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(54) MODULAR LUGGAGE ARTICLE

(57) A luggage article (1)comprising; a first luggage part (2) and a second luggage part (3)defining two opposing closable parts of the luggage article, where the first and second luggage parts define an inner volume of the luggage article when closed, an attachment part comprising: a first connecting part (10) and a second connecting part (11) that are pivotally connected via a hinge (4), where the first connecting part is attached to a first edge (14) of the first luggage part and the second connecting part is attached to a second edge (15) of the second luggage part, a closure part (8) adapted to secure the first luggage part to the second luggage part preventing access to the inner volume of the luggage article, a barrier (22) that overlaps the closure (8) part in an area that is between the inner volume of the luggage article and the closure part in a radial direction.

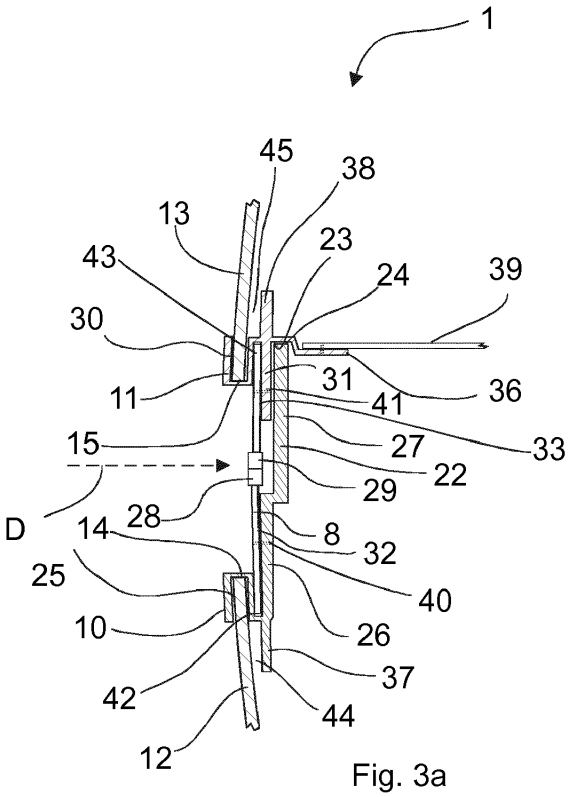

Fig. 3a

EP 3 530 137 A1

Description

FIELD OF INVENTION

[0001] Luggage article comprising a first luggage part and a second luggage part defining two opposing closable parts of the luggage article, where the first and second luggage parts define an inner volume of the luggage article when closed.

BACKGROUND

[0002] Suitcases or hard shell luggage articles are commonly used as accessories in order to carry baggage from one place to the other, where the use of luggage is very common to hold travelers articles while the traveler is in transit. The user of the luggage article can be expected to introduce a variety of items into the luggage article, such as clothing, toiletries, possessions, necessities, valuables or other types of items that fit into the luggage article.

[0003] In the modern travelling the articles of luggage which a user may take with them on a trip is not in the possession of the user throughout the travel, as luggage may be dropped at an airport to be put into the hold of an airplane, the article may be left in storage, or the user may lose the luggage article during travel. Thus, there is an increased need to provide the article of luggage with security features that minimize the risk that the content of the luggage article is lost or there that an unauthorized person can access the inner volume of the luggage article to inspect or steal the content of the luggage article.

[0004] A number of different types of luggage articles are presently in use, where one of the most common type of luggage article may be a suitcase, where the suitcase is made of two closable parts, where the two parts form an inner volume, and the parts are closed by the use of a slide fastener (a zipper) to secure the two parts together and to prevent the content of the inner volume to exit the suitcase, and also in order to prevent unwanted access to into the inner volume of the luggage.

[0005] Slide fasteners are very common both in hard and soft shell luggage, where the slide fastener provides a simple and easy closure mechanism for the luggage, where a slider is used to open a close interlocking teeth that provide the closure. But there are a few drawbacks to the use of a slide fastener on a luggage.

[0006] One of the problematic parts of the use of slide fasteners is that even if they are strong and provide a good closure to the luggage article, they are relatively easy to pry open even if the slider has been locked into position so that the slide fastener cannot be opened using the slider. One of the most simple ways of opening a slide fastener is to take a pointy object, and jam it through the teeth of the slide fastener where this jabbing motion allows the pointy object to separate the teeth, and thereby make it easy to open the adjacent interlocking teeth using relatively low force.

[0007] Thus, there is a need to improve the security of luggage by reducing the risk that a simple insertion of a pointy object may be utilized to pry open a sliding fastener in a luggage article.

GENERAL DESCRIPTION

[0008] In accordance with the invention, there is provided a luggage article comprising; a first luggage part and a second luggage part defining two opposing closable parts of the luggage article, where the first and second luggage parts define an inner volume of the luggage article when closed, an attachment part comprising: a first connecting part and a second connecting part that are pivotally connected via a hinge, where the first connecting part is attached to a first edge of the first luggage part and the second connecting part is attached to a second edge of the second luggage part, a closure part adapted to secure the first luggage part to the second luggage part preventing access to the inner volume of the luggage article, a barrier that overlaps the closure part in an area that is between the inner volume of the luggage article and the closure part in a radial direction.

[0009] Within the meaning of the present invention, the term "radial direction" means a direction that is in a direction away or towards a central point inside the article of luggage. The central point may be a point that is configured to be on a two dimensional plane and where the two dimensional plane is substantially parallel to the closure part of the luggage article. I.e. the plane may be considered as being in the same plane as a plane where the first and second luggage parts abut when the luggage article is in its closed position. The meaning of the term is intended to allow an imaginary central point inside the luggage, where a radial direction intersects at least one point of the closure part and/or the barrier part of the luggage article.

