



(12) **United States Patent**
Rackley

(10) **Patent No.:** **US 7,900,945 B1**
(45) **Date of Patent:** **Mar. 8, 2011**

- (54) **ALL-TERRAIN WHEELCHAIR**
- (75) Inventor: **John W. Rackley**, Eliot, ME (US)
- (73) Assignee: **Renegade Wheelchairs, LLC**, South Portland, ME (US)
- (*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 135 days.

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- (21) Appl. No.: **12/260,271**
- (22) Filed: **Oct. 29, 2008**

Related U.S. Application Data

- (60) Provisional application No. 60/983,787, filed on Oct. 30, 2007.
- (51) **Int. Cl.**
B62M 1/04 (2006.01)
- (52) **U.S. Cl.** **280/244**; 280/250.1; 280/250;
280/248
- (58) **Field of Classification Search** 280/244,
280/248, 250, 250.1
See application file for complete search history.

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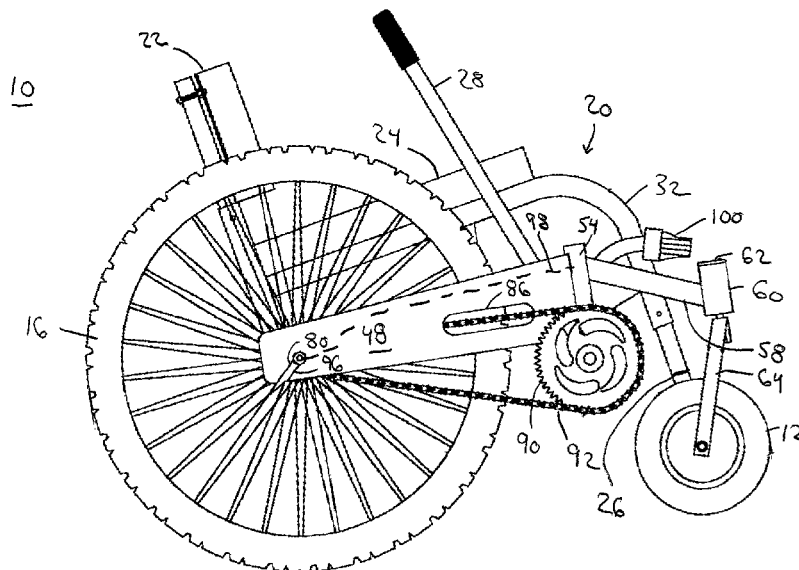
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Primary Examiner — Joanne Silbermann
Assistant Examiner — Michael R Stabley
 (74) *Attorney, Agent, or Firm* — Verrill Dana, LLP; Chris A. Caseiro

(57) **ABSTRACT**

An all-terrain wheelchair including independently operable right and left push bars arranged to enable individuals of varied physical strength to move the chair along a wide range of terrains, including soft terrain. The push bars allow the user to establish mobility without hand to wheel interaction. The all-terrain wheelchair allows the user to propel the chair forward with a forward motion of the push bars while pulling back on the push bars engages a braking system. Turning is achieved with a forward motion on one push bar and a backward motion on the other push bar. The all-terrain wheelchair of the present invention offers the user a multi-speed geared advantage over traditional wheelchairs. Shifting into lower gears for snow, mud, and sand, gives the user the freedom to go where they have not been able to go with traditional wheelchairs. The push bars are removable and may be stored so that the wheelchair may be moved using conventional hand-to-wheel pushing.

