

DESCRIPTION

Title of Invention

VEHICLE WHEEL, RUNNING WHEEL, VEHICLE AND METHOD OF
5 ASSEMBLING AND DISASSEMBLING VEHICLE WHEEL

Technical Field

[0001]

The present invention relates to a vehicle wheel, a running wheel, a vehicle, and
10 a method of assembling and disassembling a vehicle wheel.

Priority is claimed on Japanese Patent Application No. 2010-284851, filed
December 21, 2010, the content of which is incorporated herein by reference.

Background Art

15 [0002]

In the past, in a new transportation system such as a monorail or a subway, a
vehicle has been known that adopts a tire with an inner safety wheel that supports a
tubeless pneumatic tire from the inside when the inner pressure of the tubeless pneumatic
tire is reduced. In a wheel of such a pneumatic tire, a bead portion of the tire is locally
20 opened, an inner safety wheel is assembled inside, and a rubber sheet is then mounted.
Then, the wheel provided with the inner safety wheel is set in a press fitting jig and
moved onto a wheel in which a side ring is removed, and the tire is press-fitted to a rim
by the jig. The side ring is placed on the tire, and the side ring is further press-fitted to
the tire and pressed until a groove for a lock ring is visible. Then, the lock ring is
25 caught and assembled in the groove and air is then put into the tire, and consequently a

Incidentally, there is a vehicle wheel in which a plurality of engagement places are mounted at mating portions of two-divided wheels (refer to, for example, Patent Literature 1).

Citation List

Patent Literature 1: Japanese Unexamined Patent Application, First Publication
8-302858

Technical Problem

That is, in Patent Literature 1, if air is put into the tire before the tire is mounted

25 on a hub, there is a risk that the divided wheels disengage from the tire. Further, the

divided wheels are provided with divided rims in order to facilitate rim assembly of a hard tire, and after beads of the tire are press-fitted to the respective split rims, it is necessary to rotate the respective split rims in relative directions and engage the rims with each other. However, this work is time-consuming, and thus a lot of time is

5 required. In addition, usually, after the tire is mounted on the rim, air is put into the tire to make a running wheel, and the running wheel is then mounted on a vehicle.

However, because of an engagement structure, there is a problem in that even if air is put into the tire, disengagement easily occurs.

[0006]

10 Further, in tire replacement of a common tire wheel with an inner safety wheel, since a special jig having a hydraulic press function is required, locations where tires can be replaced are limited. In addition, since the tire replacement is special work performed by a skilled technician, there is a problem in that it is not possible to cope with a sudden puncture of the tire or the like when a vehicle is running.

15 [0007]

The present invention has been made in view of the above-described problems and has an object of providing a vehicle wheel, a running wheel, a vehicle, and a method of assembling and disassembling a vehicle wheel in which improvements in work efficiency and workability pertaining to assembly and disassembly can be attained.

20

Solution to Problem

[0008]

In order to achieve the above object, according to a first aspect of the present invention, a vehicle wheel, divided in an axial direction of a tire into two pieces which
25 are an in-side half wheel and an out-side half wheel that are connected to each other and

fixed to an axle hub, includes: first bolts joining a mating surface of the in-side half wheel and a mating surface of the out-side half wheel together; and second bolts joining the out-side half wheel and the axle hub together, wherein the first bolts and the second bolts are respectively screwed into nuts from the out-side half wheel side.

5 [0009]

Further, according to a second aspect of the present invention, a method of assembling and disassembling the vehicle wheel according to the first aspect which is provided with a pneumatic tire includes: a first step of detaching the second bolts by loosening nuts from an outside of the out-side half wheel; a second step of reducing inner
10 pressure by releasing air in the tire; a third step of detaching the first bolts by loosening nuts from the outside of the out-side half wheel; and a fourth step of separating the in-side half wheel and the out-side half wheel and detaching the in-side half wheel and the out-side half wheel from the tire, wherein the disassembling the vehicle wheel is performed in order from the first step to the fourth step when the vehicle wheel is
15 detached from the tire, and the assembling the vehicle wheel is performed in reverse order of the disassembling when the vehicle wheel is mounted on the tire.

[0010]

According to the above aspects of the invention, since in the out-side half wheel, the first bolts which are mounted on the in-side half wheel and the second bolts which are
20 mounted on the axle hub are separately mounted, the assembly and disassembly of the in-side half wheel and the out-side half wheel and the assembly and disassembly of the out-side half wheel and the axle hub can be prevented from being performed at the same time. That is, when the tire is replaced, the wheel with a tire can be detached from the axle hub by first detaching the second bolts. At this time, since the in-side half wheel
25 and the out-side half wheel are joined together by the first bolts, it is possible to maintain

a good working state without separation of the wheels due to the inner pressure of the tire.

