

PATENT SPECIFICATION

403,808



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COMPLETE SPECIFICATION.

Improvements in Driving Pulleys for Positively Driven Flexible Tracks of Endless Track Vehicles.

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:—

The invention relates to improvements in driving pulleys for positively driven flexible tracks of endless track vehicles.

Expanding pulleys for flat or trapezoidal section transmission belts and expanding toothed wheels for chains are already known but in contradistinction to these known devices the present invention comprises a driving pulley for an endless track vehicle flexible track, the driving teeth of which are situated on one side only of the track, characterised by a series of assembled elements, mechanically movable away from or towards the centre according to desire, adjacent elements forming the sides of recesses in the pulley into which recesses fit the teeth on the driven track.

In the accompanying drawings:

Figure 1 shows a pulley in elevation.

Figure 2 is a view in elevation of the same pulley with one set of side elements removed.

Figure 3 is a section taken along the line A—B in Figure 1.

Figure 4 shows a side view of the pulley.

Figure 5 shows the pulley in operative engagement with the flexible endless track.

The pulley is driven by a shaft 1 (Figures 2 and 3) on which is keyed a hub 2 (Figure 3) comprising a flange 4.

To the said flange is permanently bolted a disc 5 (Figures 2 and 3) comprising, near its centre and near its periphery, oval orifices 6 wherein bolts 7 are adapted to slide. The pulley itself is constituted by a series of elements 8 of suitable shape which, when assembled together by means of the bolts 7, form a rim which is toothed on the edges.

The flat parts 9 of the said rim serve as support for the track, while recesses 10 accommodate the driving teeth fixed to the track. As shown in Figure 4, the

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said recesses are at the edges of the rim but they may be provided in the middle of the said rim.

The elements 8 rest by their base on two outwardly conical crowns 11 (Figure 3) connected together by bolts 12, the number of which may vary. The said conical crowns 11 are slidable on the hub 2.

Assuming that the bolts 7 have been slackened off, it is evident that, by tightening the nuts of the bolts 12, the cones 11 will act upon the co-operating part of the elements 8 and cause the latter to move away from the centre thus increasing the diameter of the pulley and at the same time the pitch of its teeth.

Figure 5 shows the teeth 13 permanently fixed to the endless track, which teeth engage the recesses 10 formed by the assembly of the elements 8 of the pulley.

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 driving pulley for an endless track vehicle flexible track, the driving teeth on which are situated on one side of the track only, characterised by a series of assembled elements, mechanically movable away from or towards the centre according to desire, adjacent elements forming the sides of recesses in the pulley into which recesses fit the teeth on the driven track.

2. A driving pulley as claimed in claim 1, characterised by the series of elements being assembled on a central plate or disc rotating with the hub.

3. A driving pulley as claimed in claims 1 and 2, in which the elements rest by their base on outwardly conical crowns adapted to slide by their central portion on the hub, the said crowns being connected together by bolts for permitting their distance apart to be varied.

4. A driving pulley as claimed in claims 1, 2 and 3, characterised by oval orifices provided in the central plate for permitting a displacement of the fixing bolts of the elements.

5. The driving pulley for an endless

track which flexible track substantially as described or substantially as illustrated in the accompanying drawings.

Dated this 23rd day of December, 1932.

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Fig. 1.

