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(71) Applicant: **KEGRESSE ADOLPHE.**

(72) Inventor: **KEGRESSE ADOLPHE ().**

(54) **VEHICLE RUNNING TREAD**

(57) **Abstract:**

(54) **SURFACE PORTANTE DE VOITURE**

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Persons skilled in the art are aware that, in order that a trailer be adapted to be run at high speed, an essential is that it is endowed with certain conditions as to resiliency, the latter being obtained by means of the wheels and of the suspension thereof.

There are at present throughout the world many trailers that do not meet such requirements and which, owing to this fact, are unserviceable for hooking up to high speed motor tractors. By far the greater part of the Army matériel at present in existence is in this plight, especially Artillery.

The object of my invention is to provide a removable running tread adapted for rapid fitting on such trailers and calculated to enable them to be dragged along without any inconvenience at the travelling speed of modern motor tractors.

In order to make the gist of my invention more clearly understood, I have illustrated an embodiment thereof in and by a drawing appended hereto and wherein:

Figure 1 shows in elevation a device according to my invention, the wheel of the trailer being taken away;

Figure 2 is a plane view thereof;

Figure 3 is a profile view, with half-section through A-B of figure 1;

On all figures the trailer is represented by a rectangular case 1 resting directly upon an axle 2 the ends of which receive ordinary wheels 3.

As will be apparent said vehicle has no suspension and, therefore, cannot be dragged along at high speed.

The contrivances which are the object of my invention and which will enable such a trailer to be dragged along at high speed are composed of two similar devices, that is to say one for each of the wheels 3 of the trailer.

Each device comprises a strut 4 (Figures 1 and 3) mounted on the axle 1 by the side of the wheel 3. The lower part of said strut 4 carries an articulation 5 (Figures 1 and 3) serving as a pivot for two parallel springs 6 between the ends of which are mounted two wheels 7, ^{which} may be rubber-tyred.

⁺ The whole ⁺ arranged that, the device being in position, the wheels 3 of the trailer will be lifted a few centimeters above the ground.

Strut 4 is rendered integral with the trailer by any suitable means, such means being, in the example shown, two tierods 8 (figures 1 and 3)

The operation of the above described system will be realized at a glance; wheels 7, which may be rubber-tyred, on being lifted by ground unevennesses, will take action on springs 6 thereby transmitting through struts 4 damped shocks to the trailer. Articulation 5 will permit wheels 7 to move in the vertical plane independently from one another and still more to reduce the value of the shocks received by wheels 7 and transmitted to the axle of the trailer through strut 4. The latter may be removably mounted either on the very axle of the trailer, as per the example illustrated, or in any other manner without altering the character of my invention.

It will be noticed that said device will improve the trailer's travelling over all and any ground.

On hard ground, wheels 7 and springs 6 will meet requirements as to resiliency and or responsivity necessary for high speeds.

On soft ground, wheels 7 will sink a few centimeters until wheels 3 of the trailer bear in their turn. There will thus be obtained a broad bearing surface that will limit sinking and consequently facilitate rolling along⁺ the whole.

The foregoing descriptions are diagrammatical like the drawings. Obviously many modifications of the device can be devised without departing from the scope of my invention.

For instance, the parallel springs 6 can well be replaced by rigid balks, the resilient system being then constituted by one or a plurality of coil springs located either inside or outside strut 4 and the articulation 5 being formed by the head of a piston plunging into strut 4.

Moreover, in certain cases, a trailer equipped with a running tread as above described could do without its ordinary wheels at all. It would then be possible to mount the running tread on the axle in the place of the ordinary wheels. Obviously, however, there would no more be obtained, in such a case, the benefit of so broad a bearing surface over soft ground.

It should yet be remarked that, the wheels of the trailer being done away with, the available space would be much larger, while encumbrance would remain the same, and would permit the axle of the trailer to be fitted with a device as hereinbefore described having wheels of greater diameter and of stouter section.

