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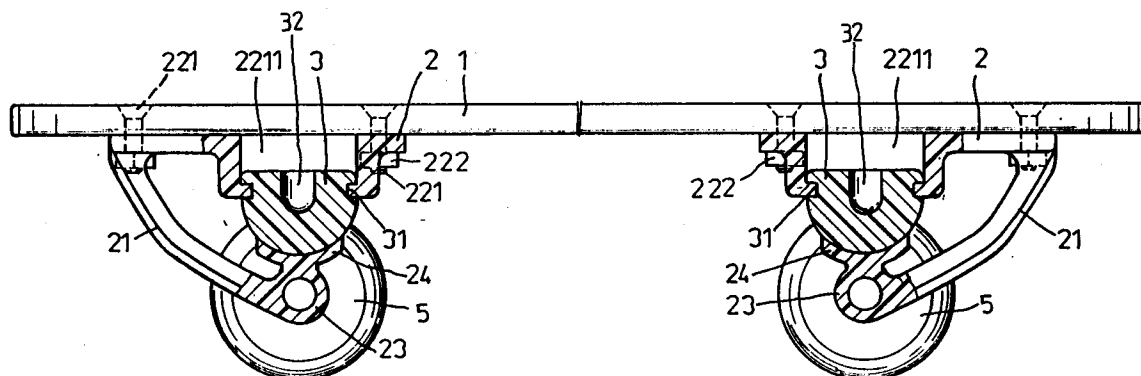
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D-80469 München (DE)(54) **Truck for skateboard.**

(57) A truck for a skateboard is composed of a beam (21) having one end being formed integral with the truck and the other end being formed integral with an axle hub (23). The truck has further comprising a boss (22) extending downward having an inner recess (2211) defining a circular flange (2212) and an opening (2213). The beam has integral at its top with a circular bracket (24) which is in align with the opening of the boss (22). An elastomeric member (3)

is generally semi-spherical in shape having a groove (31) at top end and a blind bore (32) in top middle portion. The outer diameter of the groove of the elastomeric member equals to the diameter of the flange of the boss allowing the groove to be clamped by the flange and the bottom portion of the elastomeric member seats on the bracket providing limited deflection of the beam relative to the axle.

**FIG.2A****EP 0 558 776 A1**

BACKGROUND OF THE INVENTION

Field of Invention

This invention relates to a truck, and more particular to a truck for a skateboard, roller skate or the like.

Description of the Prior Art

Trucks for skateboard or roller skate have been devised for mounting wheels to a skateboard or roller skate, and also for providing resilient force to the riders when riding on uneven surface condition. Conventional trucks for skateboard have seldom in the consideration of high maneuverability, such as bow skating or the like.

Some trucks have the ability of high maneuvering. However, too many metal parts were adapted to form a truck, the compression may change its structure due to wear or fatigue and may even harmful to riders.

The inventor, in view of this, has invented the present invention which minimize fastener means to the least and still provide high maneuverability as well as stability.

SUMMARY OF THE INVENTION

It is the primary object of the present invention to provide a truck for a skateboard which solves the problem of conventional truck consisting of complicated build-up parts.

It is a further object of the present invention to provide a truck for a skateboard which permits limited deflection of axle relative to suspension beam.

It is another object of the present invention to provide a truck for a skateboard which maintains a stability and maneuverability.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of the present invention partly in sectional;
FIG. 2A is a side cross sectional view of FIG. 1;
FIG. 2B is a similar view to FIG. 2 but illustrating weight being evenly distributed thereon;
FIG. 3A is a sectional view taken transverse to the axis and showing a left turning action; and
FIG. 3B is a similar view to FIG. 5 but illustrating a right turning action.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

Referring now to the drawings and in particular to FIG. 1 thereof, the skateboard 1 comprises a

pair of identical trucks 2 being detachably anchored to the undersurface of the rearward and forward ends, respectively, by means of bolts and nuts 221 and 222 or as well be appreciated the trucks 2 may be formed as a unit with the base plate 1 out of a single piece of material. Since the construction of the two trucks 2 is identical, a description of one will suffice for both, the truck 2 is composed of an integral suspension beam 21 having one end formed with the truck 2 and the other end formed with an axle hub 23, perpendicularly. The axle hub 23 has a passageway along its longitudinal axis, and an integral circular bracket 24 formed therewith. There is formed at the center of the truck 2 a boss 22 extending downwardly and providing therewith a recess 2211 defining on the inner surface a generally circular flange 2212 that is provided with a central opening 2213 for the projection therethrough an elastomeric member 3, which is generally of semi-spherical shape, having a circular groove 31 at top end thereon and a blind bore 32 in the middle top portion, as shown in FIG. 2A. The groove 31 is sized to be engaged with the flange 2212 and having its bottom portion seated on top of the bracket 24 when clamped by the flange 2212.

