PATENT SPECIFICATION

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Application Date in United Kingdom: June 11, 1930. No. 17,931 / 30.

Complete Accepted: Feb. 5, 1931.

COMPLETE SPECIFICATION.

Improvements in or relating to Trailing Carriages for Motor Vehicle Trailers.

I, ADOLPHE KEGRESSE, of 156, Rue Armand Silvestre, Courbevoie, 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 trailing carriages for motor vehicle trailers.

In Specification No. 288,648 there is described a form of trailing carriage comprising two bogies fitted on an unsuspended trailer and through which said trailer may withstand the high speeds which might be imparted to the same by the motor vehicle which drags it.

Each bogie of the device above described is independently arranged and connected to the trailer by a strut which is rigidly fastened to the axle of said trailer.

Such an arrangement has several inconveniences because it is not applicable to all trailers, for the arrangement of the axles varies with the type of trailer. Therefore the trailing carriage to be fastened to the axle can be fitted only on the type for which it has been designed. Again, through the absence of connection between the trailing carriages, the device itself and its connection strut are liable to be subjected to detrimental torsions. Also, the spring device arranged on both sides of the wheels of the carriages and comprising a single laminated spring for each side, the ends of which are freely fastened on the wheel axle itself, does not offer sufficient transverse stiffness especially on curves, and the wheels become inclined.

The invention has for its object to remedy such serious disadvantages without entailing a diminution of the quality of the proposed device.

In the accompanying drawings:

Figure 1 shows in elevation a trailer provided with the device according to the invention.

Figure 2 is a top view and

Figure 3 is a part sectional and a part end view of the same.

In all the Figures the trailer is shown as a rectangular body 1 freely resting on an axle 2 the ends of which carry ordinary wheels 3 (Figures 1, 2 and 3).

Each pair of trailing wheels corresponding to each wheel of the trailer comprises wheels 4 provided with rubber tyres. The axles of said wheels carry on each end lozenge-shaped vertically arranged flanges 5 (Figure 1), the upper and lower ends of which are forked in their outer part. In these forks are fitted the articulated ends of the suspension springs 6.

Each carriage therefore comprises four springs, two on the one side of the wheels and two on the other side of the wheels 4, said springs being superposed and forming in this way an elastic parallelogram.

The four springs are rigidly fastened through their middle parts on a common member 7 (Figures 1 and 2), carrying near its centre an axle 8 on which the whole of the carriage may swing.

The axle 8 projects outwardly from the common member 7 and carries a cradle 9 of a suitable form in which the ordinary wheel 3 of the trailer is fixed, for instance by means of a bolt 12 (Figures 1 and 3).

The height of the cradle above the ground is such that the lower part of the same never bears on the ground in spite of the flexibility of the springs.

On the other end of axle 8 (Figure 3), that is on the end projecting inwardly from the common member 7 slides a tube 10 adapted to form the axle for the two bogies and carrying on each end a locking device 11.

As above described, it is to be seen that the above mentioned deficiencies of the known device are completely done away and set right in the following manner.

The tubular axle 10 which is slidably mounted on the inner ends of the axle 8, allows of a variation of the distance between the bogies for adapting the same to the wheel track of the trailer.

The locking of said axle 10 on each end on the axles 8, ensures a rigid connection between both carriages and avoids detrimental torsions.

By the arrangement of four springs for each bogie forming an articulated elastic

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parallelogram the transverse steadiness of the wheels is ensured especially on curves.

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. In trailing carriages for motor vehicle trailers and particularly in the trailing carriage described in Specification No. 288,648, the improvements consisting of a rigid axle connecting both bogies of the device, each end of said axle being slidably mounted and adapted to be locked on the swinging axle of each bogie, four laminated springs being arranged on each bogie forming an elastic parallelogram and each wheel of the trailer being fastened in a cradle which is rigid with the swinging axle of the bogies.

2. The trailing carriage for a motor vehicle trailer substantially as described or substantially as shown in the accompanying drawings.

Dated this 10th day of June, 1930.

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Fig.1.