Having now particularly ascertained and described the nature of my said invention as well as the manner in which the same is to be performed, I declare that what I claim is :

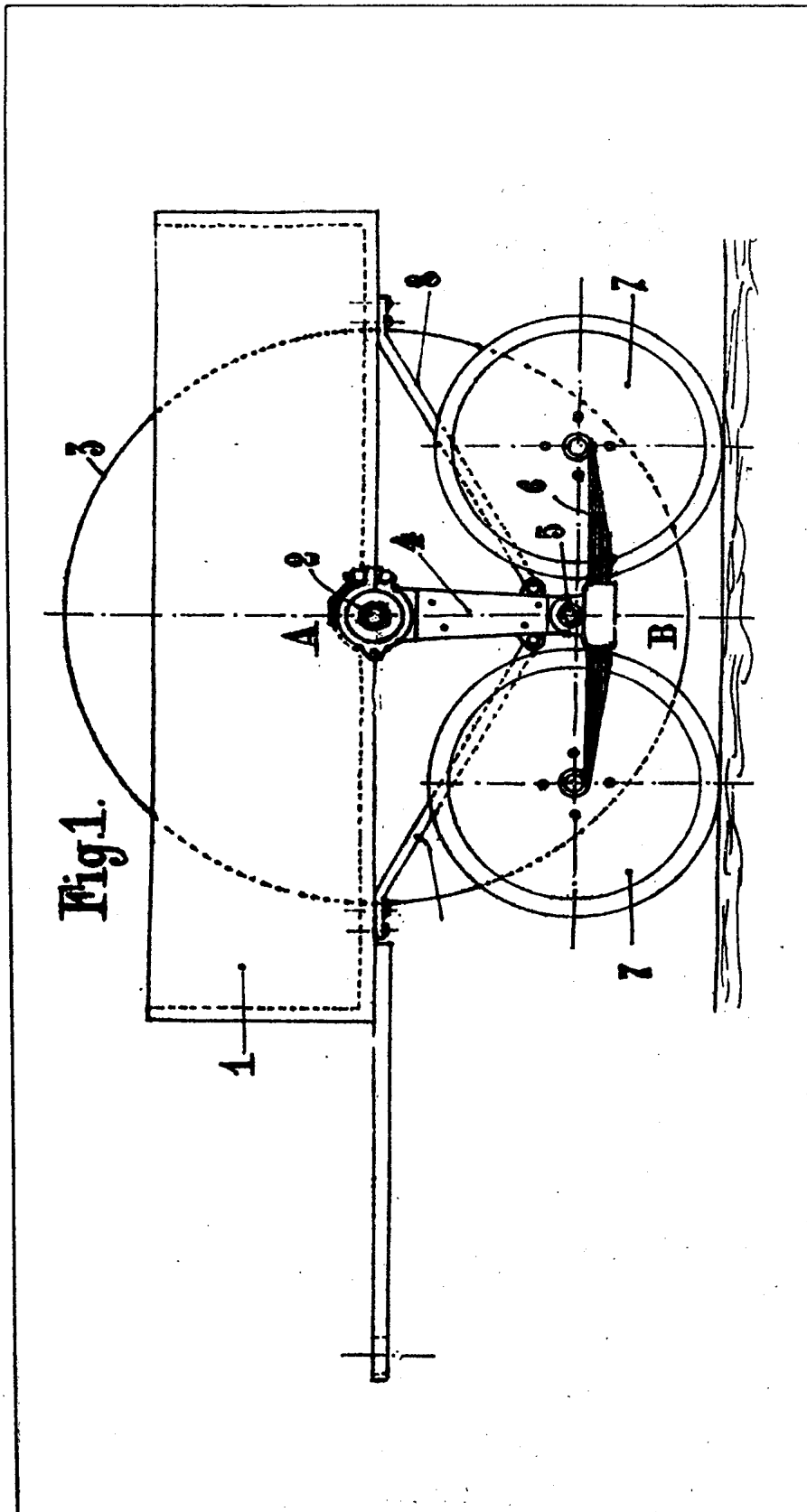
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1. A running tread of the character described for non-suspended vehicles, comprising struts secured to the axle of a non-suspended vehicle, pivoted means for yieldingly supporting a pair of wheels on each strut, and means for tying together and to the vehicles the said struts, the regular wheels of the vehicle being retained to help carrying the load over soft ground and in slightly elevated position from the auxiliary wheels.

2. A running tread for normally non-suspended vehicles, comprising struts secured to the axle of said vehicle, a rocking beam pivoted to said struts, a pair of wheels supported at each end of the beam, and stretchers secured to the lower part of the struts and to the vehicle, the regular wheels thereof being retained.