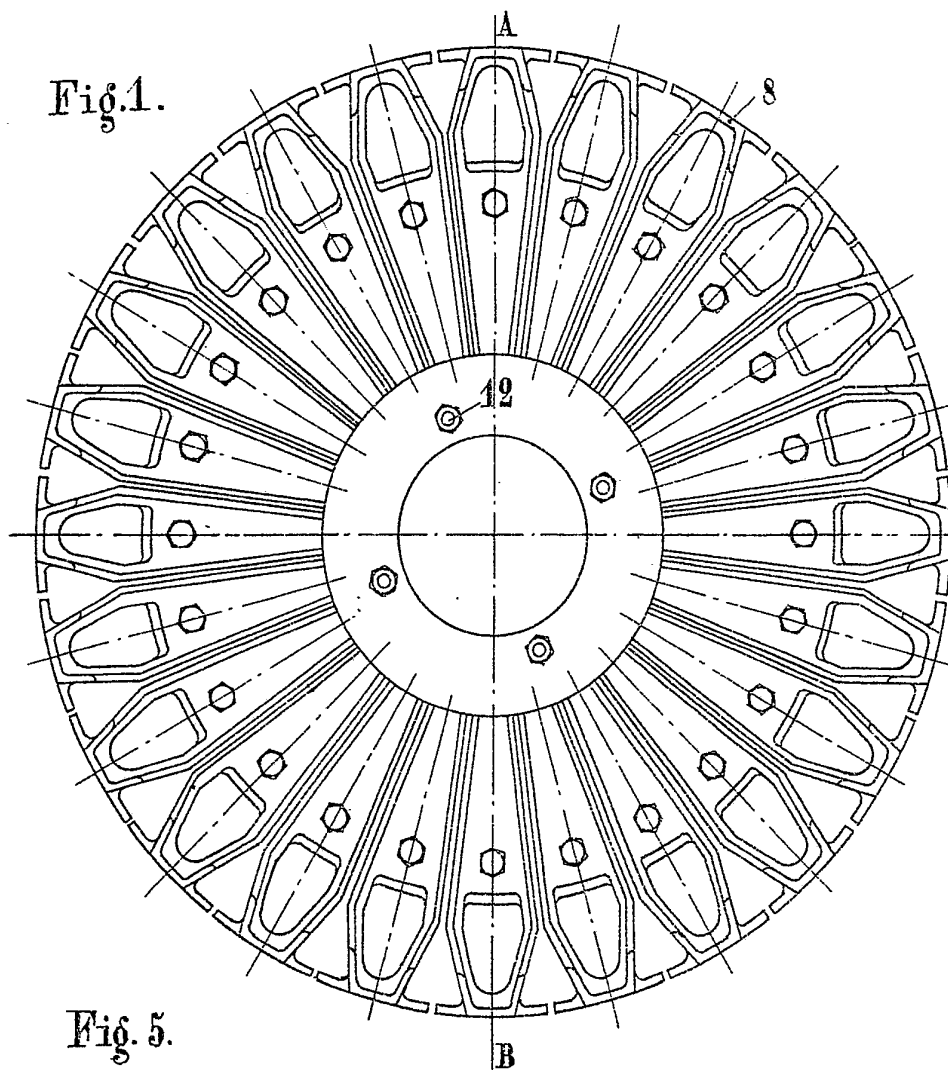
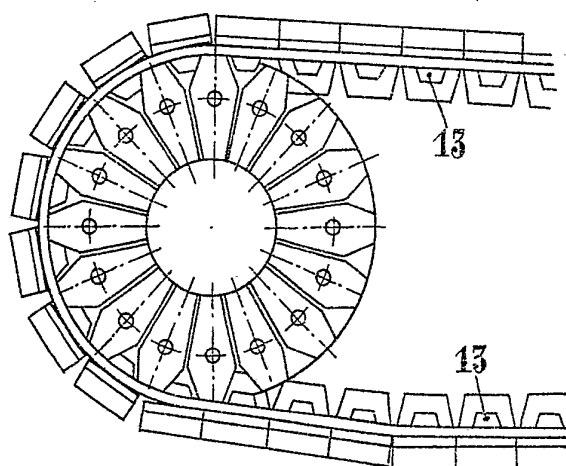
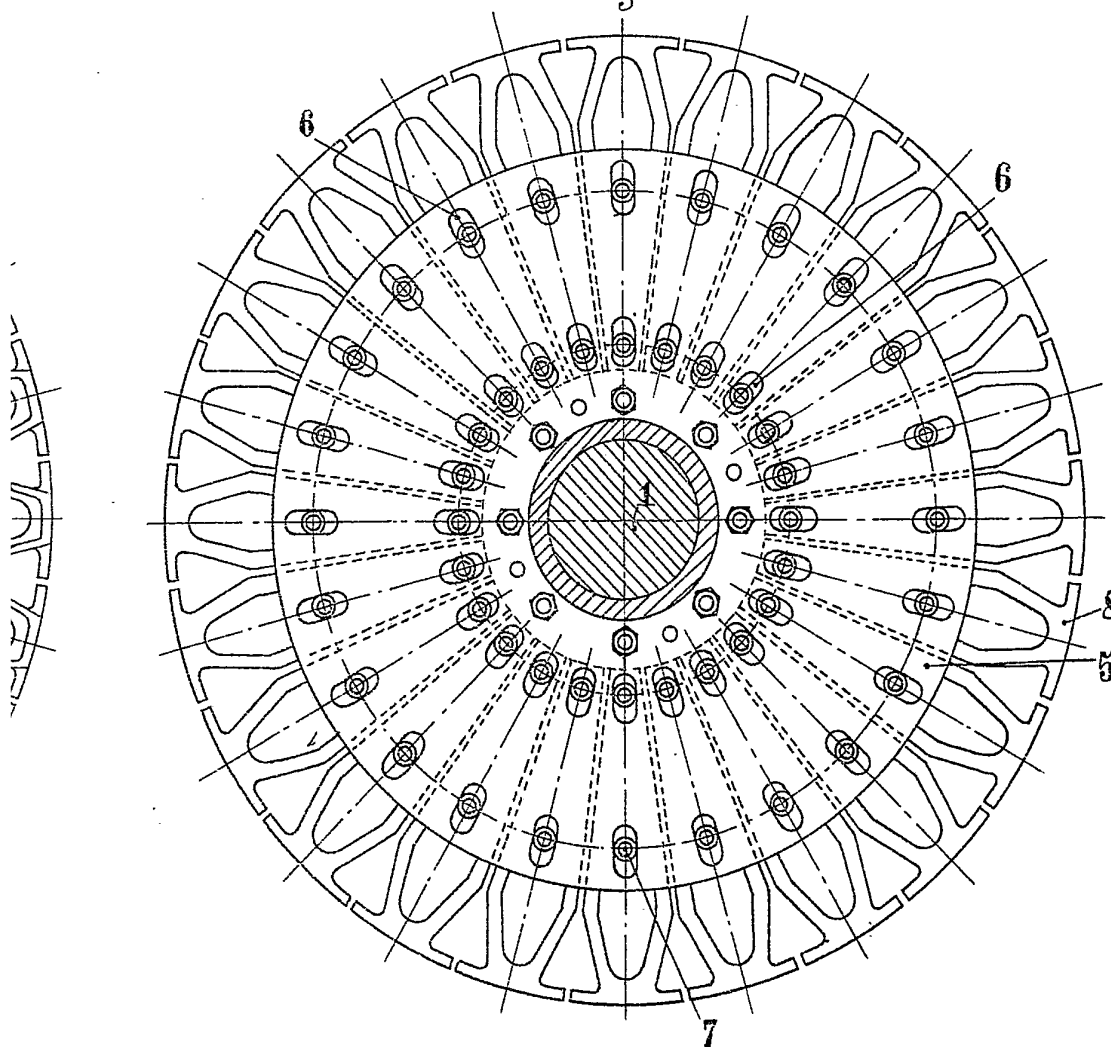


