11,936,147 entitled “Electrical Connection” issued March 19, 2024 to Hidria d.o.o. of Tolmin, Slovenia. Invented by Tadej Muznik of Most na Soci, Slovenia; Bojan Meklav also of Most na Soci, Slovenia and Vasja Tuta of Tolmin, Slovenia. Abstract: The invention refers to an electrical connection (10) comprising a bushing (12) having a geometric central axis (14), an electrical conductor (16) passing through said bushing (12) along the geometric central axis (14), and an insulating layer (18) electrically insulating said bushing (18) from said conductor (16). It is suggested that the bushing 12, the insulating layer (18) and the electric conductor (16) are pressed together, preferably during a rotary forging process, in order to achieve a mechanical cold transformation.

U.S. Patent No. D1,018,291 entitled “Dip Slip” issued March 19, 2024 to Shari Parish Tidwell of Dyersburg, Tennessee and Lisa Riddell Stanley of Newbern, Tennessee. Also invented by Shari Parish Tidwell and Lisa Riddell Stanley. Claims: What is claimed is the ornamental design for a dip slip, as shown and described.

U.S. Patent No. 11,933,374 entitled “Saddle-Ride Type Vehicle Comprising a Clutch Assembly and a Control Device for Said Clutch Assembly” issued March 19, 2024 to Piaggio & C. S.p.A. of Pontedera, Italy. Invented by Romano Albesiano, Walter Scattolin and Francesco Grisotolo all of Pontedera, Italy. Abstract: The present invention relates to a saddle-ride type vehicle comprising a clutch assembly (4), interposed between an engine (2) and a gearbox (3), which includes a clutch device (11) in turn comprising two clutch elements (one integral with the shaft of the engine and the other with the input shaft of the gearbox) and return means (12) that keep these elements (11A, 11B) in contact in a closure condition of the clutch. According to the invention, the clutch assembly (4) further comprises an operating device (21) of the clutch device that causes detachment of the elements (11A, 11B) of the clutch device up to an opening condition of the clutch assembly. This latter further comprises a control device (6) to limit the torque peaks during gear change. This device comprises an actuation means (5) that, during gear change, exerts a predetermined force (S) in contrast to the force

exerted by said return means (12) of the clutch assembly, wherein said predetermined force (S) is less than the force (F) generated by the return means (12) so as to cause a mutual slip of the elements (11A, 11B) of the clutch device (11) without said opening condition being reached. The operating device (21) is of hydraulic type and comprises a primary pump (22) operated by means of a control lever (23), wherein this primary pump (22) is hydraulically connected, through a primary hydraulic circuit (16), to a primary piston (24) acting on at least one of the elements (11A, 11B) of the clutch device (11) in opposition to the return means (12) so that, following an action on the control lever (23), the primary piston (24) exerts an action the elements (11A, 11B) determining the opening condition. According to the invention, the control device (6) comprises a secondary piston (25) connected to the primary piston (24), wherein the actuation means (5) exerts, directly or indirectly, the predetermined force (S) on the secondary piston (25), said predetermined force (S) being transferred to the primary piston (24) in opposition to the force (F) of the return means (12).