

# PATENT SPECIFICATION

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333,808



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## COMPLETE SPECIFICATION.

### Improvements in or relating to Shock Absorbers or Safety Appliances for Vehicles.

I, ADOLPHE KEGRESSE, a French Citizen, of 156, rue Armand Silvestre, Courbevoie (Seine), France, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

A vehicle intended for running on all kinds of ground must encounter obstacles, such as small water channels, slopes and the like. With such a vehicle with front wheel steering, the impacts due to ground unevennesses are imparted to the front wheels.

In cross-country running, obstacles occur such as big stones, stumps of trees and like projections of all kinds, which may cause serious damage to the vehicle and particularly to the front axle or the bottom of the gear casing of the engine.

It has been proposed to place a non-rotatable roll of buffer material in front of the front wheels of a vehicle, the centre of the roll being located above the centre of the front wheels.

According to the present invention the roller is made rotatable.

When an obstacle is encountered, for example a slope, the latter will be engaged by the rotatable roller, before it is touched by the steering wheels. Moreover, for instance, if a big stone stands in the way, the lower portion of the rotatable roller will engage the stone sooner than the front axle, thus relieving the latter from injurious sudden impact.

In the accompanying drawing:—

Figure 1 is an elevation of the proposed device, and

Figure 2 is a plan of the same.

It will be appreciated that the Figures represent the front portion of an ordinary motor car which may be driven by a wheel or continuous track system arranged at the rear of the vehicle.

Rigidly secured between the front ends of the frame 1 is a shaft 2 which may be used as a bracing member for the frame. Loosely mounted upon said shaft 2 is a large-diameter roller 3 made of metal, wood or other material.

The roller is so arranged that its centre of gravity is located above and in front of the axis of the front wheels.

In order to provide for lighter impacts, the roller may be of a yielding construction or the axle thereof can be yieldingly mounted in the frame by known means.

Thus for example the solid sides of the roller may be replaced by helical springs or the centre part of the sides may be made of resilient material. Further, the shaft 2 may be mounted in resilient bearings.

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

1. A buffer roller for road vehicles characterised by a rotatable roller having its centre of rotation located above and in front of the centres of the front wheels, for the purpose described.

2. A buffer roller for road vehicles as claimed in Claim 1, mounted upon a stationary shaft between the side members of the frame which shaft acts also as a bracing member for the frame itself.

3. The buffer roller device as claimed in Claims 1 and 2 yieldingly mounted.

4. The buffer roller device substantially as described or substantially as shown in the accompanying drawing.

Dated this 26th day of October, 1929.

ADOLPHE KEGRESSE,

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*[This Drawing is a reproduction of the Original on a reduced scale.]*