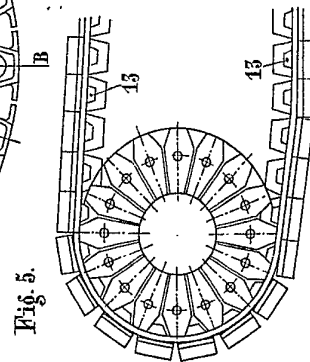
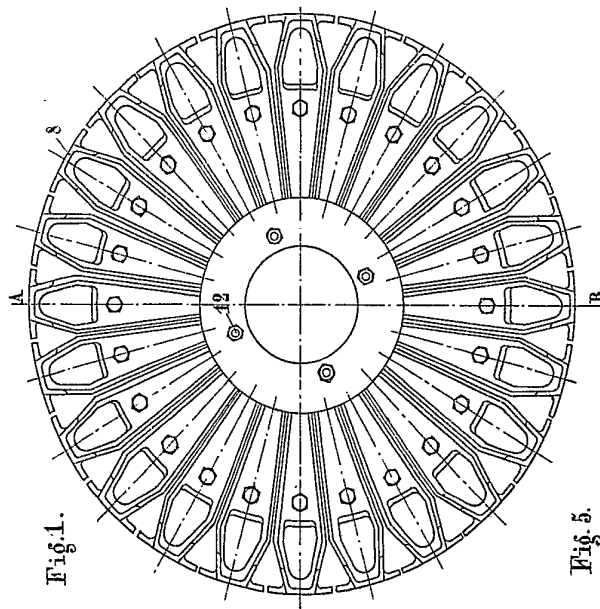
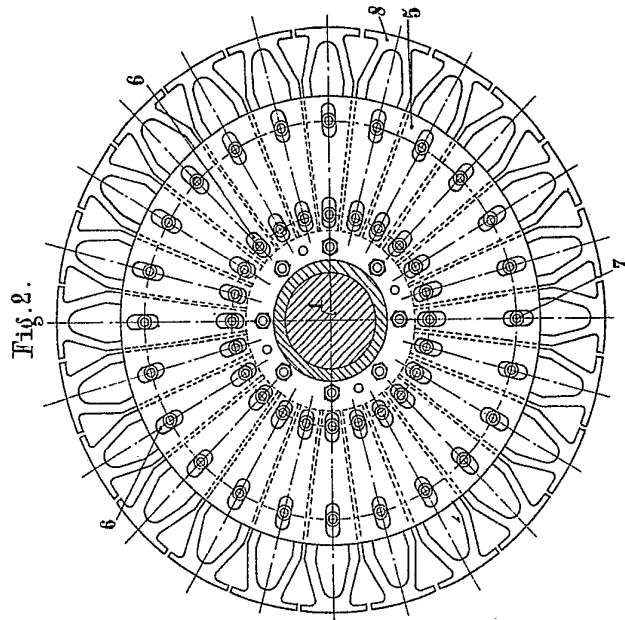
Fig. 5.



