

PATENT SPECIFICATION



Convention Date (France) : Dec. 8, 1927. 292,440

Application Date (in United Kingdom) : Feb. 21, 1928. No. 5522/28.

(Patent of Addition to No. 285,047. Convention Date (France) : Feb. 9, 1927.)

Complete Accepted : June 21, 1928.

COMPLETE SPECIFICATION.

Improvements in or relating to Endless Tracks for Vehicles.

I, ADOLPHE KEGRESSE, of Suresnes, Seine, France, a French citizen, 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:—

This invention relates to improvements in or modifications of the flexible endless track with removable elements which forms the subject-matter of Specification No. 285,047.

The improvements are characterised in that the endless belt is provided with a treadway for the rollers, forming an extra thickness, centrally and continuously running on the inner face and along the whole length of the belt, the said thickness being narrower than the belt itself.

In the drawing appended hereto:

Figure 1 is a general view in elevation of the proposed arrangements;

Figure 2 is a cross-section;

Figures 3 and 4 are top and bottom plans of the novel arrangements.

In all the figures, 1 denotes the flexible belt constituted either by rubberised canvas, or by a flexible metal ribbon, or by cables encased or not with rubber or by any other means.

On the inner side there is provided along the flexible belt an extra thickness 2 that serves as a treadway for the vehicle-carrying rollers. As will be more particularly seen from the section of Figure 2, said extra thickness does not extend over the whole width of the belt but is limited to approximately the width of the carrier rollers 3 (Figures 1 and 2). There is thus obtained a treadway, the eventual wear and tear of which will not affect the core proper of the belt.

According to a further feature of this invention, the drive is operated by devices based on the principle of Specification No. 285,047 hereinbefore referred to, but carried out in a different manner. As will be apparent from the figures, the teeth are constituted in the present case by independent little blocks 4 made of suitable material, such as steel, wood, hardened rubber or agglomerated material. Said blocks are secured to the

endless belt by means of bolts 5 passed through said belt, as well as through small plates 6 (Figures 2 and 3) whereon the head or the nut of the bolt bears.

It should be noted that, as in the Specification hereinbefore referred to, each small plate carries two teeth, one at each of its ends. Said teeth are positioned on one and the same line as the central bolt that secures the guiding bead (as in the specification above-mentioned).

Of course, the teeth are suitably shaped in order to ensure proper meshing with the driving pulley designed for that purpose.

According to the specification hereinbefore referred to, the small plates 6 have two flanges (Figures 1 and 2 of said specification) between which the endless belt fits in. Said belt is therefore bounded transversely by the small plates.

According to a further feature of this invention, however, and as may mainly be seen from Figure 2, there is no ledge laterally adjoining the belt. On the contrary, the flange concerned is turned down outwardly at 7 (Figure 2), that is to say, on the side opposite the belt, the latter being, therefore, laterally free.

This particular point, which may appear to be trifling, is, however, of great practical importance. In the arrangement of the specification hereinbefore referred to, there is, on winding around the pulleys, friction between the edges of the belt and the flange of the small plates, whereby said belt becomes prematurely worn, and some play is caused between the flanges of the small plates and the belt. On bad ground, i.e. sand, mud, etc. said play causes particles thereof to find their way between the small plates and the belt. Once they have entered said particles can move out only with difficulty, always on account of the flange referred to, and, as will be readily understood, have a disastrous action on the preservation of the endless belt.

Furthermore, the outwardly-bent flange, as in this invention, braces the ends of the grip ribs of the small plates, thereby permitting the latter to be made lighter.

As will be apparent, the modification to

the said plates made by this invention does away with a serious defect while permitting of a reduction in weight.

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. Improvements in flexible endless tracks for vehicles with removable elements and positive drive, as described in Specification No. 285,047, characterised in that the endless belt is provided with a treadway for the rollers, forming an extra thickness, centrally and continuously running on the inner face and along the whole length of the belt, the said thickness being narrower than the belt itself.

2. An endless track for vehicles as claimed in Claim 1, characterised by the fact that the double-toothed driving gear is made with removable teeth of suitable material, secured inside the belt by a bolt

that assembles together the tooth, the belt and the small plate carrying the ground tread plates, one tooth on each side being secured on the same line perpendicular to the main axis of the belt and passing through the axis of the bolt that secured the guiding beads and the tread plates.

3. An endless track for vehicles as claimed in Claims 1 and 2, characterised by the fact that the extreme flanges of the small plates are bent towards the outside of the track thereby bracing the transverse ribs of the plates.

4. The endless track for vehicles substantially as described or substantially as illustrated in the accompanying drawings.

Dated this 16th day of February, 1928.

ADOLPHE KEGRESSE,
Per Boulton, Wade & Tennant,
111/112, Hatton Garden, London,
E.C.,
Chartered Patent Agents.