[0010] By providing a barrier that overlaps the closure part in an area that is between the inner volume of the luggage article and the closure part in a radial direction, it is possible to prevent a foreign object to be introduced via the closure part and into the inner volume of the luggage article. By preventing a foreign object to penetrate into the inner volume it is possible to reduce the risk that a foreign object may be used to open the luggage article when it is closed, or when the closure part is secured using a locking device. The barrier may be positioned close to the closure device in a radial direction, so that any penetration of a foreign object into the closure part might damage the closure part, or allow a shallow penetration, but would prevent the foreign object to enter into the inner volume, and thereby reduce the risk or prevent the foreign object to be utilized to open up the remaining parts of the closure part.

[0011] The closure part may be arranged on parts of the first and/or the second luggage part, or alternatively on the majority of the area where the first and/or the second luggage part are joined, so that a small breach of

the closure part, i.e. by introduction of a foreign object will not compromise the integrity of the entire closure part. Thus, even if the closure part is exposed to the environment the barrier prevents the foreign object to penetrate the inner volume of the luggage article, and thereby may reduce the risk that the foreign object may be utilized to enhance the size of the breach of the closure part.

[0012] The attachment part may be provided in a relatively rigid material, where the attachment part may be provided in a material that is more rigid than the first and/or the second luggage parts. By attaching the luggage parts to each of the connecting parts, the attachment part functions as a frame for the luggage article, giving reinforcement to the luggage parts and minimizing the risk that the luggage article may collapse or deform during use.

[0013] The hinge may be directly attached to the first and/or the second connecting part, where the hinge may be positioned on one side of the attachment part in order to ensure that the pivoting movement allows for the opening of the luggage article of about 180 degrees via pivoting movement of the hinge. The attachment part may further be provided with more than one hinge, to increase the stability of the pivoting movement.

[0014] The connecting parts may be provided with one or more radial flange, where the radial flange projects in an inwards direction towards the central point of the luggage article. The flange may be utilized to mount accessories to the luggage article, such as a divider textile, elastic straps, electronics or other types of luggage accessories known in the art that can improve the convenience of the luggage article.

[0015] The luggage article in accordance with the invention may be provided in a modular manner, where the first and second luggage parts may be constructed of a first material, while the connecting parts of the attachment part may be constructed in a completely different material. The luggage parts may e.g. be moulded shells that are structurally weak on their own due to thin side walls to save weight, or due to a flexibility of the material, but when they are attached to the first and/or the second connecting parts, the connecting part increases the structural integrity of the first and second luggage parts, as the first and second connecting parts may be provided in a less flexible material, be provided with reinforcement parts that are adapted to reduce any bending or flexing of the connecting part, or that the connecting parts may be annular and abut the edge of the luggage part around the entire edge, to provide reinforcement to the luggage part.

[0016] The attachment part, and/or the connecting parts may be adapted with one or more surfaces where a textile material may be attached to the parts, where the textile part may be

[0017] By providing the luggage article in a modular manner, it is e.g. possible utilize the attachment part for a plurality of different types of luggage articles. The attachment part may be manufactured separately, where the first and second luggage parts may be produced in a plurality of different manners, where the luggage parts may be produced from thermoplastic moulded material, composite materials, textiles, or other suitable materials, and where the size of the first and second luggage part may define the volume of the luggage article. Thus, the use of an attachment part, having a plurality of interchanging luggage parts it may be possible to utilize a single attachment part to assemble a plurality of different types of luggage articles.

[0018] Furthermore, by providing the first or the second connecting parts with a one or more attachment surfaces, that allow for the mounting of accessories, it may be also be possible to utilize the same attachment part to provide a variety of luggage articles, where the luggage articles have different accessories, and thereby defining different price levels of the luggage article.

[0019] The advantage of providing an attachment part that may be provided in a more rigid material than e.g. the first luggage part or the second luggage part, may allow the manufactures to provide a plurality of different types of luggage, while still all having a common factor, i.e. the attachment part.

[0020] The attachment part may be provided in any manner to luggage article of the present invention. The attachment part may e.g. be provided on in a central area of the luggage article, i.e. where the first and second luggage parts are relatively similar in size, and define a similar inner volume on their own. However, the attachment part may also be attached to a first luggage part that is relatively large in volume, while the second luggage part defines a relatively small inner volume. This may e.g. be the case where one of the connecting parts of the attachment parts are used as a lid into the luggage article, and where one of the luggage parts is substantially planar element. Thus the attachment part and hence the closure part may be provided in any position on a peripheral wall of the luggage article. Furthermore the attachment part may optionally have a non-planar shape, where the first connecting part may have a curved shape, i.e. curve away from a longitudinal and transversal plane, and the opposing connecting part having a matching curvature.

[0021] Thus, the luggage article in accordance with the invention provides a luggage article that is of a high strength, as the connecting parts introduce a reinforcement element to the luggage parts.

[0022] In one embodiment the barrier may be a projection having a first end that is attached to the first connecting part or the second connecting part, and an opposite free end. The barrier may be arranged in the area of the luggage article where the closure part is present, where the barrier may be a projection, e.g. in the form of a panel or a strip that projects from the first or the second connecting part, the projection extends beyond the closure part, where the projection terminates in an area that is past the closure part in a direction that may be tangential to an radial axis extending from a centre point of the luggage article, so that the projection intersects the radial

axis, so that there is not free access into the inner volume via the radial axis. This effectively means that the barrier or projection ensures that there is always a part of the barrier on the inside of the closure part, so that a radial axis from the centre point cannot intersect the closure part directly, but would have to intersect the barrier first, before intersecting the closure part.