Further, since the out-side half wheel is mounted on the axle hub, even if the first bolts are mistakenly loosened, the object that may be blown due to the inner pressure of the tire is the in-side half wheel because the out-side half wheel and the axle hub are joined together by the second bolts, and thus, there is a safety advantage that the wheel does not fly toward the outer worker side.

[0011]

Further, the vehicle wheel according to the first aspect described above preferably includes a first cover body covering first nuts that are screwed onto the first bolts.

[0012]

In the vehicle wheel according to the first aspect described above, since the first nuts for the first bolts joining the in-side half wheel and the out-side half wheel together is covered by the first cover body, the first nuts are not visible from the outside. Then, since the first nuts cannot be loosened from the outside unless the first cover body is removed, it can be prevented that the in-side half wheel and the out-side half wheel are separated from each other by mistakenly removing the first bolts before the out-side half wheel and the axle hub are detached from each other.

20 [0013]

Further, in the vehicle wheel according to the first aspect described above, the first cover body is preferably jointed by second nuts that are screwed onto the second bolts.

[0014]

25 In this case, the first cover body can be detached from the out-side half wheel by

loosening and removing the second the nuts from the second bolts. For this reason, when the wheel is disassembled, the disassembly procedure to first detach the out-side half wheel and the axle hub from each other, then loosen the first nuts, and separate the in-side half wheel and the out-side half wheel, can be carried out.

5 [0015]

Further, the vehicle wheel according to the first aspect described above preferably includes a fit joint type mating portion protruding from one of the mating surfaces of the in-side half wheel and the out-side half wheel toward the other of the mating surfaces of the in-side half wheel and the out-side half wheel, and the fit joint
10 type mating portion preferably extends over an entire circumference of the vehicle wheel.
[0016]

In this case, misalignment of the in-side half wheel and the out-side half wheel with respect to an axle can be prevented by the fit joint type mating portion. Further, also when the two-divided wheels are assembled, since it becomes possible to easily
15 coaxially position both the divided wheels by engaging the fit joint type mating portion protruding from the mating surface of the divided wheel on one side with the divided wheel on the other side, the assembly work can be made more efficient.
[0017]

Further, the vehicle wheel according to the first aspect described above
20 preferably further includes a second cover body covering the first bolts that are arranged at the in-side half wheel side.
[0018]

In the vehicle wheel according to the first aspect described above, since the first bolts joining the in-side half wheel and the out-side half wheel together is covered by the
25 second cover body, the first bolts are not visible from the outside. Then, since the first

bolts cannot be removed unless the second cover body is removed, it can be prevented that the in-side half wheel and the out-side half wheel are separated from each other by mistakenly removing the first bolts before the out-side half wheel and the axle hub are detached from each other.

5 [0019]

Further, in the vehicle wheel according to the first aspect described above, the in-side half wheel is preferably provided with an air hole communicating with a rim outer circumferential surface of the in-side half wheel, a whistle mechanism section that is fixed by a third nut and emits a warning sound due to air flowing through the air hole
10 toward an inner circumference side from a rim outer circumference side is preferably mounted at an end portion on the rim inner circumference side of the air hole, and the second cover body is preferably jointed by the third nut of the whistle mechanism section.

[0020]

15 In the vehicle wheel according to the first aspect described above, after the wheel is detached from the axle hub, the second cover body can be detached from the in-side half wheel by loosening and removing the third nut of the whistle mechanism section from the second cover body. That is, when the in-side half wheel and the out-side half wheel are disassembled, an attempt to detach the second cover body is made
20 without releasing air in the tire. In this case, when the third nut of the whistle mechanism section is loosened, air in the tire flows to the rim outer circumference side through the air hole, and therefore the whistle mechanism section emits a warning sound. For this reason, after the inner pressure in the inside of the tire is reduced by an air valve until the warning sound disappears, the second cover body can be detached. Then, a
25 disassembly procedure to loosen and remove the first nuts from the in-side half wheel

and the out-side half wheel and to separate the in-side half wheel and the out-side half wheel from each other can be carried out.

[0021]

Further, the vehicle wheel according to the first aspect described above may
5 include a third cover body covering first nuts that are screwed onto the first bolts, and the out-side half wheel may be provided with a valve communicating with the inside of the tire. Further, the third cover body may be mounted at an opening portion of the valve and the third cover body may be jointed by a fourth nut.