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

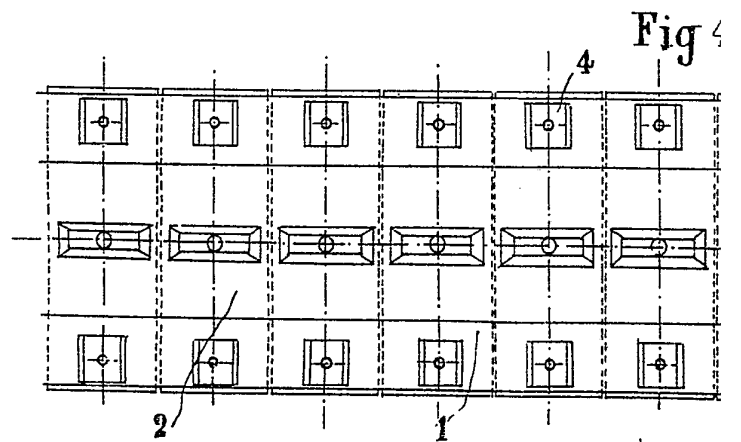
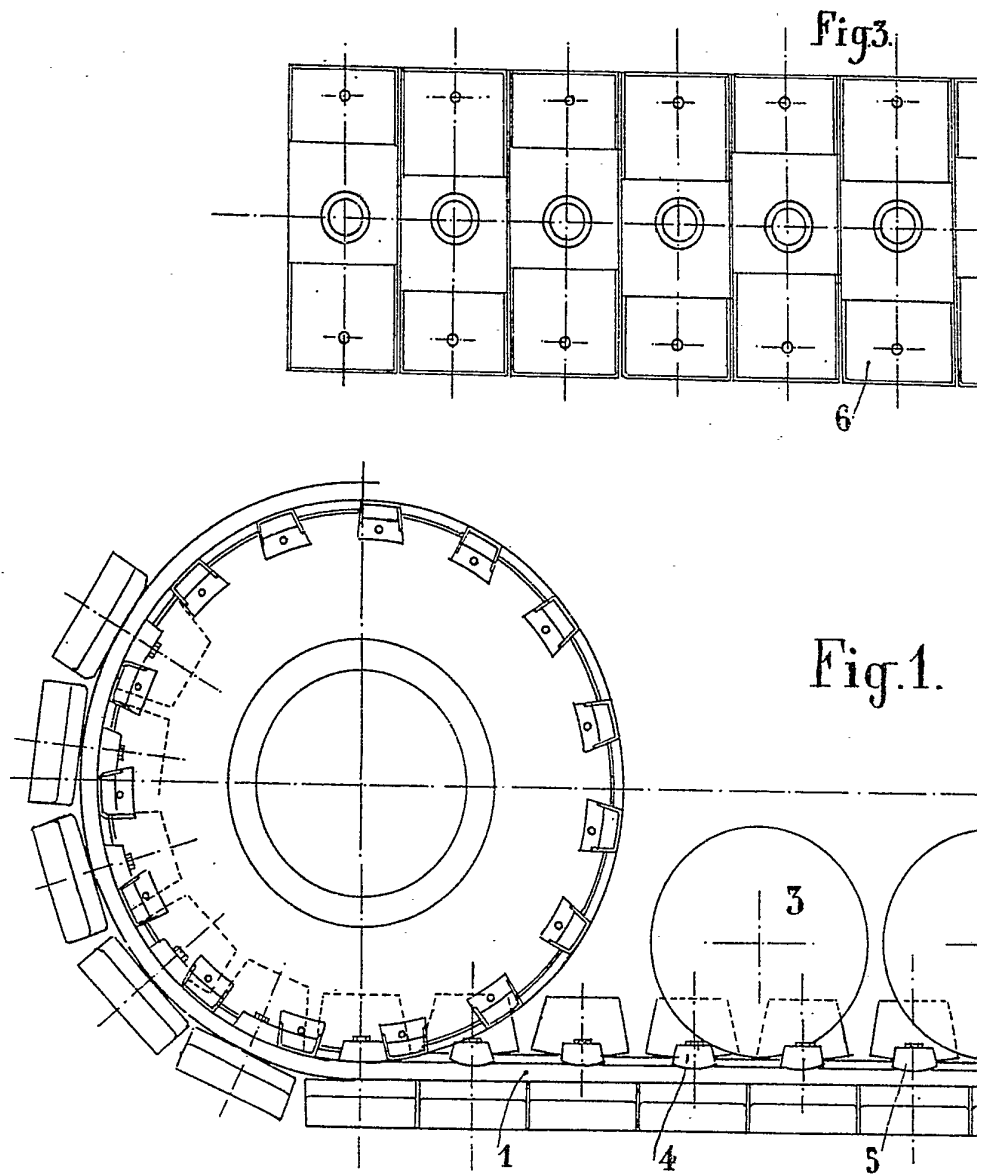


Fig.3.

