

★★★ <第27回知的財産翻訳検定試験【第13回英文和訳】> ★★★

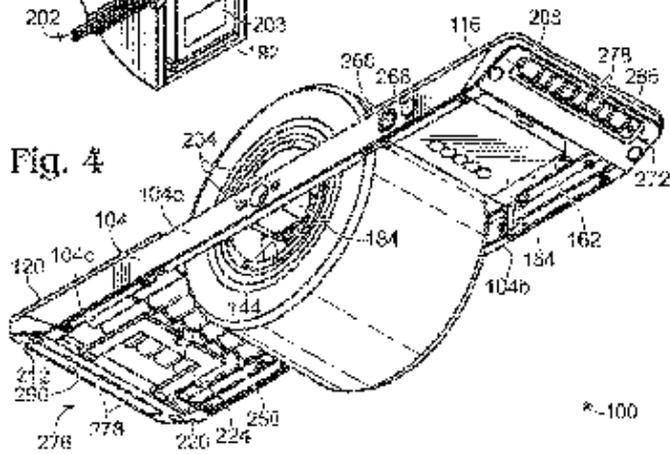
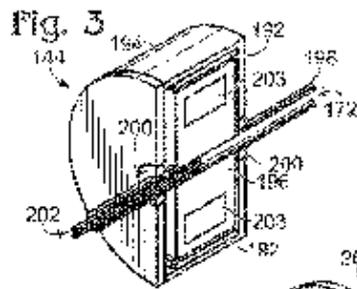
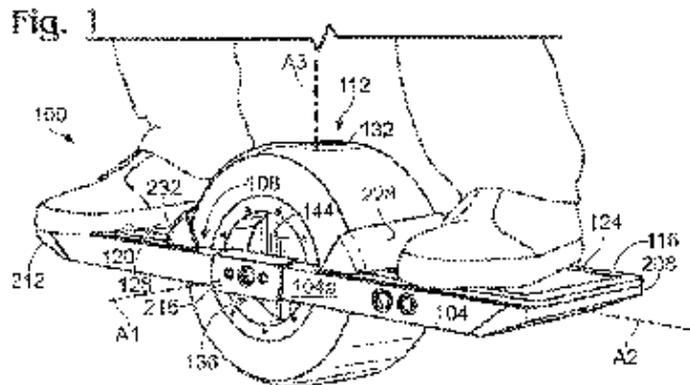
《 2 級課題 》

【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。適切な箇所で行って改行してください。
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. 添付図面を参照しながら下記の英語特許クレームを日本語に訳してください。なお回答は、構成要素ごとに改行してください。

1. An electric vehicle, comprising: a board including first and second deck portions each configured to receive a left or right foot of a rider; a wheel assembly including at least one ground-contacting element extending below the board; a motor assembly mounted to the board and configured to rotate the ground-contacting element around an axle to propel the electric vehicle; at least one orientation sensor configured to measure orientation information of the board; a sensing region disposed in one of the deck portions, the sensing region including two sensor zones laterally spaced from each other such that a first of the two sensor zones registers with a toe portion of the corresponding foot of the rider and a second of the two sensor zones registers with a heel portion of the same foot of the rider; and a motor controller configured to receive board orientation information measured by the orientation sensor and rider presence information based on outputs of the two sensor zones, and to cause the motor assembly to propel the electric vehicle based on the board orientation information and the rider presence information; wherein the motor controller is configured to activate the motor assembly in response to activation of both sensor zones, and to halt the motor assembly in response to non-activation of the sensor zones.



問2. 下記はある米国特許明細書の一部です。これを日本語に訳してください。

DETAILED DESCRIPTION

Before the present disclosure is described herein, it is to be understood that this disclosure is not limited to the particular structures, process steps, or materials disclosed herein, but is extended to equivalents thereof as would be recognized by those ordinarily skilled in the relevant arts. It should also be understood that terminology employed herein is used for the purpose of describing particular embodiments only and is not intended to be limiting.

DEFINITIONS

The following terminology will be used in accordance with the definitions set forth below.

As used herein, "robot body" is intended as a broad term to define one or more structural components (e.g., a frame, chassis, covering or shell, etc.) capable of supporting one or more other components of a hull robot or its subsystems, and/or capable of providing covering and/or concealment of one or more components or subsystems of the hull robot.

As used herein, the term "about" is used to provide flexibility to a numerical range endpoint by providing that a given value may be "a little above" or "a little below" the endpoint.

As used herein, a plurality of items, structural elements, compositional elements, and/or materials may be presented in a common list for convenience. However, these lists should be construed as though each member of the list is individually identified as a separate and unique member. Thus, no individual member of such list should be construed as a de facto equivalent of any other member of the same list solely based on their presentation in a common group without indications to the contrary.

(一部省略してあります)

※参考文献

A hull cleanliness detection robot is described for autonomously detecting a cleanliness of a hull. The robot includes a robot body, a drive subsystem onboard the robot for driving and maneuvering the robot about the hull, and an autonomous cleanliness detection system.

問3. 下記はある米国特許明細書の一部です。これを日本語に訳してください。

BACKGROUND OF THE INVENTION

[0002] The threat of a loss of electric power due to hurricanes or other storms, as well as the possibility of lost grid power from accidental or deliberate attack on the power grid has become much greater in recent years, as dependency on supplied electric power has grown.

In many cases, if a power generation or power substation goes off-line for any reason, it may take at least a few days and up to a number of weeks to restore power to customers. Also, during severe temperature conditions, the power draw for air conditioning or heating can create a power brown-out condition where the power generation equipment cannot keep up with power demand.

Consequently power generation capability, to provide power backup and also to provide supplemental power during times of peak demand, is a definite requirement to assure day-to-day needs are met for electricity, both residential and commercial.

[0003] Ideally, backup power can be supplied from natural or renewable primary power sources, e.g., solar or photovoltaic (PV) panels, wind power, or from wave action of ocean waves or waves on a large body of water such as a large lake, bay or bayou. Favorably the power generated there can be stored and later made available from storage batteries, or another storage means such as compressed air.

In an ideal situation, electric power can be collected and stored at an out-of-the way location, and then the collected power is brought to a municipality or other location when the supplemental or backup power is needed. Also, because the location of storm damage is not known in advance, the back up or supplemental electric power storage system should be mobile

or transportable, so that it can be quickly brought to the location where the power is needed, and then returned to a remote or out-of-the way electric power collection location when the crisis ends.