[0022]

10 In the vehicle wheel according to the first aspect described above, since the first nuts for the first bolts joining the in-side half wheel and the out-side half wheel together is covered by the third cover body, the first nuts are not visible from the outside. Then, since the first nuts cannot be loosened from the outside unless the third cover body is removed, it can be prevented that the in-side half wheel and the out-side half wheel are
15 separated from each other by mistakenly removing the first bolts before the out-side half wheel and the axle hub are detached from each other.

Then, after the wheel is detached from the axle hub, the third cover body can be detached from the out-side half wheel by loosening and removing the fourth nut from the third cover body. That is, when the in-side half wheel and the out-side half wheel are
20 disassembled, there is no need to release air in the tire. If an attempt to detach the third cover body is made, when the fourth nut is loosened, air in the tire flows to the outside of the out-side half wheel through the valve, and after the inner pressure in the inside of the tire is reduced, the third cover body can be detached.

Then, a disassembly procedure to loosen and remove the first nuts from the
25 in-side half wheel and the out-side half wheel and to separate the in-side half wheel and

the out-side half wheel from each other can be carried out.

[0023]

Further, according to a third aspect of the present invention, a running wheel includes a wheel in which a tire is mounted on the vehicle wheel according to the first
5 aspect described above.

Further, according to a fourth aspect of the present invention, a vehicle includes the running wheel according to the third aspect described above.

In the third and fourth aspects, since a tire is mounted on the vehicle wheel according to the first aspect described above, a running wheel or a vehicle with the high
10 efficiency of assembly and disassembly work can be provided.

Advantageous Effects of Invention

[0024]

According to the vehicle wheel, the running wheel, the vehicle, and the method
15 of assembling and disassembling the vehicle wheel related to the aspects of the present invention, the first bolts that are mounted on the in-side half wheel and the second bolts that are mounted on the axle hub are separately mounted. For this reason, since the out-side half wheel is mounted on the axle hub, even if the first bolts are mistakenly loosened when the tire is replaced, the out-side half wheel and the axle hub are joined
20 together by the second bolts. For this reason, there is no chance of the wheel flying toward the outer worker side, and improvements in work efficiency and workability and safety pertaining to assembly and disassembly can be attained.

Brief Description of Drawings

25 [0025]

FIG. 1 is a cross-sectional view showing a running wheel according to a first embodiment of the present invention.

FIG. 2 is a side view when the wheel shown in FIG. 1 is viewed from the outside.

5 FIG. 3 is a partial enlarged view of the wheel shown in FIG. 1.

FIG. 4 is a cross-sectional view showing a running wheel according to a second embodiment of the present invention.

FIG. 5 is a partial enlarged view of the wheel shown in FIG. 4, corresponding to FIG. 3.

10 FIG. 6 is a cross-sectional side view showing a whistle mechanism section.

FIG. 7 is a partial cross-sectional view showing a wheel according to a third embodiment of the present invention.

Description of Embodiments

15 [0026]

Hereinafter, a vehicle wheel, a running wheel, a vehicle, and a method of assembling and disassembling a vehicle wheel according to embodiments of the present invention are described based on the drawings.

[0027]

20 (First Embodiment)

As shown in FIG. 1, a vehicle wheel (hereinafter simply referred to as a wheel 1A) according to the first embodiment is used in a tubeless tire (hereinafter simply referred to as a tire 2) with an inner safety wheel 3 incorporated in the inside.

Here, in FIG. 1, reference numeral 4 denotes an axle hub, reference numeral 5
25 denotes a valve, and reference numeral 6 denotes a rubber sheet which is mounted

between the inner safety wheel 3 and rim flanges of the wheel 1A.

Then, in FIGS. 1 and 3, the left side of the drawing is the inside in a vehicle width direction and the right side of the drawing is also the outside in the vehicle width direction.

5 [0028]

In addition, in the wheel 1A, a direction perpendicular to an axle P of the axle hub 4 is referred to as a diameter direction or a radial direction, a direction revolving around the axle P is referred to as a circumferential direction, and a direction parallel to the axle P is referred to as a width direction X.