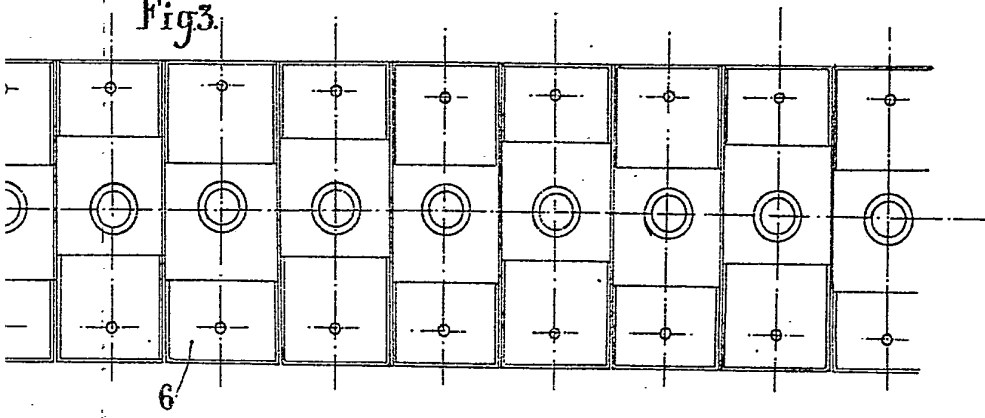


Fig.1.

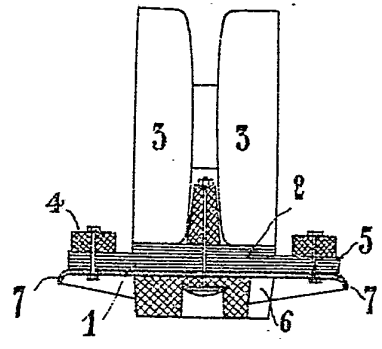


Fig.2.

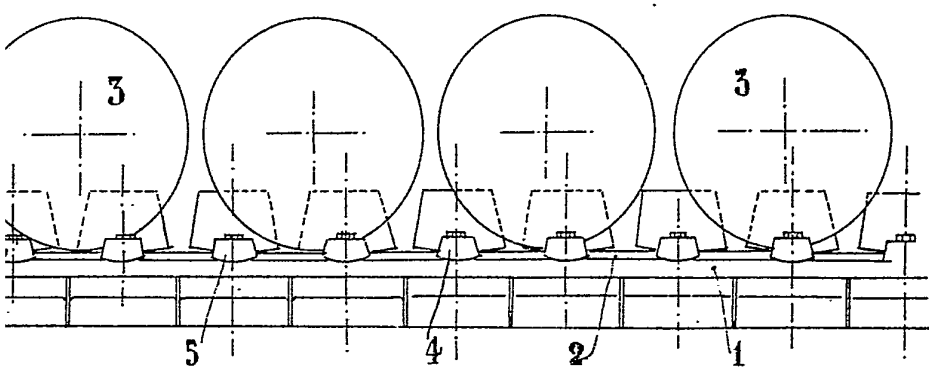
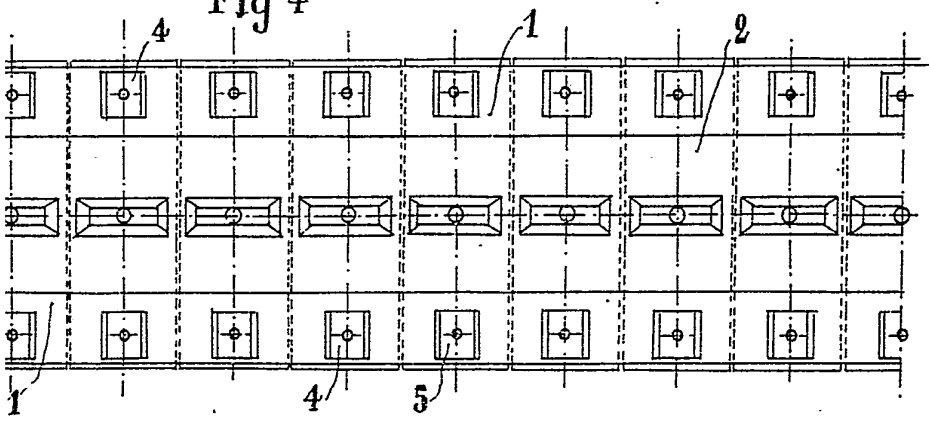


Fig 4



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