When a rider's weight is evenly distributed on the base plate 1, as shown in FIG. 2B, the two suspension beams 21 will bent inwardly relative to the axle hub 23, respectively. The two elastomeric members 3 will transform to permit limited deflection of the suspension beams 21 relative to the axle or axle hub 23 in response to weight shifting of rider. However, elastomeric member 3 will prevent the suspension beams from deflecting too much. Likewise, when a rider is shifting his weight to one side or the other, for instance, as shown in FIGS. 3A & 3B, the base plate 1 will tilt toward the same direction which causes the elastomeric member 3 to transform which permits a limited deflection of the axle relative to the suspension beam 21.

When skating on a bumping road, the elastomeric member 3 will absorb part of the shocks as a supplementary shock absorber to the suspension beam 21 so that the base plate 1 is more stable relative to the movements of wheels 5.

Claims

1. A truck for a skateboard essentially comprising:
 - a beam being formed integral at one end with said truck and having an integral axle hub at the other end thereof;
 - a boss being formed integral at center portion with said truck extending downward having an inner recess defining a circular flange and an opening;

an elastomeric member of semi-spherical shape having a circular groove at top portion, and a blind bore in the middle top portion;

said axle hub being formed integral at top portion with a circular bracket.

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2. A truck for a skateboard of claim 1, wherein said circular groove of said elastomeric member is sized the same as of said flange of said boss.

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3. A truck for a skateboard of claim 1, wherein said bracket is in align with said opening of said boss, and the distance