16 Claims, 6 Drawing Sheets



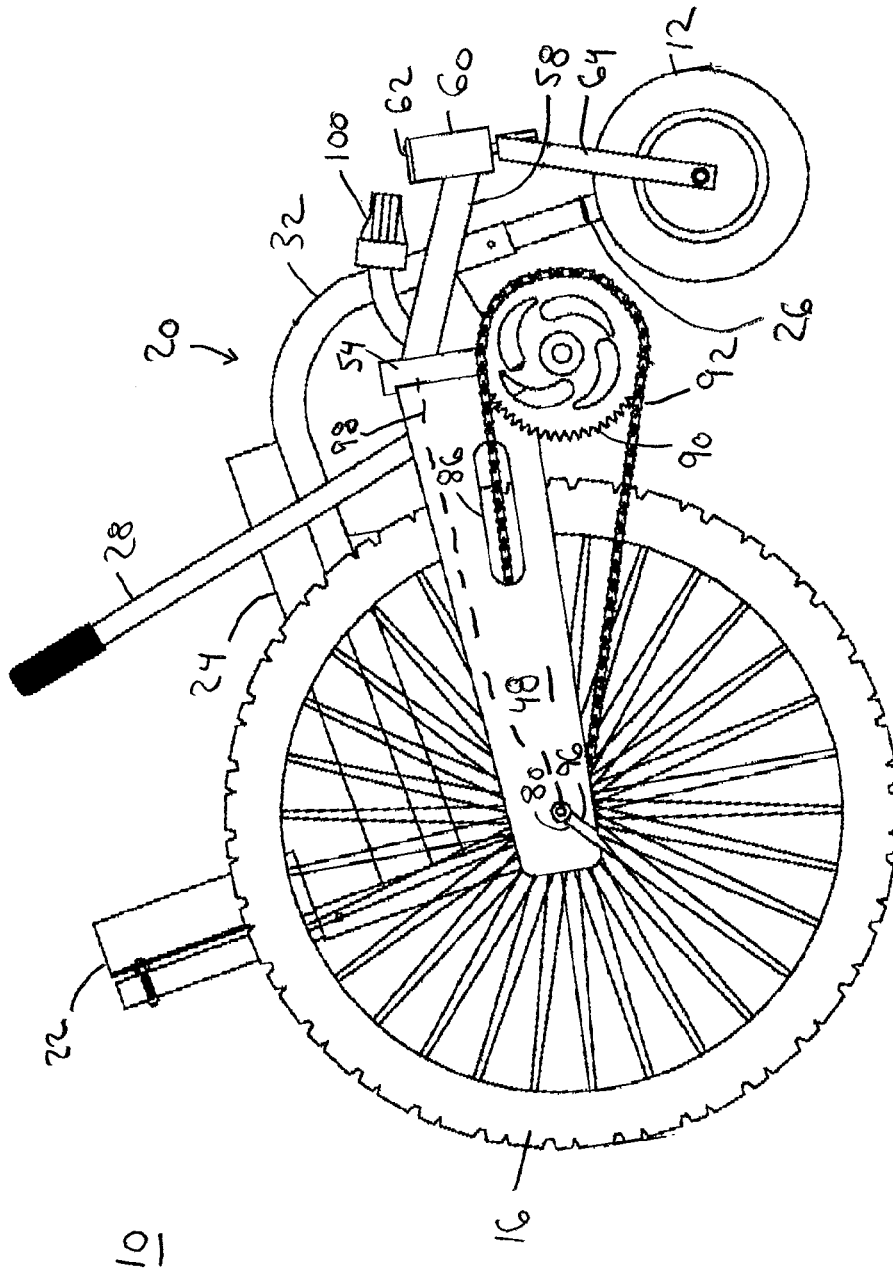


FIG. 1

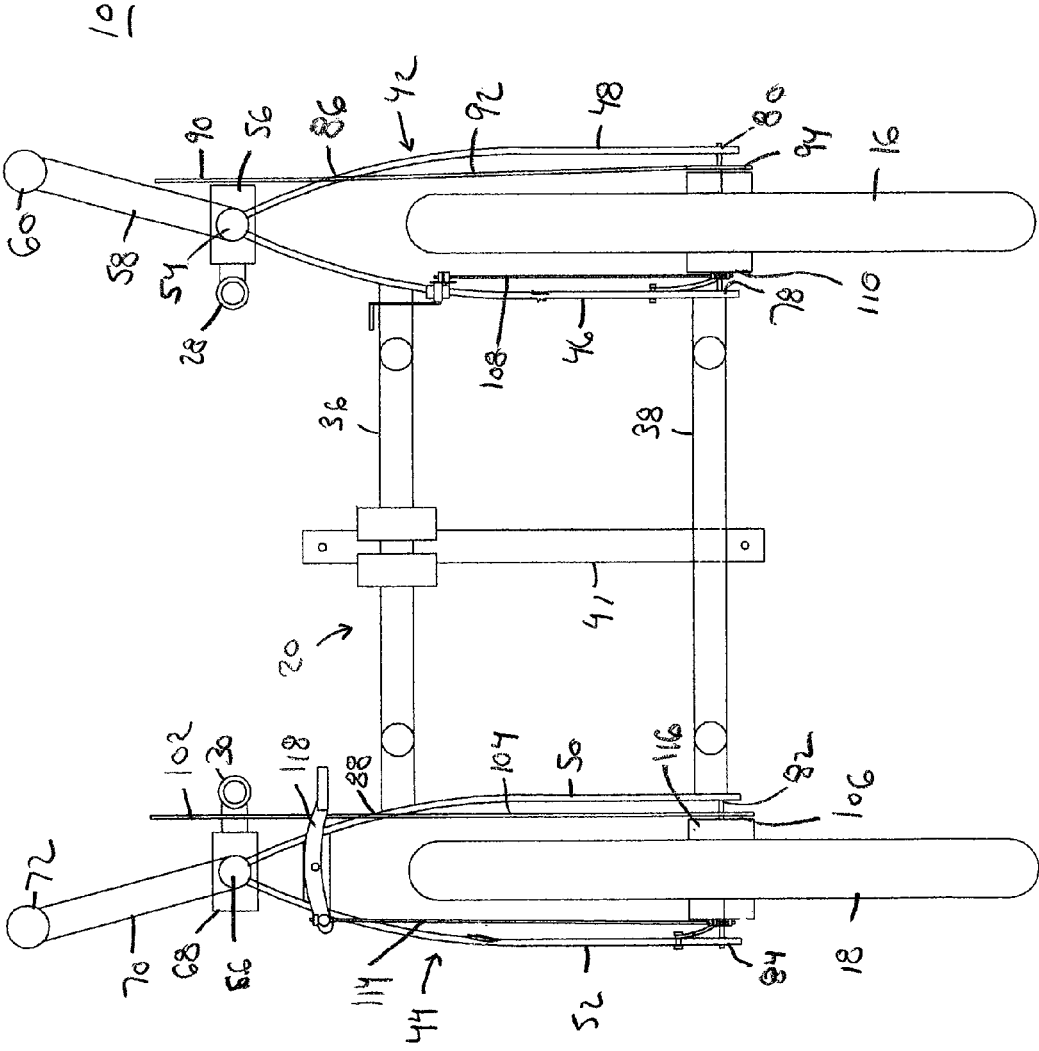


FIG. 2

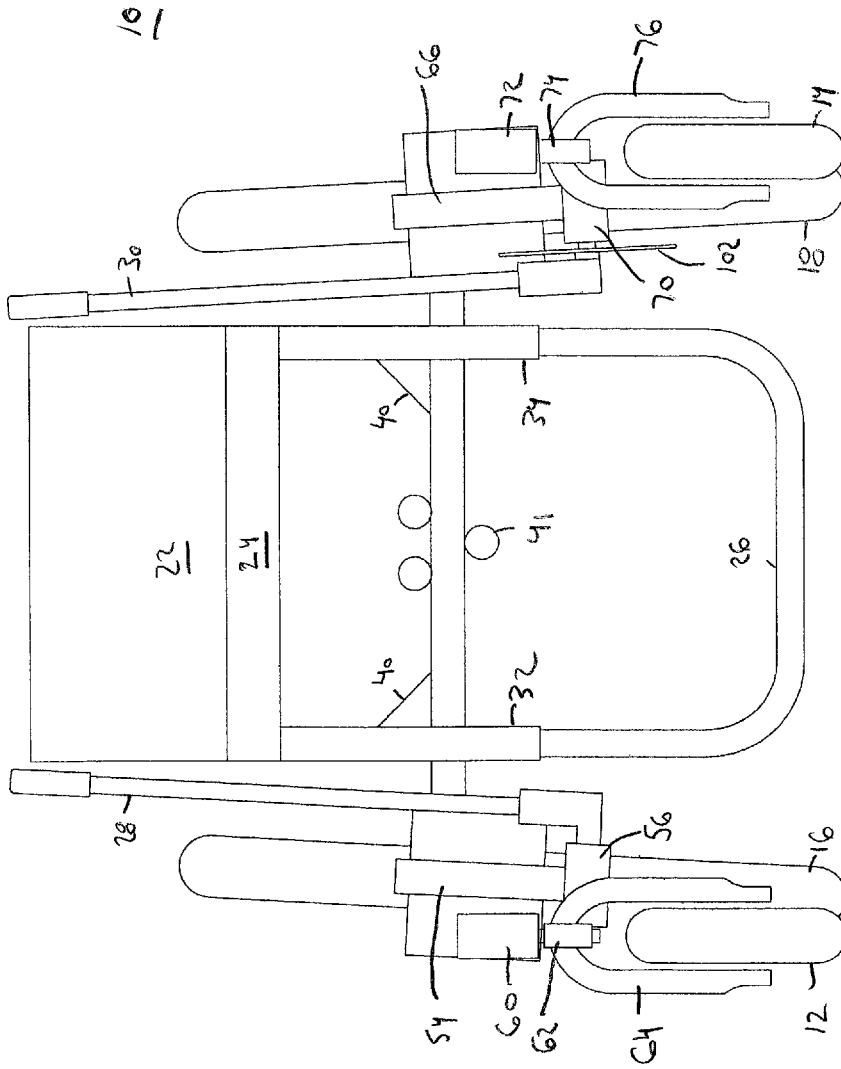


FIG. 3

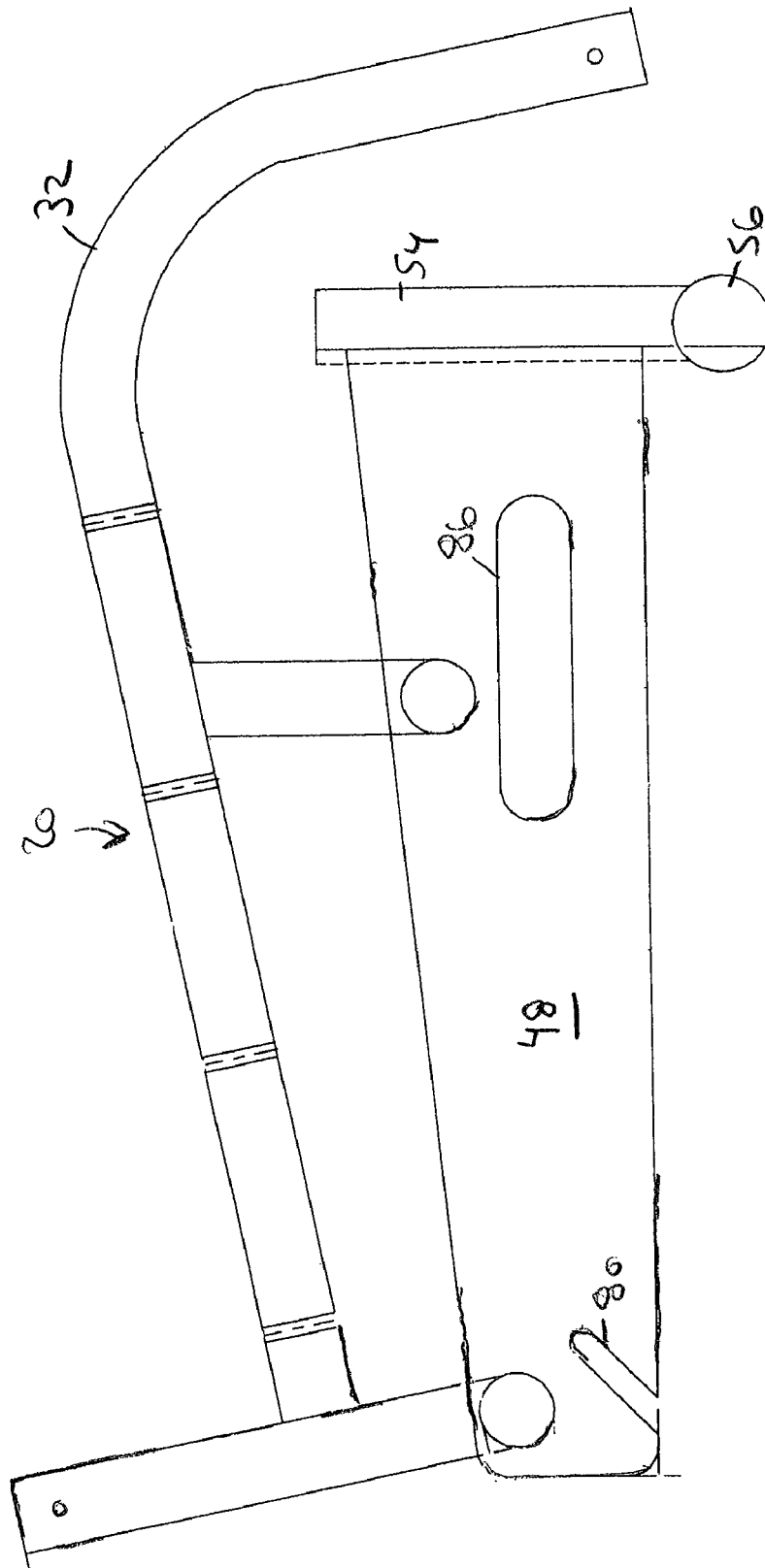


FIG. 4

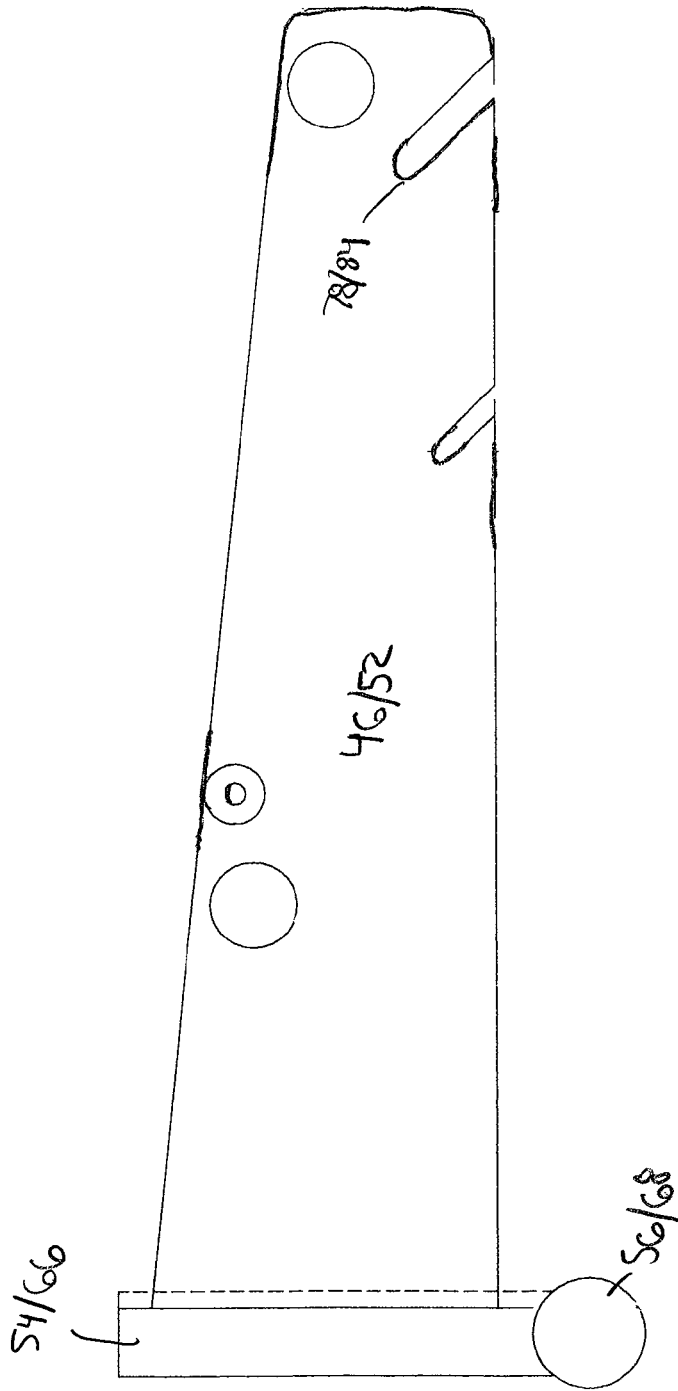


FIG. 5

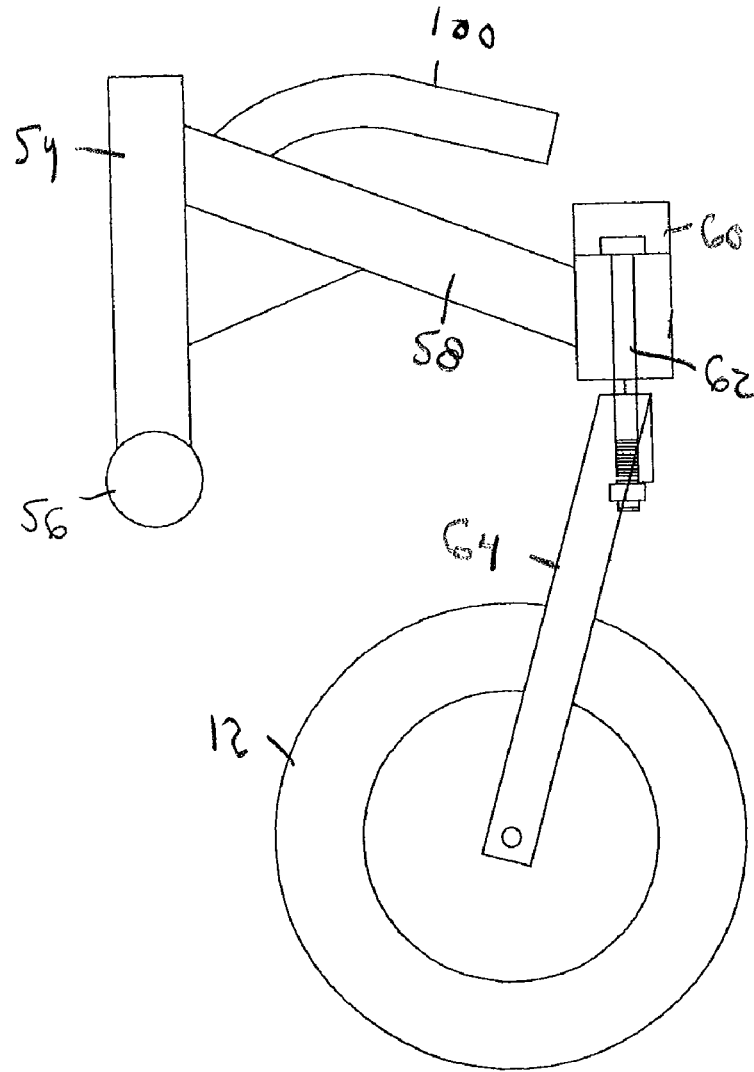


FIG. 6

ALL-TERRAIN WHEELCHAIR**CROSS REFERENCE TO RELATED APPLICATION**

The present application claims the priority benefit of U.S. provisional patent application Ser. No. 60/983,787, filed Oct. 30, 2007, entitled "ALL-TERRAIN WHEELCHAIR" of the same named inventor. The entire contents of that prior application are incorporated herein by reference.

BACKGROUND OF THE INVENTION**1. Field of the Invention**

This invention relates to wheelchairs. More particularly, the present invention relates to wheelchairs suitable for use over a range of terrain conditions.

2. Description of the Prior Art

Individuals constrained to move in wheelchairs often run into obstacles in getting to locations of interest that may be inconvenient, but not restrictive, to others. While certain statutory obligations have eased accessibility restrictions in regard to buildings, walkways and the like, there remain many locations, particularly related to the outdoors, where individuals continue to experience impediments. In fact, there are a wide variety of terrains and conditions that are typically prohibitive to users of conventional wheelchairs and power chairs—especially outdoor environments and elements e.g. forest floors, hilly and rough terrain, ice, snow, mud, and sand. In general, soft terrain can be particularly difficult to manage.