[0023] In one embodiment the projection may extend from one connecting part in a direction towards the opposing connecting part when the luggage article is closed. This means that the projection may extend beyond the closure part and onwards into the opposing connecting part, so as to ensure that the barrier or projection covers the closure part on both of the connecting parts and/or on both the first and the second luggage parts. Thus, it is ensured that the barrier or projection extends a distance that would prevent a foreign object to the tilted in order to gain access into the inner volume of the luggage article.

[0024] In one embodiment the free end of the projection may be adapted to be inserted into a depression in the opposing connecting part when the luggage article is closed. Thus, the depression, which may be formed in any suitable manner so that the depression holds the free end of the projection, and grips the free end in a direction that is proximal to the centre point and/or distal to the centre point, in order to prevent the free end of the projection to be forced in a direction towards or away from the centre point using a foreign object. Thus the projection creates a stable barrier that may be permanently fixed to one of the connecting parts and temporarily fixed to the opposing connecting parts, when the luggage article is closed. When the luggage article is opened, the projection will release the depression and be moved away from the opposing connecting element, and thereby providing access to the inner volume of the luggage article.

[0025] In one embodiment the barrier and/or the projection may be provided with at least one enforcement elements, in order to improve the structural integrity of the projection in a radial direction. This allows the barrier to be strengthened using enforcement elements, so that the barrier is capable of withstanding higher forces in a radial direction, so that an introduction of a foreign object, that intersects the barrier, will require an increased force in order to deflect the barrier and/or penetrate the barrier.

[0026] In one embodiment the first/or the second connecting part may be provided with a first barrier part that extends across a radial axis extending from a central point in the luggage article, and where the opposing connecting part is provided with a second barrier part that receives the first barrier part and is configured to secure the first barrier part when the luggage article is closed.

[0027] In one embodiment the barrier may be positioned in proximity of the closure part. The barrier may be positioned so that it abuts at least part of the closure part, or that it may be positioned within 1-15 mm distance from the closure part, in a direction towards the central axis. This means that if a foreign object has been utilized to penetrate the closure part, the barrier stops the foreign object as soon as it has penetrated the closure part. This is especially advantageous if the closure part is more flexible than the connecting parts and/or the first or the second luggage parts, as the closure part will be prevented to flex inwards towards the inner volume of the luggage article.

[0028] In one embodiment the closure part may be a clasp locker, such as a zipper. The provision of a clasp locker on a luggage article is advantageous in that it is an easy way of securing the luggage article in a closed state, and advantageously to allow the luggage article to be easily opened. One of the drawbacks of clasp lockers is that if a foreign object is used to penetrate the clasp locker in an area that is distant from the sliding locking/opening device, the clasps may release, especially if the diameter of the foreign object is relatively large, compared to the size of the clasps, and also if the foreign object has a pointy end, and an increasing diameter along the length of the foreign object. Then the pointy end may be used to release one or two clasps, and if the foreign object is introduced further into the clasp lock the increase in diameter will release more clasps. Such an object may, e.g. be a pen, screwdriver or other types of pointy objects. Following this, it may be easy to pull on the foreign object, along the axis of the clasp locker to release the clasps along its axis, and thereby allowing access into the inner volume of the luggage article.

[0029] The barrier, will prevent the foreign or pointy object to be introduced into the inner volume of the bag, and thereby reduce the risk that the foreign object may be utilized to pry open the clasp locker to provide unwanted access to the inner volume of the luggage article. By preventing the foreign object enter the inner volume it may be difficult for a unauthorized person to utilize the foreign object as a hook or a lever to pull onto the clasp locker, and thereby reducing the risk that the foreign object may be used to provide unauthorized access to the luggage.

[0030] In one embodiment the closure part is attached to the first luggage part and/or the second luggage part. The closure part may be provided as a separate element, which is adhered, welded or otherwise permanently fixed to the first luggage part and/or the second luggage part, where the closure part may e.g. be made of a different material than the firs and/or second luggage parts. The closure part may be made of a more rigid material than the first and/or the second luggage parts, so that the connecting part may improve the rigidity of the luggage article, especially when the first and/or the second luggage parts may be provided in a flexible material.

[0031] The closure part may be in the form of an annular frame, that is attached to an edge of the first and/or the second luggage part, so when the annular frame is attached to the first and/or the second edge, the structural integrity of the frame and the first and/or the second luggage part is increased.

[0032] In one embodiment an outer periphery of the first and/or the second connecting part may extend beyond at least part of the closure part in a radial direction away from a central point of the luggage article. This ensures that the closure part in at least some areas of the luggage article is not the initial point of contact if the luggage article is dropped on a flat surface. Thus the outer periphery will make the initial contact, and thereby ensuring that the flat surface does not impose a direct impact to the closure part, and thereby reduces the risk that the structural integrity of the closure part is compromised during a drop.

[0033] In one embodiment the barrier may extend more than 50% of the first edge of the first luggage part and/or of second edge of the second luggage part, optionally where the barrier extends more than 75% of the first edge of the first luggage part and/or of second edge of the second luggage part, optionally where the barrier extends along the entire of the first edge of the first luggage part and/or of second edge of the second luggage part. The barrier may advantageously be provided in certain areas of the opening of the first and/or the second luggage parts, where the barrier may e.g. prevent any movement of a foreign object in a axial movement along the axial direction of the connecting parts, i.e. in a direction along the edges, or in a radial direction inwards towards the centre point.