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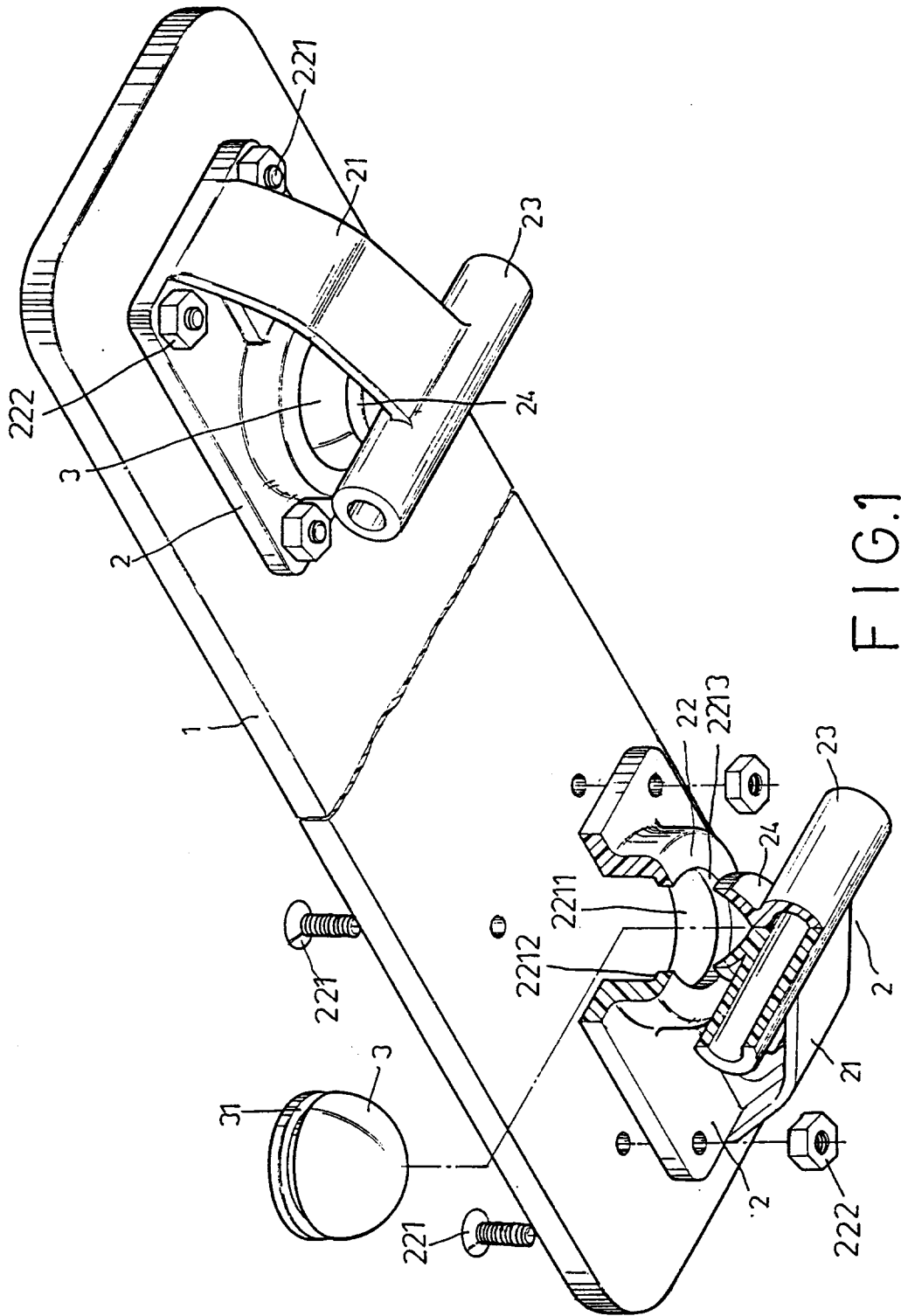
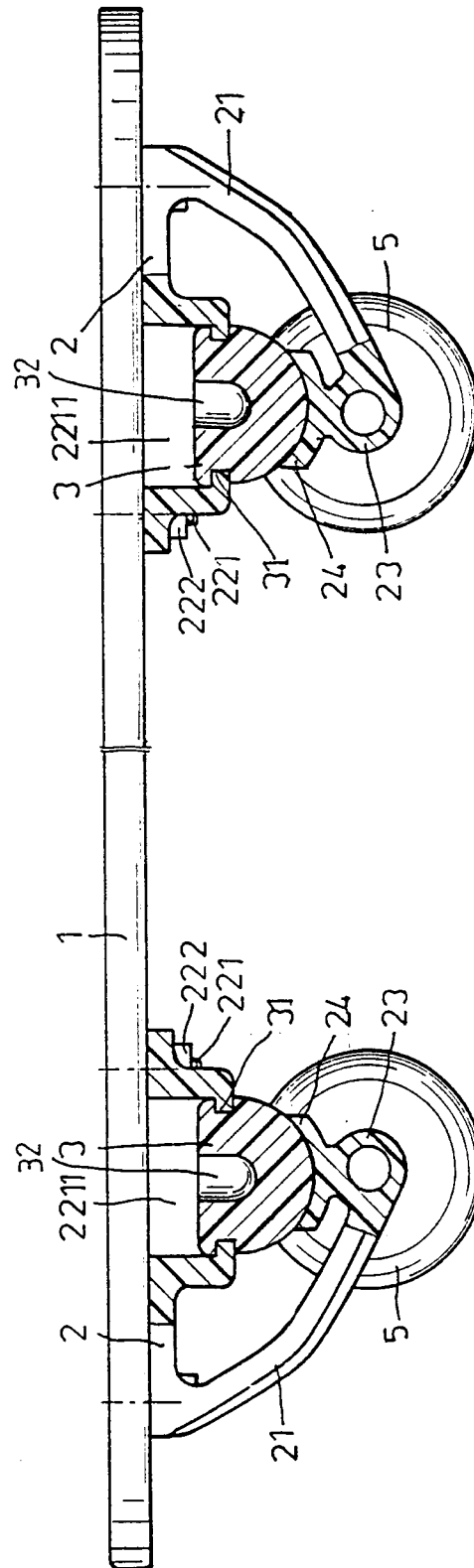
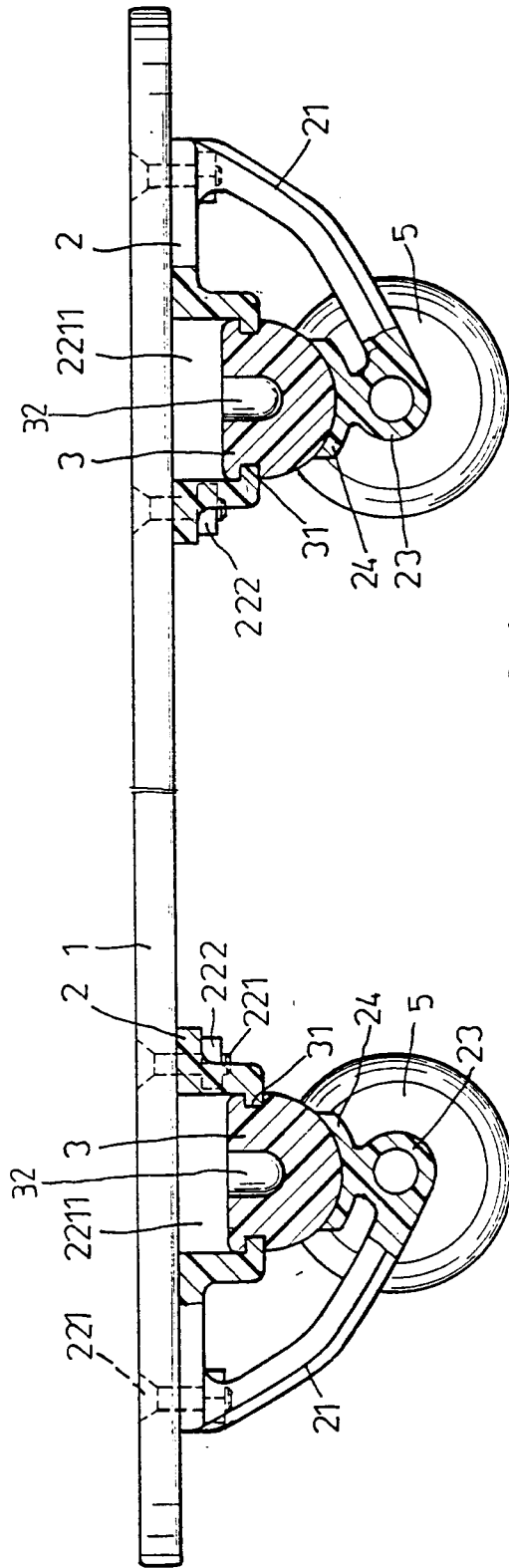