In addition to the limitations of movement associated with outdoor activities, there remain manmade obstacles that either bar access or render the process of access excessively cumbersome. For example, there remain daily manmade obstacles such as curbs and high thresholds. Further, for those individuals without substantial upper body strength and without powered chairs, an array of imposing terrain conditions restrict access to areas of interest. Those without power chairs must move their chairs by placing hand to wheel to cause wheel rotation. Over long trips that can be physically exhausting. Over messy terrain, such as snow, puddles and mud, it can be very messy.

Therefore, what is needed is a wheelchair suitable for use by a broad range of individuals over a wide range of terrain conditions including, but not limited to, outdoor natural terrain.

SUMMARY OF THE INVENTION

The present invention overcomes the limitations associated with existing wheelchairs. In particular, the present invention is an all-terrain wheelchair that is a geared device including push-bar structures to enable individuals of varied physical strength to move the chair along a wide range of terrains, including soft terrain. The push-bars allow the user to establish mobility without hand to wheel interaction. The unique design propels the user forward with a forward motion of the push-bars while pulling back on the push-bars engages a braking system. Turning is achieved with a forward motion on one push-bar and a backward motion on the other push-bar.

The all-terrain chair of the present invention offers the user a multi-speed geared advantage over traditional wheelchairs. Shifting into lower gears for snow, mud, and sand, gives the user the freedom to go where they have not been able to go with traditional wheelchairs. Simply shifting into higher gears allows for movement on pavement and other hard sur-

faces. The push-bars are removable and may therefore be stored so that the chair may be moved using conventional hand-to-wheel pushing.

The all-terrain chair allows the user to manage a wide variety of terrains and conditions that are typically prohibitive to users of conventional wheelchairs and power chairs—especially outdoor environments and elements e.g. forest floors, hilly and rough terrain, ice, snow, mud, and sand. Further, it can be used to overcome many daily obstacles such as curbs and high thresholds. It is advantageous for individuals less upper body and arm strength and function. As a result, it provides for greater, independent participation in outdoor activities such as hiking, hunting, fishing, camping, backpacking, and outdoor photography.

These and other advantages will become apparent upon review of the following detailed description and the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a right side view of the all-terrain wheelchair of the present invention.