[0034] In one embodiment wherein the first luggage part and the second luggage part may each define at least 10 percent of the inner volume of the luggage article, or more preferably where each luggage part each defines at least 20 percent of the inner volume of the luggage article, or more preferably where each luggage part each defines at least 30 percent of the inner volume of the luggage article, or more preferably where each luggage part each defines at least 40 percent of the inner volume of the luggage article, or more preferably where each luggage part each defines approximately 50% the inner volume of the luggage article. This allows each luggage part to be utilized as a separate component, and where the user is capable of dividing the items packed between different areas of the luggage article, i.e. where e.g. shirts may be positioned in the first luggage part, and shoes may be positioned in the second luggage part.

[0035] In one embodiment the first connecting part and/or the second connecting part may be provided with a lining projection configure to extend in a direction towards an inner volume of the first luggage part and/or the second luggage part, creating a space between the lining projection and the luggage parts.

[0036] The luggage article in accordance with the invention having a connecting part, in the form of a reinforcement frame, provides a luggage article that has high build strength, having a solid feeling and higher quality.

[0037] The luggage article in accordance with the invention provides an increased safety with a zipper that is protected by the flange.

[0038] The luggage article in accordance with the invention allows for the modular construction where the manufacturing of components and parts for the luggage article may be done in independent steps in independent manufacturing locations,

[0039] The luggage article in accordance with the invention allows for the connecting part/or the frame includes an integrated hinge, thereby increasing the flexibility of production, as the material choice for the luggage parts creating the inner volume of the luggage article is not of essential importance, as the connecting part provides strength and functionality of the luggage article.

[0040] The luggage article in accordance with the invention allows the connecting parts and/or the parts of the frame to create a pocket or a space for inner fabric in the form of a lining, thus removing the necessity of gluing, stitching or other types of attachment of the inner fabric. The inner fabric may have a predefined shape that matches the inner surface of the first and/or the second luggage part, and have stiffness where it may be wedged into place to be fixed in position.

BRIEF DESCRIPTION OF THE DRAWINGS

[0041]

Fig. 1 shows a luggage article in accordance with the invention seen in a perspective in a closed state,

Fig. 2 shows a luggage article in accordance with the invention in an open state, and

Fig. 3a and 3b show a sectional view of a side wall of the luggage article in accordance with the invention.

DETAILED DESCRIPTION

[0042] Fig 1 shows a luggage article 1 in accordance with the invention, where the luggage article 1 comprises a first luggage part 2 and a second luggage part 3 that are pivotally connected to each other via a hinge 4. The luggage article may be provided with a handle 5, as well as a wheel handle 6 which may be extended in order to roll the luggage article 1 on its wheels 7. The first 2 and the second luggage parts 3 may be shells made of a thermoplastic material, which may have a fixed shape and be rigid compared to a luggage article made of a textile material.

[0043] The first 2 and the second 3 shells may pivot relative to each other, into an open state (Fig. 2) and into a closed state, where a closure device 8, such as a zipper allows the securing of the first shell 2 to the second shell 3d.

[0044] The first 2 and the second 3 shell may be connected to an attachment part 9, having a first connecting part 10 and a second connecting part 11, to which the first 2 and the second 3 shells are connected to, respectively. The attachment part 9, may provide the luggage

article 1 with both the closure part 8 as well as the hinge 4, allowing the shells 2, 3 to be made of a relatively simple and lightweight material, having the main purpose of providing a peripheral boundary to the inner volume of the luggage article 1, in the form of the first 12 and second side wall 13 of the first 2 and the second shell 3, respectively. The attachment part 9 may be permanently fixed to the side walls 12, 13 of the shells 2, 3, so that the attachment part 9 may provide both the hinging function, the closure function as well as a structural reinforcement to the shells 2, 3, by reinforcing the edges 14, 15 of the side walls 12, 13, and thereby improving the structural integrity of the luggage article 1.

[0045] The closure device 8 may be utilized to selectively secure the first connecting part 10 and the second connecting part 11 to each other, and thereby secure the luggage article 1 in its closed position. The closure device 8 may extend from a first end 16 and towards a second end 17, where each of these ends 17, 18 may abut the hinge part 4 on either side. When the closure part 8 has been opened, the shells 2, 3 may be pivoted relative to each other into the position shown in Fig. 2, where the luggage article 1 is in its open state.

[0046] It is to be understood that the attachment part 9 may be an integral part of the shells 2, 3, and that the shells 2, 3 may be designed in such a manner that the attachment part 9, the closure device 8, and the hinges 4 may be part of or integrated with the shells.

[0047] Fig. 2 shows a perspective view of the luggage article 1 in an open state, where the second shell 3 has been pivotally moved relative to the first shell 2 into an open position, allowing access to the first inner volume 18 of the first shell 2 and the second inner volume 19 of the second shell. The first inner volume 18 and the second inner volume 19 provide the total volume of the luggage article 1, i.e. the inner volume of the luggage article 1 is the sum of the first inner volume 18 and the second inner volume 19. The boundary of the first 18 and the second 19 inner volumes may be seen as the side walls 12, 13 of the shell, and the first 10 and the second 11 connecting part. The closure device 8 may be seen extending around the periphery of the first 10 and the second 11 connecting part, where the closure part 8 is in its open state, having a first 20 and a second 21 sliding parts, that allow for the selective opening and closing of the closing part 8. In its open state the sliding parts 20, 21 abut the hinges 4 of the luggage article, allowing the pivoting of the shells 2, 3.