FIG. 1



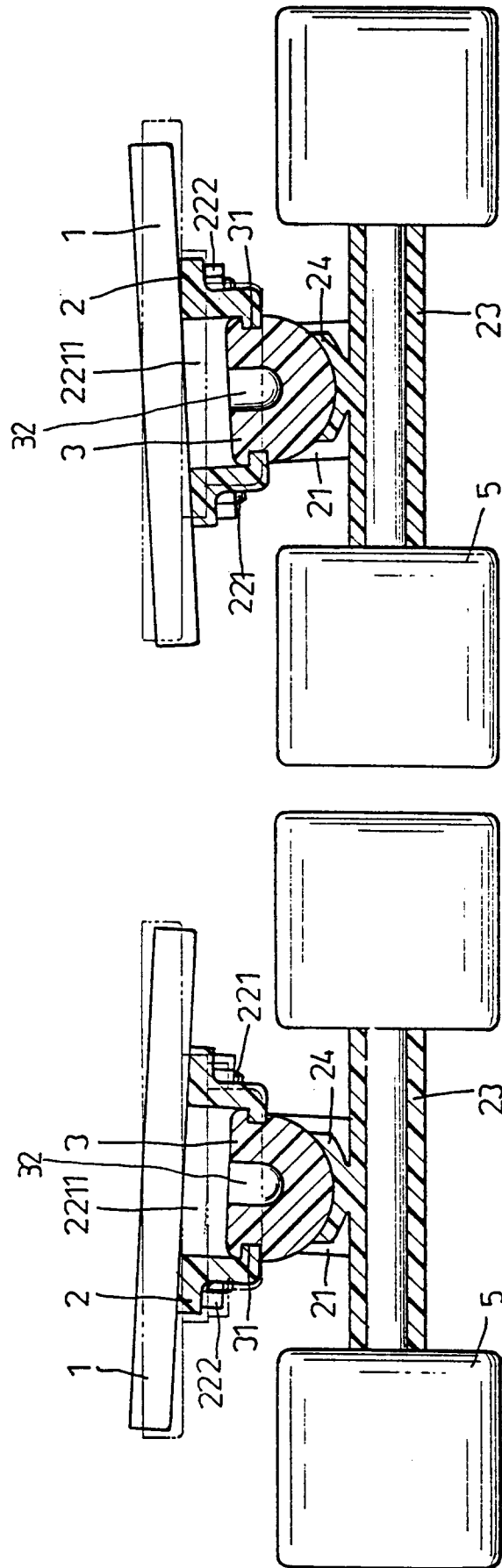


FIG. 3A

FIG. 3B



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EUROPEAN SEARCH REPORT

Application Number

EP 92 10 3686

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl. 5)
Y	US-A-4 398 735 (EVANS et al.) * Claim 1; figures 4-6 *	1,3	A 63 C 17/02
Y	US-A-4 152 001 (CHRISTIANSON) * Claim 1; column 4, lines 51-65; figures 2,3 *	1,3	
A	US-A-2 310 683 (METAL CRAFT MANUFACTURING CO.) * Column 2, lines 22-28; figure 1 *	1	
A	FR-A-1 580 721 (SCOVILL MANUFACTURING CO.) * Figures 4,7 *	1	
			TECHNICAL FIELDS SEARCHED (Int. Cl.5)
			A 63 C
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 17-07-1992	Examiner PAPA E. R.
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			