FIG. 2 is a top view looking down on the wheelchair with the seat and back removed.

FIG. 3 is a front view of the wheelchair.

FIG. 4 is a side view of a portion of the right side of the wheelchair.

FIG. 5 is a side view of the frame that is the inside of the right side frame and the outside of the left side frame of the wheelchair.

FIG. 6 is a side view of a portion of the right side of the wheelchair showing the front right wheel.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT OF THE INVENTION

An all-terrain wheelchair 10 of the present invention is shown in FIGS. 1-6. The wheelchair 10 includes right and left front wheels 12 and 14, right and left rear wheels 16 and 18, a primary structural frame 20, a back rest 22, a seat 24 and a foot rest 26. The wheelchair 10 also includes a removable right push bar 28 and a removable left push bar 30. The front wheels 12 and 14 are pneumatic or other suitable tires and are sized smaller than the rear wheels 16 and 18. The rear wheels 16 and 18 may also be pneumatic or other suitable tires and make be mounted on spoked rims. The wheelchair 10 is configured to allow the user to generate forward movement using the push bars 28 and 30 rather than through direct hand contact with the rear wheels 16 and 18. The push bars 28 and 30 are coupled to the rear wheels 16 and 18 through independent sprocket-and-chain arrangements configured to enable the user to gain leverage suitable for moving the wheelchair 10 across uneven terrain and through a range of ground surface conditions including mud and snow, for example.