[0048] The edges 14, 15 of the shells are provided with the first 9 and the second connecting part 10, which are connected via the hinge 4. In this view, it is possible to see that the first connecting part 10, is provided with a flange 22, which is a projection extending from the first connecting part 10, and in a vertical direction. The flange 22 is positioned between the closure part 8 and the inner volume 18 of the first part 2, and extends in such a manner, that when the luggage article 1 is closed, the flange 22 extends beyond the opposing closure part 8 on the second connecting part 10, so that it is positioned between the closure part 8 and the inner volume 19 of the second part 3. Thus, the flange 22 operates as a barrier between the closure part 8 and the inner volume 18,19 of the luggage article 1.

[0049] The flange 22, may extend around the entire first edge 14 of the first part 2, or may be provided in provided in certain parts of the periphery of the inner volume 18 on the first edge 14. The flange 22 is positioned in such a manner that the flange 22 ensures that an axis extending from a centre point C (an intersection of a longitudinal axis A and a transversal axis B) and outwards in a longitudinal or transversal direction along axis A or B intersects the flange 22 before the axis intersects the closure part 8. I.e. the flange is arranged in an area between the closure part 8 and the inner volume 18, 19, especially when the luggage article 1 is in its closed position (seen in Fig. 1).

[0050] The second connecting part 10, may be provided with a depression 23, which may be in the form of a groove, or some kind of track, which is adapted to receive the free end 24 of the flange 22 when the luggage article 1 is in its closed position, where the depression 23, is capable of stabilizing the free end 24 of the flange 22, in order to prevent it from deflecting in a radial direction (direction away from the centre point C and outwards)

[0051] Fig. 3 shows a sectional view taken along axis III-III in Fig. 1, where Fig. 3a shows the luggage article 1 in its closed position, while Fig. 3b shows the luggage article in an open position, where the second part 3 has been pivoted away from the first part 2. The first side wall 12, of the first part 2, may be provided with a first connecting part 10, where the first connecting part 10 is provided with a groove 25 which receives the first edge 14 of the first side wall 12. The first connecting part 10 may be permanently attached to the first side wall 14 , through welding, adhesion, or other types of permanent fixation.

[0052] The first connecting part 10 may further be provided with a flange 22, that extends in a vertical direction upwards, in a direction towards the second part 3, as seen in Fig. 3. The flange 22 may be provided with a proximal part 26 and a distal part 27, where the closure part 8 is attached to the proximal part 26, and the distal part extends in a vertical direction past the teeth 28, 29 of the closure part and beyond towards the second part 3.

[0053] The second side wall 13, of the second part 3, may be provided with a second connecting part 11, where the second connecting part 11 is provided with a groove 30 which receives the second edge 15 of the second side wall 13. The second connecting part 11 may be permanently attached to the second side wall 15, through welding, adhesion, or other types of permanent fixation.

[0054] The second connecting part 11 may further be provided with a groove, depression or a track 23, which receives the free end 24 of the flange 22 when the luggage article 1 is closed. The second connecting part may furthermore be provided with a flange 31, allowing the closure part 8 to be attached to the second connecting

part 11, where the flange 31 may e.g. be a side wall of the groove 23 adapted to receive the free end 24 of the flange 22.

[0055] In this embodiment the closure part 8 is in the form of a zipper, having a first part 32 and a second part 33, where the first part 32 is attached to the first connecting part 10 via stitching 40 that penetrates both the zipper and the first connecting part 10 and the second part 33 is connected to the second connecting part 11 via stitching 41 that penetrates both the zipper and the second connecting part 11, where the zipper comprises teeth 28, 29 which are adapted to be selectively opened and closed, using a sliding part (20, 21 in Fig. 2). The two parts 32, 33 of the zipper 8 may extend into channels 42, 43 on the first 10 and the second 11 connecting parts, respectively, so that it may be difficult to peel open the zipper 8 when the luggage article 1 is secured in its closed position. When the zipper 8 is closed, an object travelling in a radial direction D towards the inner volume 18, 19 of the luggage article, may possibly penetrate the teeth 28, 29 or the parts 32, 33 of the closure device 8, but when the penetration has been made, the object will intersect the flange 22 of the first connecting part 10, and thereby ensuring that the object cannot penetrate the inner volume of the luggage article 1.

[0056] The first connecting part 10 and/or the second connecting part 11, may have a first 37 and/or a second 38 fabric flange, where this flange extends into the inner volume (not shown) of the first 2 and the second 3 luggage parts, where these flanges are adapted to be utilized to secure a fabric material on the inside of the first 2 and/or the second luggage parts 3, where the fabric may be wedged into a space 44, 45 between the flanges 37, 38 and the side walls 14, 15 of the luggage parts 2, 3, e.g. for a lining of the inner surface of the side walls 14, 15. The flanges 37, 38 may extend in an annular manner along the entire length circumference of the first 10 and/or the second 11 connecting parts, or may be me positioned in suitable positions to ensure that the lining may be secured inside the inner volume 18, 19 of the luggage parts 2, 3. However, as seen in Fig. 3b, when the closure device 8 has been selectively opened in the direction shown by arrow E, the second part 3 may be pivoted in a direction away from the first part 2, allowing access to the inner volume of the luggage article 1, where the free end 24 of the flange 22 is released from the groove, when the first part 32 of the closure device 8 has been released from the second part of the closure device.

[0057] The first 10 or the second connecting part 11 may be provided with a radial flange 36, that may be utilized to attach a compartment separator or divider 39 which can extend in a plane that is somewhat parallel to the plane defined by the axis A and B shown in Fig. 2, so that the inner volume 18, 19 of the first 2 or the second part 3, may be separated from the remaining parts of the luggage article 1. The divider 39 may be made from a textile or fabric, or alternatively of a solid material, suitable to be utilized as a divider.