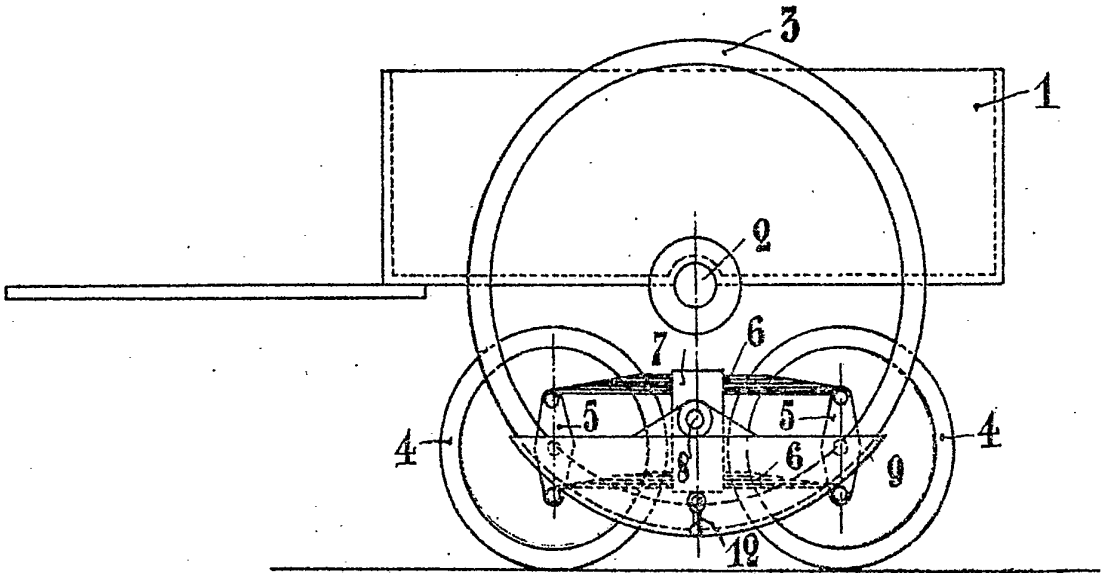


Fig.2.

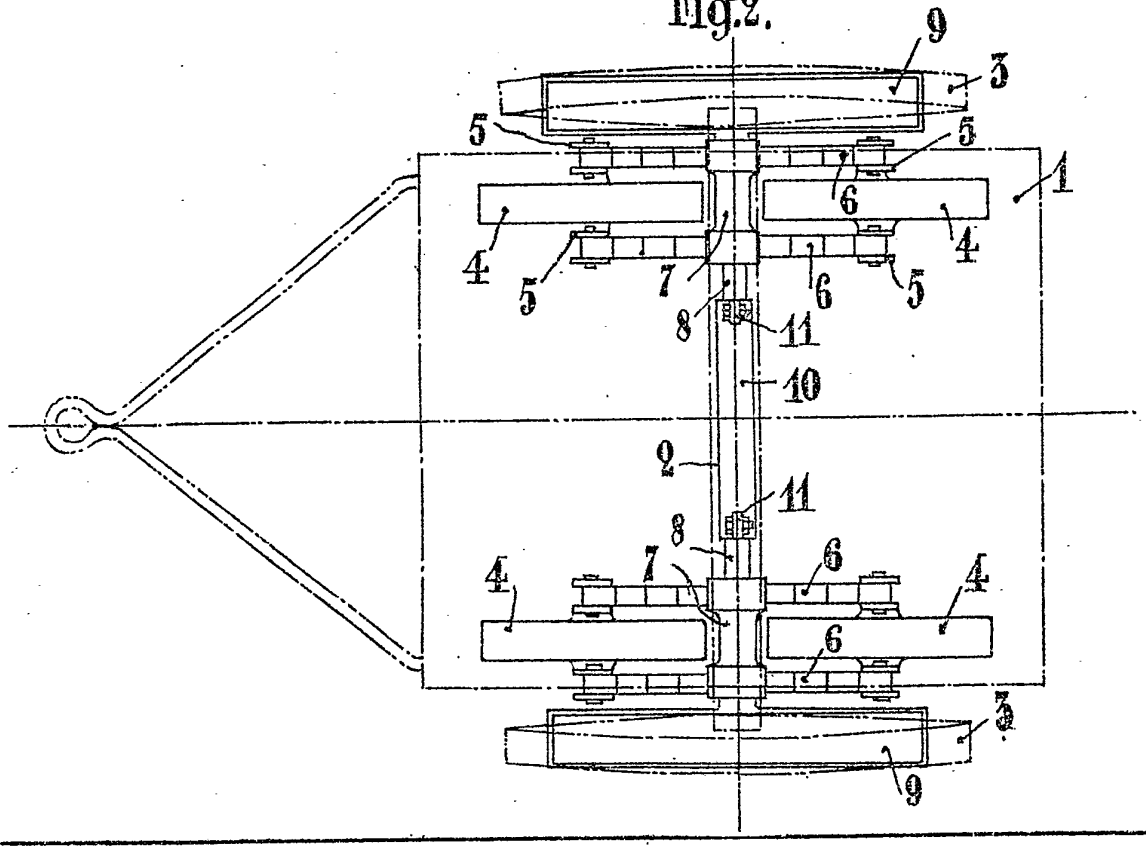
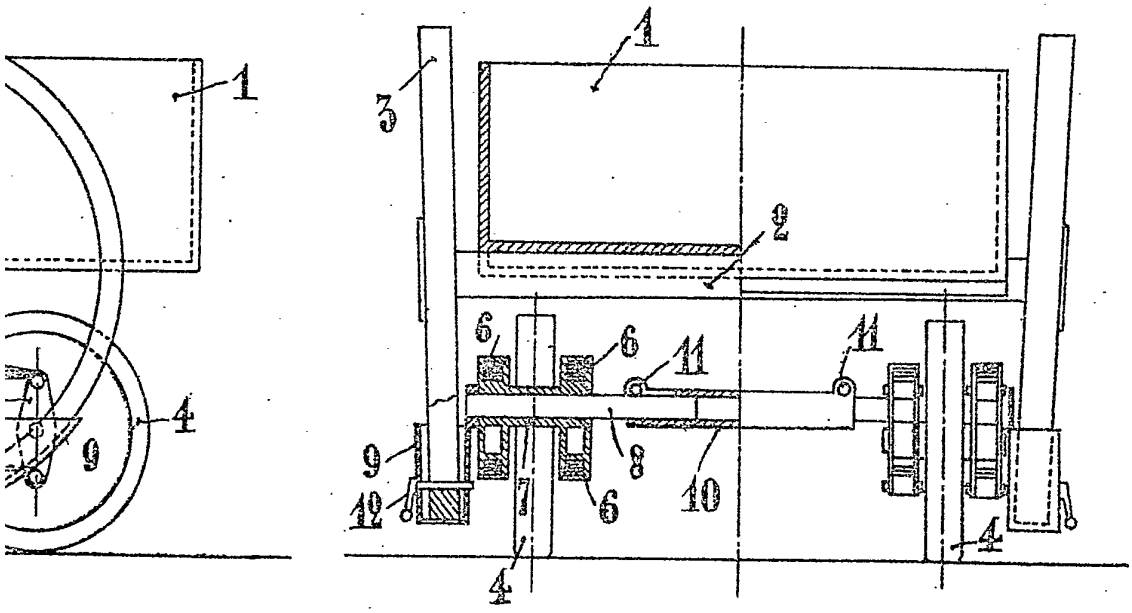