The primary structural frame 20 includes a first primary frame bar 32, a second primary frame bar 34, a first primary cross bar 36 and a second primary cross bar 38. The components of the primary structural frame 20 are preferably fabricated of a high strength, lightweight, corrosion resistant material. Coated aluminum or stainless steel tubing is suitable for this purpose, although the primary structural frame 20 is not limited to fabrication of such materials. The first primary frame bar 32 and the second primary frame bar 34 are curved from a horizontal orientation to a vertical orientation from back to front of the wheelchair 10. The horizontal portions of the pair of primary frame bars 32/34 are configured to support the seat 24 thereon. The first primary cross bar 36 and the

second primary cross bar **38** are connected to the first primary frame bar **32** and the second primary frame bar **34** by stanchions **40** and are further joined together by accessory tube **41**. All components of the primary structural frame **20** may be joined together permanently, such as by welding. Alternatively, some or all of those components may be removably connected together.

The first primary cross bar **36** and the second primary cross bar **38** are also coupled to a right rear wheel frame **42** and a left rear wheel frame **44**. That coupling may be a permanent connection, such as by welding, or it may be a removable coupling. The right rear wheel frame **42** and the left rear wheel frame **44** have a general wishbone configuration but they are not specifically required to be so arranged. The right rear wheel frame **42** includes an inside plate **46** and an outside plate **48**. The left rear wheel frame **44** includes an inside plate **50** and an outside plate **52**. In the embodiment of the wheelchair **10** described herein, the inside plate **46** of the right rear wheel frame **42** has a design equivalent to that of the outside plate **52** of the left rear wheel frame **44**, and the outside plate **48** of the right rear wheel frame **42** has a design equivalent to that of the inside plate **50** of the left rear wheel frame **44**. The invention is not limited thereto. The inside plate **46** of the right rear wheel frame **42** and the inside plate **50** of the left rear wheel frame **44** are both coupled to the first primary cross bar **36** and the second primary cross bar **38**, either permanently or removably.

The right rear wheel frame **42** includes a primary attachment bar **54** that joins the inside plate **46** and the outside plate **48** together. The primary attachment bar **54** of the right rear wheel frame **42** is joined to right front sprocket bar **56**, which extends substantially perpendicular from a bottom end of the primary attachment bar **54**. A right front wheel coupling bar **58** extends downwardly at an angle from a top end of the primary attachment bar **54**. The right front wheel coupling bar **58** terminates at and is joined to a right front wheel fork bearing tube **60**. The right front wheel fork bearing tube **60** includes a port for receiving and releasably retaining therein a fork bolt **62** arranged to removably and rotatably join the primary attachment bar **54** to a right front wheel fork **64**. The right front wheel fork **64** is arranged to receive and retain the right front wheel **12** in a manner that allows its pivotal movement upon turning of the wheelchair **10** in a left or right direction. The right front wheel fork **64** completes the coupling of the right front wheel **12** to the primary structural frame **20** of the wheelchair **10** through the right rear wheel frame **42**.

The left rear wheel frame **44** includes a primary attachment bar **66** that joins the inside plate **50** and the outside plate **52** together. The primary attachment bar **66** of the left rear wheel frame **44** is joined to left front sprocket bar **68**, which extends substantially perpendicular from a bottom end of the primary attachment bar **66**. A left front wheel coupling bar **70** extends downwardly at an angle from a top end of the primary attachment bar **66**. The left front wheel coupling bar **70** terminates at and is joined to a left front wheel fork bearing tube **72**. The left front wheel fork bearing tube **72** includes a port for receiving and releasably retaining therein a fork bolt **74** arranged to removably and rotatably join the primary attachment bar **66** to a left front wheel fork **76**. The left front wheel fork **76** is arranged to receive and retain the left front wheel **14** in a manner that allows its pivotal movement upon turning of the wheelchair **10** in a left or right direction. The left front wheel fork **76** completes the coupling of the left front wheel **14** to the primary structural frame **20** of the wheelchair **10**.

The right rear wheel frame **42** is arranged to rotatably retain the right rear wheel **16** between the inside plate **46** and the

outside plate **48**. The inside plate **46** includes a first right wheel hub slot **78** and the outside plate **48** includes a second right wheel hub slot **80**. Hub slots **78** and **80** are sized and arranged to enable insertion therein of a hub of the right rear wheel **16**, in a configuration resembling that of the rear frame of a bicycle. Similarly, the left rear wheel frame **44** is arranged to rotatably retain the left rear wheel **18** between the inside plate **50** and the outside plate **52**. The inside plate **50** includes a first left wheel hub slot **82** and the outside plate **52** includes a second left wheel hub slot **84**. Hub slots **82** and **84** are sized and arranged to enable insertion therein of a hub of the left rear wheel **18**, again, in a configuration resembling that of the rear frame of a bicycle.

The outside plate **48** of the right rear wheel frame **42** also includes a right chain slot **86**. Similarly, the inside plate **50** of the left rear wheel frame **44** includes a left chain slot **88**. The wheelchair **10** is configured so that the right push bar **28** may be actuated manually to move the right side wheels and the left push bar **30** may be actuated manually to move the left side wheels, so that the two sides may be moved in unison for straight ahead movement or they may be moved independent of one another to enable left turning (moving the right side only) or right turning (moving the left side only). Specifically, the user pushes the right push bar **28** forward and pulls the left push bar **30** backward to cause movement of the right side of the wheelchair **10** while the left side remains braked, causing leftward movement of the wheelchair **10**. Similarly, the user pushes the left push bar **30** forward and pulls the right push bar **28** backward to cause movement of the left side of the wheelchair **10** while the right side remains braked, causing rightward movement of the wheelchair **10**.