10 [0029]

As shown in FIGS. 1 to 3, the wheel 1A is provided with a plurality of (in FIG. 2, twenty) wheel coupling bolts 7 (first bolts) and a plurality of (in FIG. 2, ten) hub bolts 8 (second bolts) joining an out-side half wheel 20 and the axle hub 4 together. The wheel coupling bolts 7 connect an in-side half wheel 10 and the out-side half wheel 20, that are pieces of the wheel 1A divided into two in a direction of the axle P, to each other, are fixed to the axle hub 4, and join a mating surface 10a of the in-side half wheel 10 and a mating surface 20a of the out-side half wheel 20 together. The wheel coupling bolts 7 and the hub bolts 8 are screwed into nuts 9 from the out-side half wheel 20 side respectively.

20 [0030]

The axle hub 4 is provided with a hub flange 41 protruding in the radial direction at a given position in an axial direction, and a plurality of (in FIG. 2, ten) hub bolt holes 42 that penetrate the hub flange 41 in a thickness direction along an outer peripheral portion of the hub flange 41 and are arranged at equal intervals in the circumferential direction.

25

[0031]

The in-side half wheel 10 is provided with a rim section 11 which is fitted to a bead portion on one side in the width direction of the tire 2, and a disk section 12 which is fixed to the axle hub 4 on the vehicle side, and disposed inside in the width direction of a vehicle. The rim section 11 is annularly formed at a peripheral border of the disk section 12 and is provided with a rim flange arranged at an end portion in the axial direction of the rim section 11.

The disk section 12 has a circular opening portion 12a at the center, and on the outer periphery side thereof, is provided with a plurality of (in FIG. 2, twenty) outer periphery side bolt holes 13 arranged at equal intervals in the circumferential direction for the wheel coupling bolts 7. The size of the opening portion 12a is larger than the size of the outer diameter of the hub flange 41 of the axle hub 4.

[0032]

The out-side half wheel 20 is provided with a rim section 21 which is fitted to a bead portion on one side in the width direction of the tire 2, and a disk section 22 which is fixed to the axle hub 4 on the vehicle side, and disposed inside in the width direction of a vehicle. The rim section 21 is annularly formed at a peripheral border of the disk section 22 and is provided with a rim flange arranged at an end portion in the axial direction of the rim section 21.

20 [0033]

The disk section 22 has a circular opening portion 22a at the center, and on the outer periphery side thereof, is provided with a plurality of (in FIG. 2, twenty) outer periphery side bolt holes 23 arranged at equal intervals in the circumferential direction for the wheel coupling bolts 7. A plurality of (in FIG. 2, ten) inner periphery side bolt holes 24 for the hub bolts 8 are arranged at equal intervals in the circumferential direction

further to the inner periphery side than the plurality of outer periphery side bolt holes 23.

The plurality of outer periphery side bolt holes 23 are disposed at the same positions in the radial direction and at the same intervals in the circumferential direction so as to correspond to the plurality of outer periphery side bolt holes 13 of the in-side half wheel

5 10. On the other hand, the inner periphery side bolt holes 24 are disposed at the same positions in the radial direction and at the same intervals in the circumferential direction so as to correspond to the plurality of hub bolt holes 42 of the axle hub 4.

Then, the out-side half wheel 20 is mounted on the hub flange 41 of the axle hub 4 from the outside. That is, the out-side half wheel 20 is mounted on the axle hub 4

10 with an outer surface 41a of the hub flange 41 and the mating face 20a of the out-side half wheel 20 put together.

The size of the opening portion 22a is set to be a size of the outer diameter where the axle hub 4 can be inserted into the opening portion 22a.

[0034]

15 Then, in the mating surfaces 10a and 20a at which the in-side half wheel 10 and the out-side half wheel 20 are coupled together, a convex portion 14 (a fit joint type mating portion) protruding from the mating surface 10a side of the in-side half wheel 10 at the outer periphery side in the radial direction extends over the entire circumference in the circumferential direction. The mating surface 20a of the out-side half wheel 20 is

20 provided with a concave portion 25 arranged over the entire circumference in the circumferential direction corresponding to the convex portion 14. The convex portion 14 is engaged with the concave portion 25, and therefore, misalignment of the in-side half wheel 10 and the out-side half wheel 20 with respect to the axle P can be regulated.

[0035]

25 Further, in the mating surfaces at which the in-side half wheel 10 and the

out-side half wheel 20 are coupled together, an O-ring is mounted in order to prevent leakage of air in the tire 2 through the mating surfaces. In this way, the wheel 1A can also be applied to a tubeless tire.