Claims

1. A luggage article (1) comprising

- a first luggage part (2) and a second luggage part (3) defining two opposing closable parts of the luggage article (1), where the first (2) and second luggage parts (3) define an inner volume (18,19) of the luggage article (1) when closed,
- an attachment part (9) comprising
  - o a first connecting part (10) and a second connecting part (11) that are pivotally connected via a hinge (4), where the first connecting part (10) is attached to a first edge (14) of the first luggage part (2) and the second connecting part (11) is attached to a second edge (15) of the second luggage part (3)
  - o a closure part (8) adapted to secure the first connecting part (10) to the second connecting part (11) preventing access to the inner volume (18,19) of the luggage article (1)
  - o a barrier (22) that overlaps the closure part (8) in an area that is between the inner volume (18,19) of the luggage article (1) and the closure part (8) in a radial direction.

2. A luggage article (1) in accordance with any of the preceding claims, wherein the barrier (22) is a projection having a first end (26) that is attached to the first connecting part (10) or the second connecting part (11), and an opposite free end (24).

3. A luggage article (1) in accordance with claim 2, wherein the projection (22) extends from one connecting part (10,11) in a direction towards the opposing connecting part (10,11) when the luggage article (1) is closed.

4. A luggage article (1) in accordance with claim 2 where the free end (24) of the projection (22) is adapted to be inserted into a depression (23) in the opposing connecting part (10, 11) when the luggage article (1) is closed, where the depression (23) may optionally be in the form of a groove, or a track which is adapted to receive the free end (24) of the projection (22).

5. A luggage article (1) in accordance with any of the preceding claims where the barrier (22) and/or the projection (22) may be provided with at least one reinforcement elements, in order to improve the structural integrity of the projection (22) in a radial direction.

6. A luggage article (1) in accordance with any of the

preceding claims where the first (10) /or the second connecting part (11) is provided with a first barrier part (22) that extends across a radial axis extending from a central point (C) in the luggage article (1), and where the opposing connecting part (10,11) is provided with a second barrier part (23) that receives the first barrier part (22) and is configured to secure the first barrier part (22) when the luggage article (1) is closed.

7. A luggage article (1) in accordance with any of the preceding claims where the barrier (22) is positioned in the vicinity of the closure part (8).

8. A luggage article (1) in accordance with claim 1, wherein the closure part is a a zipper (8, 28, 29, 32, 33).

9. A luggage article (1) in accordance with any of the preceding claims, wherein the closure part (8) is attached to the first luggage part (2) and/or the second luggage part (3).

10. A luggage article (1) in accordance with any of the preceding claims, wherein an outer periphery of the first (9) and/or the second connecting part (11) extends beyond at least part of the closure part (8) in a radial direction away from a central point (C) of the luggage article (1).

11. A luggage article (1) in accordance with any of the preceding claims, wherein the barrier (22) extends more than 50% of the first edge (14) of the first luggage part (2) and/or of second edge (15) of the second luggage part (3), optionally where the barrier extends more than 75% of the first edge (14) of the first luggage part (2) and/or of second edge (11) of the second luggage part (3), optionally where the barrier extends along the entire of the first edge (14) of the first luggage part (2) and/or of second edge (11) of the second luggage part (3).

12. A luggage article (1) in accordance with any of the preceding claims, wherein the first luggage part (2) and the second luggage part (3) each define at least 10 percent of the inner volume of the luggage article (1), or more preferably where each luggage part (2, 3) each defines at least 20 percent of the inner volume of the luggage article (1), or more preferably where each luggage part (2, 3) each defines at least 30 percent of the inner volume of the luggage article (1), or more preferably where each luggage part (2, 3) each defines at least 40 percent of the inner volume of the luggage article (1), or more preferably where each luggage part (2, 3) each defines approximately 50% the inner volume of the luggage article (1).

13. A luggage article (1) in accordance with any of the preceding claims, wherein the first connecting part 10 and/or the second connecting part 11 may be provided with a lining projection configure to extend in a direction towards an inner volume of the first luggage part 2 and/or the second luggage part 3, creating a space between the lining projection 23, 38, and the luggage parts 2, 3, 14, 15.