The flexibility of movement is achieved by having separate left and right actuation mechanisms. The right side mechanism includes the right push bar **28** coupled to right front sprocket bar **56**, right front sprocket **90** coupled to the right push bar **28** through right front sprocket bar **56**, right chain **92**, and right internal hub gear **94** coupled to the right front sprocket **90** by right chain **92**. The right push bar **28** is a shaft insertable into a tube. The right front sprocket bar **56** is a tube that includes a bearing therein to which the shaft of the right push bar **28** is removably connected. The right chain **92** passes from the outside of outside plate **48** of right rear wheel frame **42** to the inside thereof through right chain slot **86**. The right rear hub gear **94** forms part of the hub of the right rear wheel **16** and is preferably a multi-gear but is not limited thereto. The right rear hub gear **94** also includes an associated drum brake. The position of the right rear hub gear **94**, and therefore the gearing or leverage provided by the movement of the right push bar **28** is modified by right gear adjustment cable **98**. The right gear adjustment cable **98** is modified by right gear shifter **100**, which may be a rotatable index shifter, as shown. In operation, the user pushes the right push bar **28** forward, which causes forward rotation of the right front sprocket **90**, corresponding forward rotation of the right chain **92** and the right rear hub gear **94**, culminating in forward rotation of the right rear wheel **16**.

The left side mechanism functions in a similar manner. It includes the left push bar **30** coupled to left front sprocket bar **68**, left front sprocket **102** coupled to the left push bar **30** through left front sprocket bar **68**, left chain **104**, and left internal hub gear **106** coupled to the left front sprocket **102** by left chain **104**. The left push bar **30** is a shaft insertable into a tube. The left front sprocket bar **68** is a tube that includes a bearing therein to which the shaft of the left push bar **30** is removably connected. The left chain **104** passes from the inside of inside plate **52** of left rear wheel frame **44** to the outside thereof through left chain slot **88**. The left rear hub

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gear **106** forms part of the hub of the left rear wheel **18** and is preferably a multi-gear hub but is not limited thereto. The left rear hub gear **106** also includes an associated drum brake. The position of the left rear hub gear, and therefore the gearing or leverage provided by the movement of the left push bar **30** is modified by a left gear adjustment cable (not shown). The left gear adjustment cable is modified by a left gear shifter (not shown), which may be a rotatable index shifter, as shown. In operation, the user pushes the left push bar **30** forward, which causes forward rotation of the left front sprocket **102**, corresponding forward rotation of the left chain **104** and the left rear hub gear **106**, culminating in forward rotation of the left rear wheel **18**. It is to be understood that the left gear adjustment cable and the left gear shifter are the same as the right gear adjustment cable **98** and the right gear shifter **100**, but are simply not shown to aid in viewing of other components of the wheelchair **10**.

With continuing reference to FIGS. **2** and **3**, the wheelchair **10** further includes a pair of brake rods associated with the respective ones of the right rear wheel **12** and the left rear wheel **14**. Specifically, the right side of the wheelchair **10** includes a right brake rod **108** that is coupled to right rear hub **110** of the right rear wheel **16**. The right brake rod **108** includes brake lever arm **112** that is coupled to the right push bar **28**. When pulling back on the right push bar **28**, the user actuates the brake lever arm **112**, causing the right brake rod **108** to halt forward movement of right rear hub gear **94** and, therefore, forward movement of right rear wheel **16**. Similarly, the left side of the wheelchair **10** includes a left brake rod **114** that is coupled to left rear hub **116** of the left rear wheel **18**. The left brake rod **114** includes a brake lever arm (not shown) that is coupled to the left push bar **30** through left rocker arm **118**. The right side of the wheelchair **10** has a similar rocker arm arrangement that is omitted only for the purpose of enabling the viewing of other components of the wheelchair **10**. When pulling back on the left push bar **30**, the user actuates the left side brake lever arm, causing the left brake rod **114** to halt forward movement of left rear hub gear **106** and, therefore, forward movement of left rear wheel **18**.

The all-terrain wheelchair **10** of the present invention is propelled with two removable push bars, one located on each side of the wheelchair seat. The push bars are insertable into tubes that are in turn attached to shafts that are attached to sprockets. Each shaft passes through a tube that terminates with a bearing at the end of the tube. A chain extends from each sprocket through a slot in a wheel frame to an internal multi-gear hub with associated drum brake, which hub is preferably located behind the seat. Each push bar works independently of the other, thereby allowing the user to steer the wheelchair by braking on one hub and propelling on the other. Gears are changed by speed shifters mounted on tubes that are each mounted on left and right extension tubes. Pneumatic or other suitable tires are mounted on rims that are mounted to left and right front forks. Multi-speed hubs are mounted to the rims. The all-terrain wheelchair **10** may be formed with large steel tubing for frames, all joints are preferably welded, the bearings and gearing are preferably sealed, and the plate steel back and seat are preferably welded. As noted, it is to be understood that the invention may be made in other ways with other materials and other means of attaching, enclosing and the like.

In operation, a user maneuvers the all-terrain wheelchair **10** as follows. Pulling back on the push bars **28/30** pivots brake levers that, in turn, pull the brake rods so as to effect engagement of the brake. Pushing forward on the push bars **28/30** engages the chain on the sprocket at a selectable gear ratio dependent upon the underlying terrain and the physical

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capability of the user. The all-terrain wheelchair **10** includes wheelchair foot rests and a back rest that may be adjusted in modifiable increments. The wheelchair frame height may be standard or selectable, and the width of the wheelchair **10** may be adjusted through shortening or lengthening attached cross bars. The all-terrain wheelchair **10** additionally optionally includes one or more accessory receivers, such as gun or fishing rod receptacles.