[0036]

5 Next, a method of assembling and disassembling the wheel 1A is described.

First, when the wheel 1A is detached from the tire 2, as shown in FIG. 1, the plurality of hub bolts 8 are detached by loosening the second nuts 9B from the outside of the out-side half wheel 20 (a first step). Then, the hub flange 41 of the axle hub 4 and the out-side half wheel 20 are disengaged from each other, and thus an aggregate of the
10 wheel 1 and the tire 2 can be detached from the axle hub 4. Then, a worker at this time can perform work without entering the inside of the vehicle, that is, the in-side half wheel 10 side. Then, air in the tire 2 is released through the valve 5, and the inner pressure of the tire 2 is reduced (a second step).

[0037]

15 Next, the wheel coupling bolts 7 are detached by loosening the first nuts 9A from the outside of the out-side half wheel 20 (a third step). Also at this time, the worker can perform work without entering the inside of the vehicle, that is, the in-side half wheel 10 side.

Then, the in-side half wheel 10 and the out-side half wheel 20 are separated
20 from each other at the mating surfaces 10a and 20a and detached from the tire 2 (a fourth step).

In addition, in this embodiment, since the inner safety wheel 3 is incorporated in the tire 2, after the wheel 1A is detached from the tire 2, the inner safety wheel 3 is disassembled and detached from the tire 2.

25 [0038]

Further, when the wheel 1A is mounted on the tire 2, the assembly is performed according to the reverse procedure of the above-described disassembly procedure. That is, the in-side half wheel 10 and the out-side half wheel 20 are brought into contact with each other at the mating surfaces 10a and 20a at a given position of the axle 4, the wheel coupling bolts 7 are inserted into the outer periphery side bolt holes 13 and 23 of the in-side half wheel 10 and the out-side half wheel 20 from the in-side half wheel 10 side, and the nuts 9A are tightened to the wheel coupling bolts 7 from the out-side half wheel 20 side. Then, air is supplied into the tire 2 through the valve 5.

Then, when given inner pressure has been obtained, supply of air is stopped, and the outer surface 41a of the hub flange 41 and the mating surface 20a of the out-side half wheel 20 are put together and the hub bolts 8 are inserted into the hub bolt holes 42 of the hub flange 41 and the inner periphery side bolt holes 24 of the out-side half wheel 20 from the in-side half wheel 10 side. The second nuts 9B are tightened to the hub bolts 8 from the out-side half wheel 20 side, and thus assembly to mount the wheel 1A on the tire 2 is completed.

[0039]

Next, a function of the wheel 1A divided into two is described based on the drawings.

As shown in FIG. 1, in the wheel 1A of this embodiment, in the out-side half wheel 20, the wheel coupling bolts 7 which are mounted on the in-side half wheel 10 and the hub bolts 8 which are mounted on the hub flange 41 of the axle hub 4 are separately mounted. In this way, the assembly and disassembly of the in-side half wheel 10 and the out-side half wheel 20 and the assembly and disassembly of the out-side half wheel 20 and the axle hub 4 can be prevented from being performed at the same time.

That is, when the tire 2 is replaced, the wheel with a tire can be detached from

the axle hub 4 by first detaching the hub bolts 8. At this time, since the in-side half wheel 10 and the out-side half wheel 20 are joined together by the wheel coupling bolts 7, it is possible to maintain a good working state without separation of the in-side half wheel 10 and the out-side half wheel 20 due to the inner pressure of the tire 2.

5 [0040]

Further, the out-side half wheel 20 is mounted on the axle hub 4. For this reason, even if the wheel coupling bolts 7 are loosened mistakenly, since the out-side half wheel 20 and the axle hub 4 are joined together by the hub bolts 8, the object that may be blown due to the inner pressure of the tire 2 is the in-side half wheel 10. Accordingly,
10 there is a safety advantage that the wheel does not fly toward the outer worker side.

[0041]

Further, the wheel 1A is divided into two, so it is not necessary to use a hydraulic press in disassembly and assembly work of a tire with an inner safety wheel and a special jig is not also required.

15 In addition, by setting an offset between the in-side half wheel 10 and the out-side half wheel 20 to be zero, it becomes possible to manufacture the in-side half wheel 10 and the out-side half wheel 20 by using a single mold, and thus a reduction in cost can be attained. On the other hand, it is also possible to apply an offset by shifting the positions of the mating surface 10a of the in-side half wheel 10 and the mating
20 surface 20a of the out-side half wheel 20. Accordingly, when the wheel 1A is divided into two, it is also possible to make it have a shape matching the structure of a tire mounting section.