Fig.3.



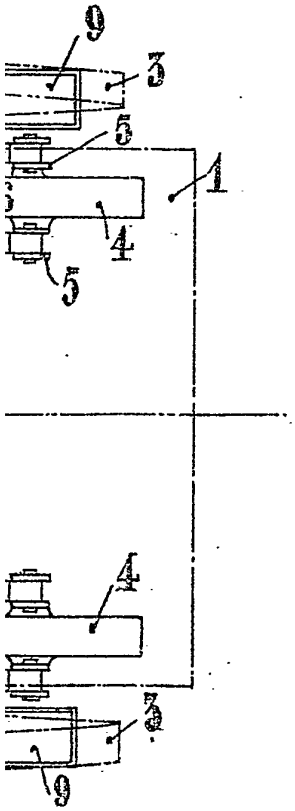


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Fig.1.

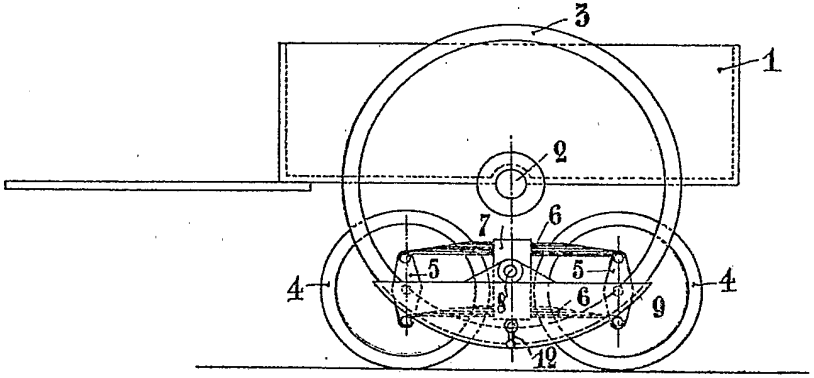

Fig.3.

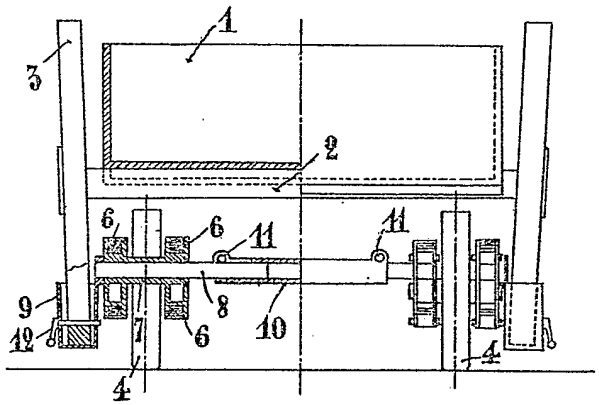

Fig.2.