Advantageous features of the invention include, but may not be limited to the following, all of which distinguish the present invention from commercially available existing manual wheelchairs. First, a substantial mechanical advantage over a range of terrains and activities is provided with the conveniently controllable gearing arrangement and push bars described. Second, gears. Second, the multi-gear rear hubs can be easily engaged while at a standstill—no movement required as with a derailleur system. Third, the removable push bars **28/30**, either or both of which may be deployed and independently operated, can be used as the drive system as an alternative to conventional hand-to-wheel propulsion. Fourth, the wheelchair **10** allows the user to push forward on the push bars **28/30** to drive the wheelchair **10** forward, and to pull back on those same push bars **28/30** to engage the brake drums.

These features provide, but are not limited to, the following useful advantages for the user. First, the wheelchair **10** provides stability in that it is significantly less likely to tip over than conventional chairs, particularly having a low center of gravity and desirable axle placement through the arrangement of the primary frame **20**. Second, the rear wheels **16/18** may be cambered and configured with large, wide, aggressively treaded pneumatic tires, and the front wheels **12** and **14** may be configured with caster tires to aid in movement over varied terrains. Third, the wheelchair **10** may include a stability bar as part of the primary frame **20**, which stability bar is attachable to the rear portion of the wheelchair **10** to minimize unintended rearward tipping.

One or more example embodiments to help illustrate the invention have been described. Nevertheless, it will be understood that various modifications may be made without departing from the spirit and scope of the invention. Accordingly, other embodiments are within the scope of the claims appended hereto.

What is claimed is:

1. An all-terrain wheelchair comprising:
 - a. a primary frame;
 - b. a right rear wheel frame connected to the primary frame;
 - c. a left rear wheel frame connected to the primary frame;
 - d. a right rear wheel including an internally geared hub, the right rear wheel releasably retained in the right rear wheel frame;
 - e. a left rear wheel including an internally geared hub, the left rear wheel releasably retained in the left rear wheel frame;
 - f. a right front sprocket coupled to the internally geared hub of the right rear wheel;
 - g. a left front sprocket coupled to the internally geared hub of the left rear wheel;
 - h. a right push bar coupled to the right front sprocket and arranged to actuate movement and braking of the right rear wheel; and
 - i. a left push bar coupled to the left front sprocket and arranged to actuate movement and braking of the left rear wheel, wherein the right push bar and the left push bar are independently operable.

2. The all-terrain wheelchair of claim 1 wherein the internally geared hub of the right wheel is a multi-gear hub and the internally geared hub of the left wheel is a multi-gear hub.

3. The all-terrain wheelchair of claim 2 further comprising a right gear shifter coupled to the multi-gear hub of the right rear wheel and a left gear shifter coupled to the multi-gear hub of the left rear wheel.

4. The all-terrain wheelchair of claim 1 wherein the right front sprocket is coupled to the internally geared hub of the right rear wheel by a right chain and the left front sprocket is coupled to the internally geared hub of the left rear wheel by a left chain.

5. The all-terrain wheelchair of claim 1 wherein the right rear wheel frame includes an inside plate and an outside plate, wherein the right front sprocket is coupled to the internally geared hub of the right rear wheel through the outside plate of the right rear wheel frame.

6. The all-terrain wheelchair of claim 5 wherein the left rear wheel frame includes an inside plate and an outside plate, wherein the left front sprocket is coupled to the internally geared hub of the left rear wheel through the inside plate of the left rear wheel frame.

7. The all-terrain wheelchair of claim 1 further comprising:
- a. a right front wheel;
 - b. a left front wheel;
 - c. a right front wheel coupling bar arranged to couple the right front wheel to the right rear wheel frame; and
 - d. a left front wheel coupling bar arranged to couple the left front wheel to the left rear wheel frame.

8. The all-terrain wheelchair of claim 7 further comprising a right front wheel fork joining the right front wheel to the right front wheel coupling bar, and a left front wheel fork joining the left front wheel to the left front wheel coupling bar.

9. The all-terrain wheelchair of claim 1 wherein the right rear wheel and the left rear wheel include pneumatic tires selected to withstand rough terrain loading.

10. The all-terrain wheelchair of claim 9 wherein the right rear wheel and the left rear wheel are cambered.

11. The all-terrain wheelchair of claim 1 further comprising an accessory tube affixed to the primary frame, wherein the accessory tube is arranged to removably retain therein a selectable one or more accessories.

12. The all-terrain wheelchair of claim 1 wherein the right push bar and the left push bar are removable.

13. The all-terrain wheelchair of claim 1 further comprising a drum brake associated with the internally geared hub of the right rear wheel and a separate drum brake associated with the internally geared hub of the left rear wheel.

14. The all-terrain wheelchair of claim 13 arranged so that the right rear wheel may be rotated or braked independent of the rotation or braking of the left rear wheel.

15. An all-terrain wheelchair comprising:
- a. a primary frame;
 - b. a right rear wheel frame connected to the primary frame;
 - c. a left rear wheel frame connected to the primary frame;
 - d. a right rear wheel including an internally geared hub, the right rear wheel releasably retained in the right rear wheel frame;
 - e. a left rear wheel including an internally geared hub, the left rear wheel releasably retained in the left rear wheel frame;
 - f. a right front sprocket coupled to the internally geared hub of the right rear wheel;
 - g. a left front sprocket coupled to the internally geared hub of the left rear wheel;
 - h. a right push bar coupled to the right front sprocket and arranged to actuate movement and braking of the right rear wheel; and
 - i. a left push bar coupled to the left front sprocket and arranged to actuate movement and braking of the left rear wheel, wherein the right push bar and the left push bar are independently operable,

wherein the right rear wheel frame includes an inside plate and an outside plate, wherein the right front sprocket is coupled to the internally geared hub of the right rear wheel through the outside plate of the right rear wheel frame.

16. The all-terrain wheelchair of claim 15 wherein the right rear wheel frame includes an inside plate and an outside plate, wherein the right front sprocket is coupled to the internally geared hub of the right rear wheel through the outside plate of the right rear wheel frame.

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