[0042]

Further, the mating surface 10a of the in-side half wheel 10 is provided with the
25 convex portion 14 protruding to the mating surface 20a side of the out-side half wheel 20

to extend over the entire circumference in the circumferential direction, and the convex portion 14 and the concave portion 25 are engaged with each other, so misalignment of the in-side half wheel 10 and the out-side half wheel 20 with respect to the axle P can be prevented.

5 Further, when the in-side half wheel 10 and the out-side half wheel 20 divided into two are assembled, since it become possible to easily coaxially position both the divided wheels 10 and 20 by engaging the convex portion 14 with the concave portion 25, the assembly work can be made more efficient.

[0043]

10 In the vehicle wheel, the running wheel, the vehicle, and the method of assembling and disassembling the vehicle wheel according to the first embodiment described above, the wheel coupling bolts 7 which are mounted on the in-side half wheel 10 and the hub bolts 8 which are mounted on the axle hub 4 are separately mounted and the out-side half wheel 20 is mounted on the axle hub 4. For this reason, even if the
15 wheel coupling bolts 7 are mistakenly loosened when the tire 2 is replaced, since the out-side half wheel 20 and the axle hub 4 are joined together by the second bolts, flying of the wheel toward the outer worker side can be prevented. Therefore, improvement in work efficiency and workability and safety pertaining to assembly and disassembly can be attained.

20 [0044]

Next, other embodiments of the vehicle wheel, the running wheel, the vehicle, and the method of assembling and disassembling the vehicle wheel according to the present invention are described based on the accompanying drawings. However, with respect to a member or a portion equal to or similar to that in the first embodiment
25 described above, the same reference numeral is used and description is omitted, and a

configuration different from that in the first embodiment is described.

[0045]

(Second Embodiment)

As shown in FIGS. 4 and 5, a wheel 1B (a vehicle wheel) according to a second
5 embodiment is provided with a first cover body 30 that covers the first nuts 9A which are
screwed onto the wheel coupling bolts 7, and a second cover body 31 that covers the
wheel coupling bolts 7 inserted into the outer periphery side bolt holes 13 and 23 of the
in-side half wheel 10 and the out-side half wheel 20 from the in-side half wheel 10 side.

[0046]

10 The first cover body 30 is jointed by the second nuts 9B which are screwed onto
the hub bolts 8. That is, the first cover body 30 is provided with a locking portion 30a
having bolt holes into which a leading end of the hub bolts 8 are inserted, and has the
shape of a flat plate which overhangs outward from the locking portion 30a and is bent so
as to cover the outer periphery side of the first nuts 9A.

15 [0047]

Then, in the in-side half wheel 10, an air hole 32 communicating with the rim
outer circumferential surface thereof is mounted. A whistle mechanism section 34
which is fixed by a third nut 33 and emits a warning sound due to air flowing through the
air hole 32 toward the inner circumference side from the rim outer circumference side is
20 mounted at an end portion on the rim inner circumference side of the air hole 32.

[0048]

The whistle mechanism section 34 is more specifically described using FIG. 6.
The whistle mechanism section 34 is provided with a pushing screw 34A, a whistle main
body 34B mounted at a protruding end of the pushing screw 34A and communicating
25 with a through-hole 34a, and a ball valve 34C which opens and closes an air flow path of

the air hole 32 by the screwed amount of the pushing screw 34A. The pushing screw 34A is screwed into a female screw portion formed in the end portion on the rim inner circumference side of the air hole 32 and has the through-hole 34a communicating with the air hole 32.

5 The third nut 33 is integrally fixed to an outer circumference of the pushing screw 34A. By tightening the third nut 33, the pushing screw 34A is tightened into the female screw portion and presses the ball valve 34C at a leading end thereof, so the air hole 32 can be closed. On the other hand, by loosening the third nut 33, the leading end of the pushing screw 34A retracts to the rim inner circumference side and the ball valve
10 34C is opened, and thus air in the tire 2 is released through the through-hole 34a while emitting a warning sound at the whistle main body 34B.

[0049]

 The second cover body 31 is jointed by the third nut 33 of the whistle mechanism section 34, is provided with a locking portion 31a having a bolt hole into
15 which the pushing screw 34A is inserted, and has the shape of a flat plate which is bent from the locking portion 31a so as to cover the outer periphery side of the first nuts 9A. That is, the second cover body 31 is mounted by disposing the locking portion 31a between the third nut 33 and the rim section 11.