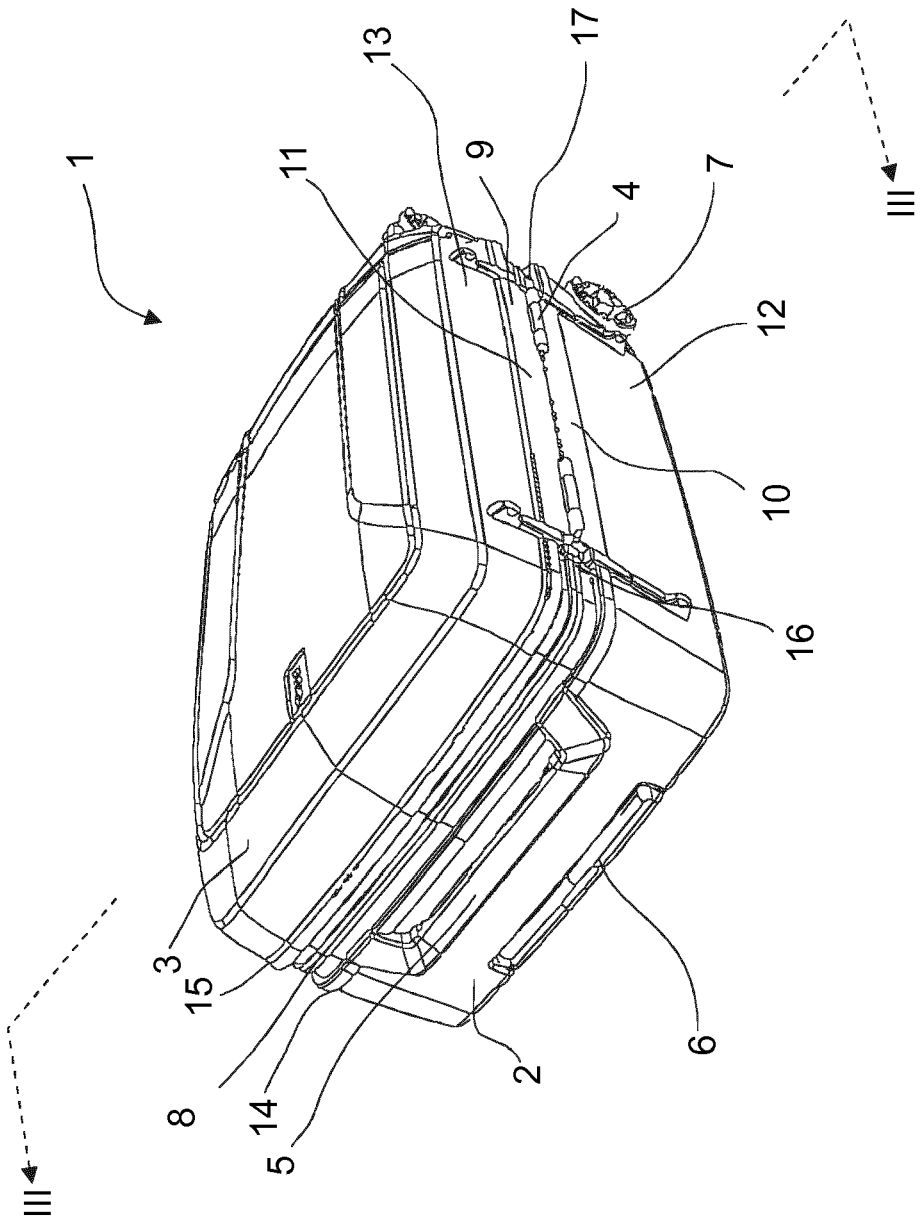

Fig. 1

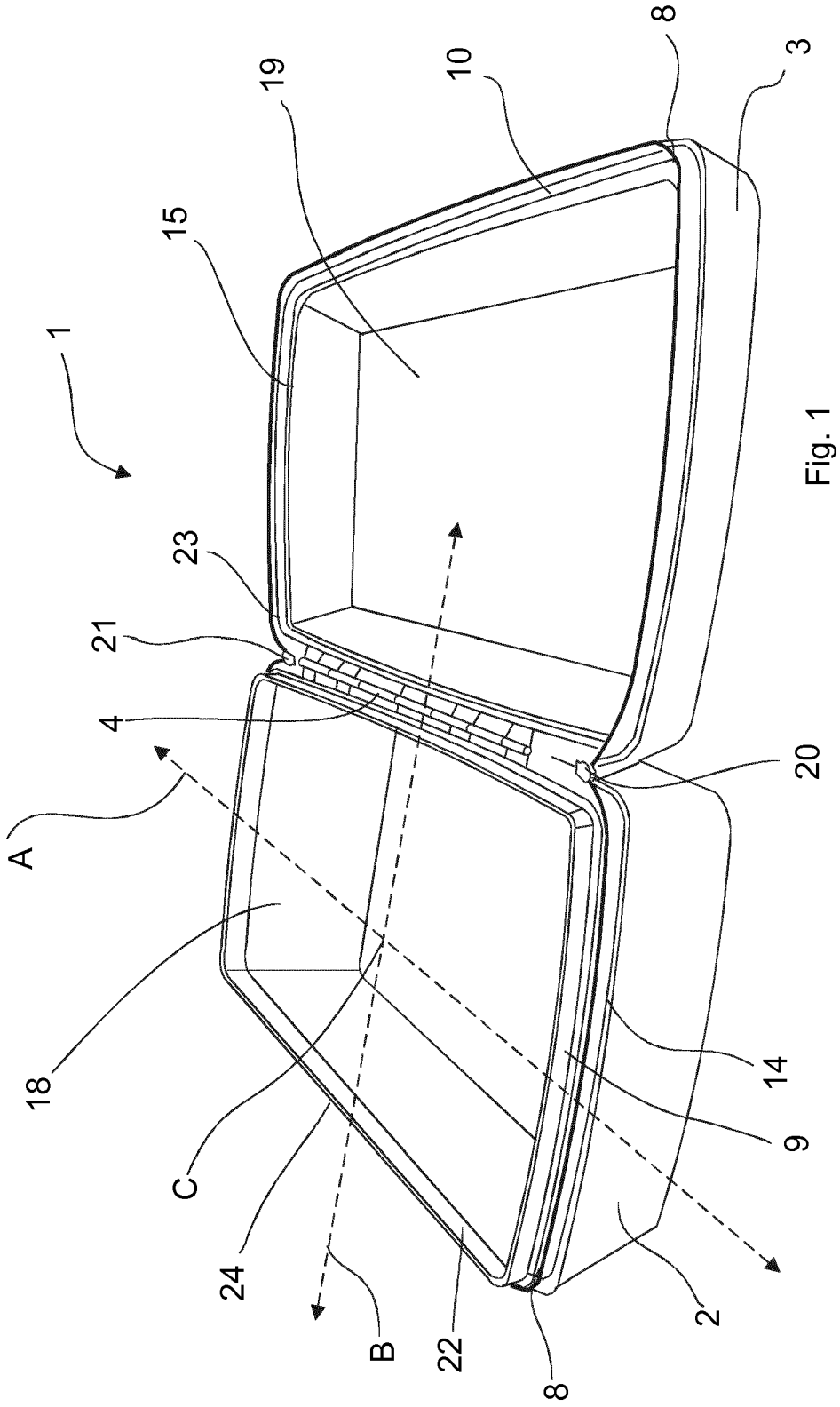

Fig. 1

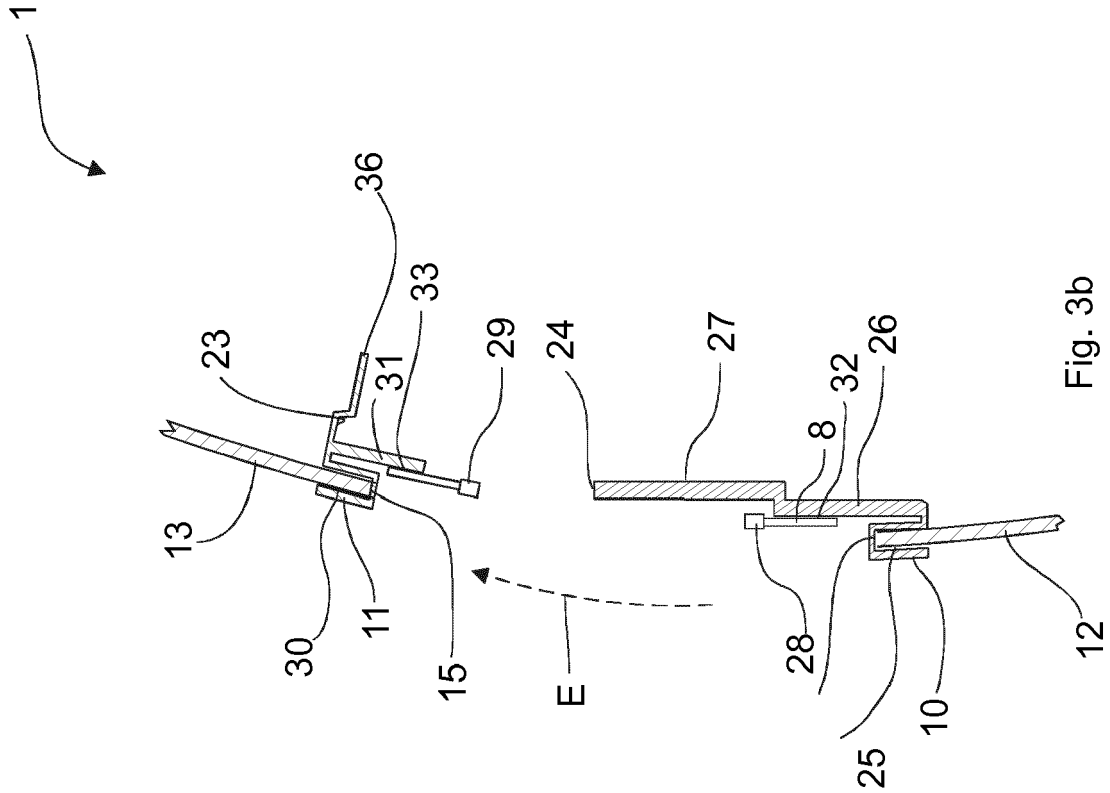
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Fig. 3b

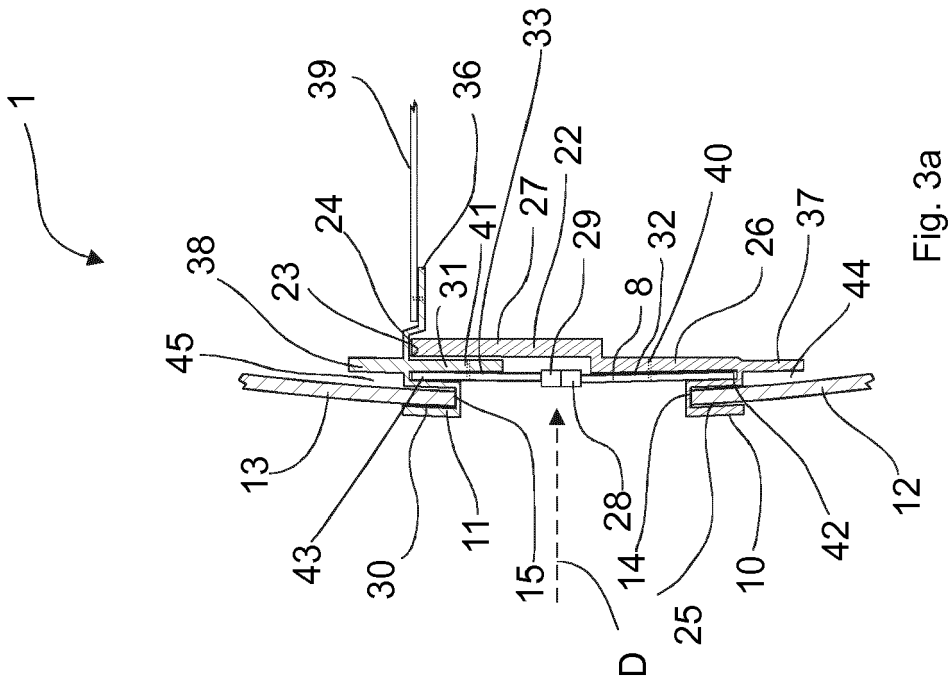
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Fig. 3a

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EUROPEAN SEARCH REPORT

Application Number
EP 18 15 8371

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The present search report has been drawn up for all claims

Place of search	Date of completion of the search	Examiner
The Hague	14 May 2018	Ehrsam, Sabine

CATEGORY OF CITED DOCUMENTS

X : particularly relevant if taken alone
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