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

Fig. 2.





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

Fig.3

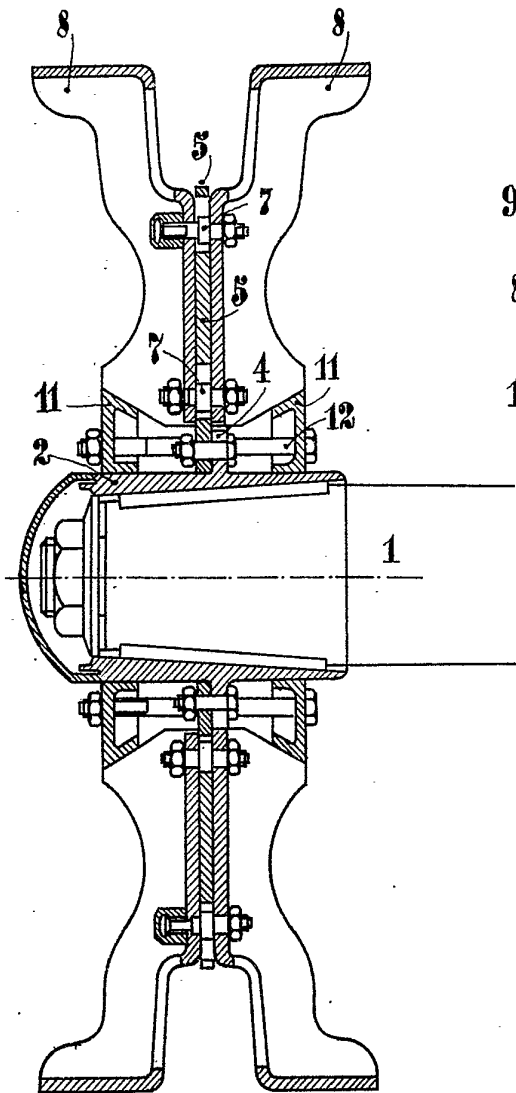


Fig.4