[0050]

20 According to the wheel 1B related to the second embodiment of the present invention, since the first nuts 9A for the wheel coupling bolts 7 joining the in-side half wheel 10 and the out-side half wheel 20 together are covered by the first cover body 30, the first nuts 9A are not visible from the outside. Then, since the first nuts 9A cannot be loosened from the outside unless the first cover body 30 is removed, it can be prevented
25 that the in-side half wheel 10 and the out-side half wheel 20 are separated from each

other by mistakenly removing the wheel coupling bolts 7 before the out-side half wheel 20 and the axle hub 4 are detached from each other.

[0051]

Then, the first cover body 30 can be detached from the out-side half wheel 20 by loosening and removing the second nuts 9B for the hub bolts 8. For this reason, when the wheel 1B is disassembled, a disassembly procedure to first detach the out-side half wheel 20 and the axle hub 4 from each other, then loosen the first nuts 9A, and separate the in-side half wheel 10 and the out-side half wheel 20, can be carried out.

[0052]

Since the wheel coupling bolts 7 joining the in-side half wheel 10 and the out-side half wheel 20 together are covered by the second cover body 31, the wheel coupling bolts 7 are not visible from the outside. Since the wheel coupling bolts 7 cannot be removed unless the second cover body 31 is removed, it can be prevented that the in-side half wheel 10 and the out-side half wheel 20 are separated from each other by mistakenly removing the wheel coupling bolts 7 before the out-side half wheel 20 and the axle hub 4 are detached from each other.

[0053]

Then, after the wheel is detached from the axle hub 4, the second cover body 31 can be detached from the in-side half wheel 10 by loosening and removing the third nut 33 of the whistle mechanism section 34. That is, when the in-side half wheel 10 and the out-side half wheel 20 are disassembled, an attempt to detach the second cover body without releasing air in the tire 2 through the air valve 5 is made. In this case, when the third nut 33 of the whistle mechanism section 34 is loosened, air in the tire 2 flows to the rim outer circumference side through the air hole 32, and therefore the whistle mechanism section 34 emits a warning sound. For this reason, after the inner pressure

in the inside of the tire 2 is reduced until the warning sound disappears, the second cover body 31 can be detached. Then, a disassembly procedure to loosen the first nuts 9A and separate the in-side half wheel 10 and the out-side half wheel 20 from each other can be carried out.

5 [0054]

(Third Embodiment)

Next, in a wheel 1C (a vehicle wheel) according to a third embodiment shown in FIG. 7, in place of the first cover body 30 (refer to FIG. 4) according to the second embodiment described above, a third cover body 35 that covers the first nuts 9A which
10 are screwed onto the wheel coupling bolts 7 is mounted in a state of being jointed to an opening portion of the valve 5 mounted at the out-side half wheel 20 and communicating with the inside of the tire, by a fourth nut 36.

The third cover body 35 is provided with a locking portion 35a having a bolt hole into which the valve 5 is inserted, and has the shape of a flat plate in which is bent
15 from the locking portion 35a so as to cover the outer circumference side of the first nuts 9A.

[0055]

In this case, since the first nuts 9A for the wheel coupling bolts 7 joining the in-side half wheel 10 and the out-side half wheel 20 together are covered by the third
20 cover body 35, the first nuts 9A are not visible from the outside. Then, since the first nuts 9A cannot be loosened from the outside unless the third cover body 35 is removed, it can be prevented that the in-side half wheel 10 and the out-side half wheel 20 are separated from each other by mistakenly removing the wheel coupling bolts 7 before the out-side half wheel 20 and the axle hub 4 are detached from each other.

25 [0056]

Then, after the wheel 1C is detached from the axle hub 4, the third cover body 35 can be detached from the out-side half wheel 20 by loosening and removing the fourth nut 36 from the third cover body 35. That is, when the in-side half wheel 10 and the out-side half wheel 20 are disassembled, in a case where an attempt to detach the third cover body 35 without releasing air in the tire 2 is made, when the fourth nut 36 is loosened, air in the tire 2 flows to the outside of the out-side half wheel 20 through the valve 5, and after the inner pressure in the inside of the tire 2 is reduced, the third cover body 35 can be detached. Then, a disassembly procedure to loosen and remove the first nut 9A and separate the in-side half wheel 10 and the out-side half wheel 20 from each other can be carried out.

[0057]

While the embodiments of the vehicle wheel, the running wheel, the vehicle, and the method of assembling and disassembling the vehicle wheel according to the present invention have been described above, the present invention is not limited to the above-described embodiments and a change can be appropriately made without departing from the scope of the present invention.

For example, in the embodiments, an inner safety wheel is incorporated in the tire 2. However, it is also possible to apply the present invention to a tire in which an inner safety wheel is not mounted.