B

3. A running tread for improving non-suspended vehicles, comprising struts secured to the axle of a vehicle between the wheels thereof and said vehicle, a rocking beam pivoted to the lower part of said struts, flat springs extending from the rocking beam, a wheel supported at each end of the strings, and stretchers secured to the lower part of the strut adjacent the pivoted beam and to the trailer of the vehicle, the wheels of said vehicle being retained along with the auxiliary wheels to carry the load over soft ground.



Certified to be the drawings referred to
in the specification hereunto annexed.
MONTREAL, April 16th, 1928.

INVENTOR:

ADOLPHE KEGRESSER.

By

Harini Mario

Attorneys.

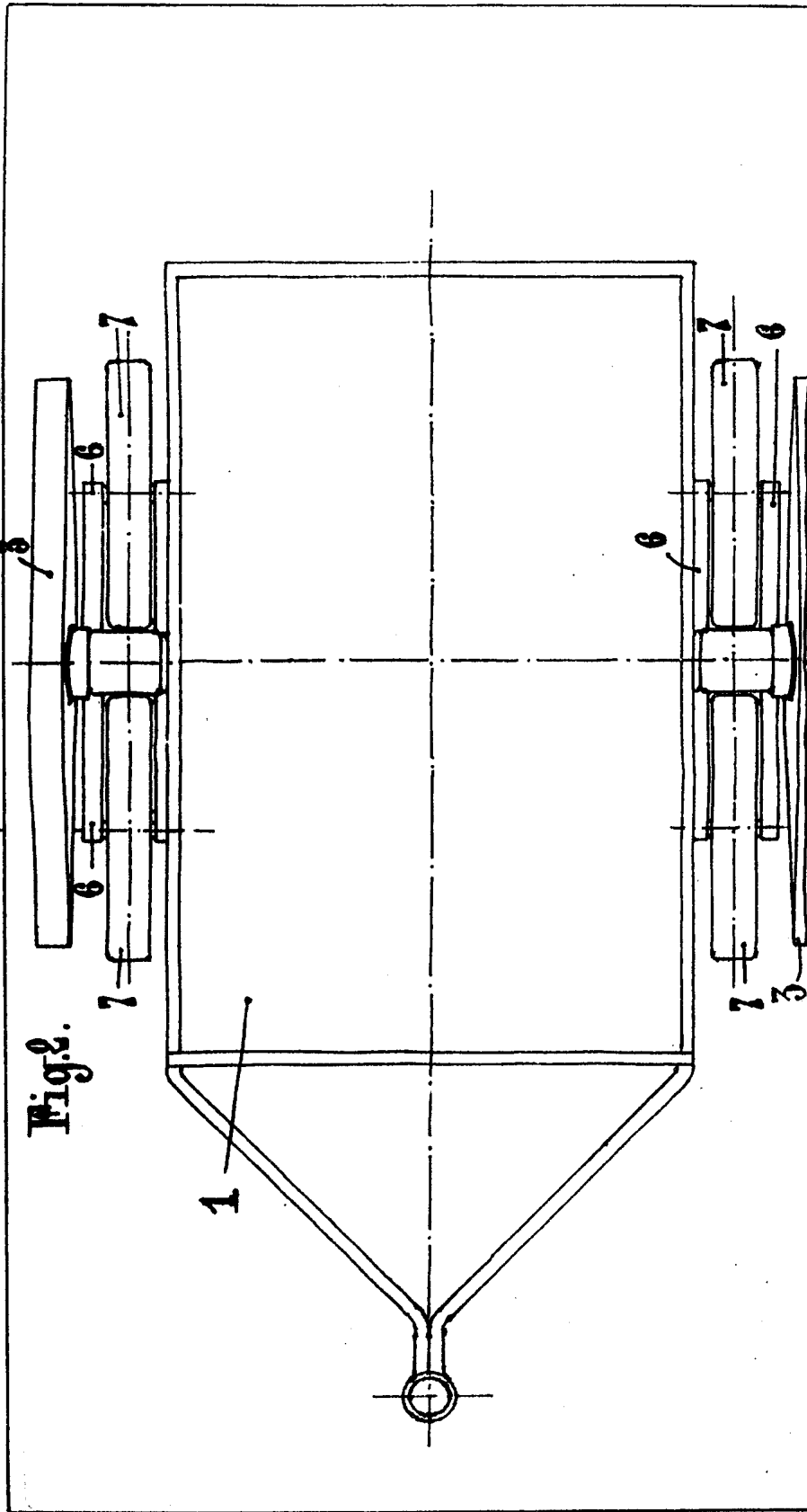
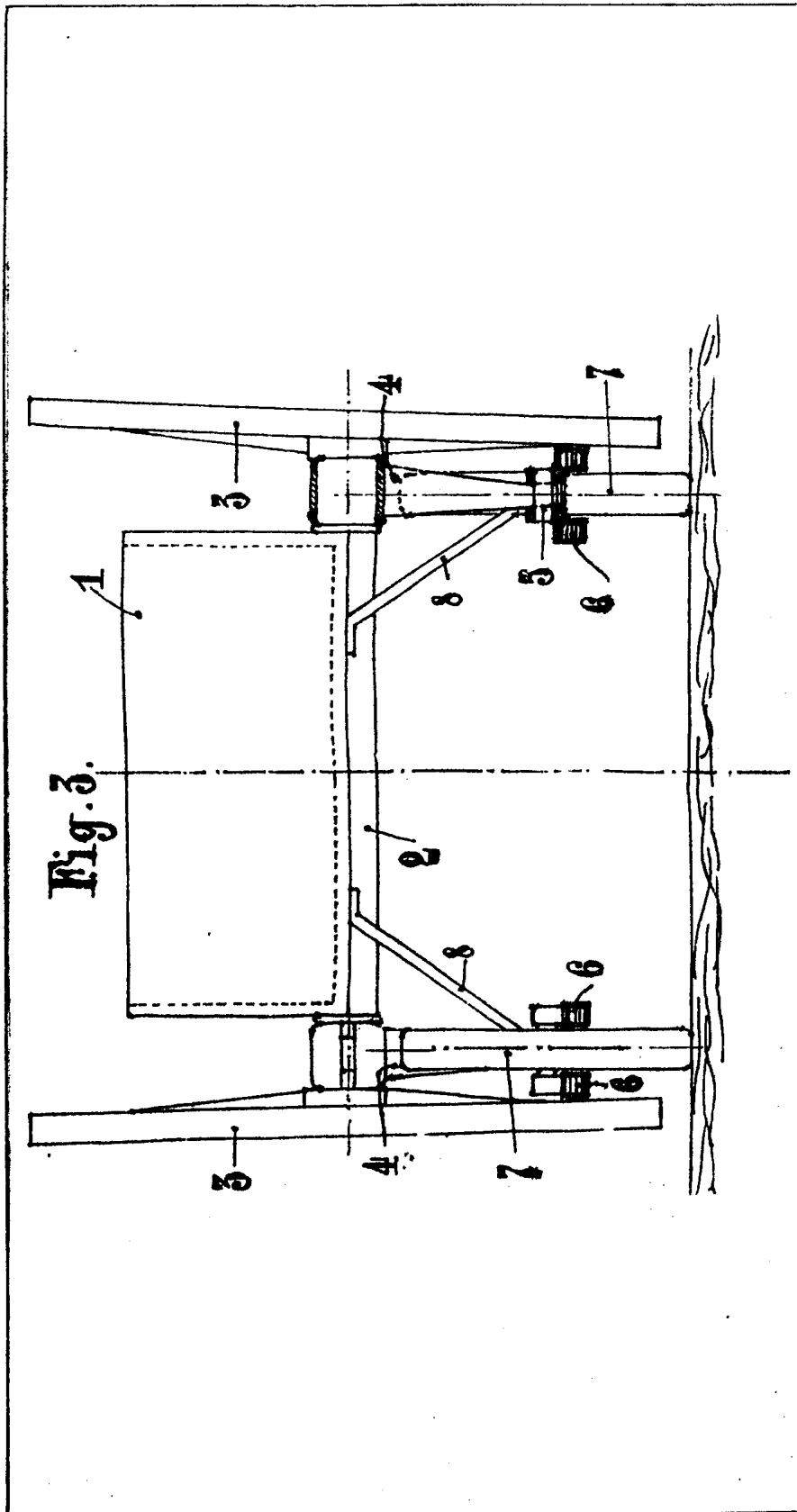


Fig. 2.

INVENTOR:

Certified to be the drawings referred to ADOLPHE KEGRESSE.
in the specification hereunto annexed.- By
MONTREAL, April 16th, 1928.-

Marin Marin
Attorneys.



Certified to be the drawings referred to
in the specification hereunto annexed.--
MONTREAL, April 16th, 1928.

INVENTOR:

ADOLPHE KEGRESSE.-

By

Maxim Marin
Attorneys.