[0058]

Further, the number of wheel coupling bolts 7 and the number of hub bolts 8 can be changed appropriately depending on the conditions such as the size of the diameter of the wheel.

In addition, the shapes, the mounting positions, the mounting structures, or the like of the first cover body 30, the second cover body 31, and the third cover body 35 are

not limited to the above-described embodiments and can be changed.

In addition, it is possible to appropriately substitute the constituent elements in the above-described embodiments for well-known constituent elements without departing from the scope of the present invention, and the embodiments described above may also
 5 be combined appropriately.

Industrial Applicability

[0059]

According to the vehicle wheel, the running wheel, the vehicle, and the method
 10 of assembling and disassembling the vehicle wheel related to the present invention, there is no chance of the wheel flying toward the outer worker side, and improvements in work efficiency and workability and safety pertaining to assembly and disassembly can be attained.

15 Reference Signs List

[0060]

1A, 1B, 1C: wheel (vehicle wheel)

2: tire

3: inner safety wheel

20 4: axle hub

7: wheel coupling bolt (first bolt)

8: hub bolt (second bolt)

9A, 9B: nut

10: in-side half wheel

25 10a: mating surface

13: outer periphery side bolt hole

14: convex portion (fit joint type mating portion)

20: out-side half wheel

23: outer periphery side bolt hole

5 24: inner periphery side bolt hole

25: concave portion

30: first cover body

31: second cover body

33: third nut

10 34: whistle mechanism section

35: third cover body

36: fourth nut

41: hub flange

42: hub bolt hole

15

CLAIMS

1. A vehicle wheel divided in an axial direction of a tire into two pieces which are an in-side half wheel and an out-side half wheel that are connected to each other and
5 fixed to an axle hub, the vehicle wheel comprising:

first bolts joining a mating surface of the in-side half wheel and a mating surface of the out-side half wheel together; and

second bolts joining the out-side half wheel and the axle hub together,

wherein the first bolts and the second bolts are respectively screwed into nuts

10 from an out-side half wheel side.

2. The vehicle wheel according to claim 1, further comprising a first cover body covering first nuts that are screwed onto the first bolts.

15 3. The vehicle wheel according to claim 2, wherein the first cover body is jointed by second nuts that are screwed onto the second bolts.

4. The vehicle wheel according to any one of claims 1 to 3, further comprising a fit joint type mating portion protruding from one of the mating surfaces of the
20 in-side half wheel and the out-side half wheel toward the other of the mating surfaces of the in-side half wheel and the out-side half wheel, wherein the fit joint type mating portion extends over an entire circumference of the vehicle wheel.

5. The vehicle wheel according to any one of claims 1 to 4, further comprising
25 a second cover body covering the first bolts that are arranged at the in-side half

wheel side.

6. The vehicle wheel according to claim 5, wherein
the in-side half wheel is provided with an insertion hole communicating with a
5 rim outer circumferential surface of the in-side half wheel,

a whistle mechanism section that is fixed by a third nut and emits a warning
sound due to air flowing through the insertion hole toward an inner circumference side
from a rim outer circumference side is mounted at an end portion on the rim inner
circumference side of the insertion hole, and

10 the second cover body is jointed by the third nut of the whistle mechanism
section.

7. The vehicle wheel according to any one of claims 1 to 6, further comprising
a third cover body covering first nuts that are screwed onto the first bolts,

15 wherein

the out-side half wheel is provided with a valve communicating with the inside
of the tire,

a fourth nut is fixed to an opening portion of the valve, and

the third cover body is jointed by the fourth nut.

20

8. A running wheel comprising a wheel in which a tire is mounted on the vehicle
wheel according to any one of claims 1 to 7.

9. A vehicle comprising the running wheel according to claim 8.

25

10. A method of assembling and disassembling the vehicle wheel according to any one of claims 1 to 7 which is provided with a pneumatic tire, the method comprising:

a first step of detaching the second bolts by loosening nuts from an outside of the out-side half wheel;

5 a second step of reducing inner pressure by releasing air in the tire;

a third step of detaching the first bolts by loosening nuts from the outside of the out-side half wheel; and

a fourth step of separating the in-side half wheel and the out-side half wheel and detaching the in-side half wheel and the out-side half wheel from the tire,

10 wherein the disassembling the vehicle wheel is performed in order from the first step to the fourth step when the vehicle wheel is detached from the tire, and

the assembling the vehicle wheel is performed in reverse order of the disassembling when the vehicle wheel is mounted on the tire.