Claims

1. A motorcycle case including:

    a) a closeable container comprising a container top and a container bottom;
    b) biasing means fitted to the container to bias the container top and the container bottom towards a 'container open' position; and
    c) a latch fitted to the container and moveable between latched and unlatched positions to lock and unlock the container the latch being pivotally mounted to the container and only capable of rotational movement between latched and unlatched positions about the pivot, the pivot being the point of rotation in a lever system;

wherein latch movement from an unlatched to a latched position after initially engaging one of the container top and container bottom, can only occur once the container has been urged shut against the bias of the biasing means; and wherein the case further includes a frame mountable to a motorcycle and wherein the frame and container bottom are provided with complementary engaging members so adapted as to enable the container to be demountably attached to the frame.

2. A motorcycle case as claimed in claim 1, wherein the latch is provided with latch biasing means engageable with the container to bias the latch towards its latched position.

3. A motorcycle case as claimed in claim 2, wherein respective biasing means lie in substantially the same plane.

4. A motorcycle case as clamed in claim 2 or claim 3, wherein respective biasing means are substantially orthogonal with respect to each other.

5. A motorcycle case as claimed in any one of the preceding claims, wherein the container is a pinless hinged container.

6. A motorcycle case as claimed in any one of the preceding claims, wherein at least one of the container top and container bottom is nestable with a like component.

7. A motorcycle case as claimed in claim 6, wherein the or each of the container top and container bottom is provided with one or more nesting points.

8. A motorcycle case as claimed in any one of the preceding claims, wherein the latch in its latched position, is at least partially surrounded by a mount which is so sized and shaped as to deter or prevent attempts by third parties to force the latch.

9. A motorcycle case as claimed in any one of the preceding claims, wherein the container further includes a latch actuation member to move the latch from its latched to its unlatched position.

10. A motorcycle case as claimed in any one of the preceding claims, wherein the case further includes a lock adapted to lock or unlock the latch to either prevent or enable the latch to be moveable between its latched and unlatched positions.

11. A motorcycle case as claimed in any one of the preceeding claims, wherein the lock adapted to lock or unlock the latch, is also adapted to lock or unlock the complementary engaging members to either prevent or enable the complementary engaging members from being moveable relative to each other.

12. A motorcycle case as claimed in any one of the preceeding claims, wherein the container further includes a release member which when actuated, allows relative movement between the engaging members to take place to enable the container to be demounted from the frame.

13. A motorcycle case as claimed in any one of the preceding claims wherein the case further includes latch actuation means to move the latch from its latched to its unlatched position.

14. One of a container top and container bottom for use in forming a motorcycle case or part thereof as claimed in any one of the preceding claims.

15. A motorcycle incoporating a motorcycle case as claimed in any one of claims 1-13.

16. A method of placing:

    a) packaged un-assembled motorcycle cases (or parts thereof) able to form a motorcycle case as claimed in any one of claims 1 to 15; or
    b) packaged semi-finished motorcycle cases (or parts thereof) able to form a motorcycle case as claimed in any one of claims 1 to 15;

    into a shipping container including the steps of:

    i) providing a plurality of un-assembled or semi-finished motorcycle case container tops adapted to be nestable and/or providing a plurality of un-assembled or semi-finished motorcycle case container bottoms adapted to be nestable;
    ii) nestably stacking the un-assembled or semi-finished container tops and/or nestably stacking the un-assembled or semi-finished container bottoms;
    iii) packaging the nestably stacked un-assembled or semi-finished container tops and/or packaging the nestably stacked un-assembled or semi-finished container bottoms in a manner suitable for placing into a shipping container; and
    iv) placing the packaged nestably stacked un-assembled or semi-finished container tops and/or placing the packaged nestably stacked un-assembled or semi-finished container bottoms into a shipping container.

17. A method as claimed in claim 16, further including the step of placing in the shipping container a sufficient number of remaining parts to enable a plurality of motorcycle cases to be assembled from the contents of the shipping container.

18. A method as claimed in claim 16 or claim 17, wherein the un-assembled or semi-finished container tops are nested into groups of eight.

19. A method as claimed in claim 17 or claim 18, wherein the un-assembled or semi-finished container bottoms are nested into groups of eight.

20. A shipping container loaded with packaged nestably stacked container tops and/or packaged nestably stacked container bottoms employing the method of claim 16 to 19.

21. A kit of un-assembled motorcycle case parts or semi-finished motorcycle case parts including:

    a) a nestable motorcycle container top and a nestable motorcycle container bottom which when connected together form a closeable container;
    b) a frame mountable to a motorcycle, the frame and container bottom being provided with complementary engaging members so adapted as to enable the container bottom to be mounted to the frame;
    c) biasing means fittable or fitted to the container to bias the container top and the container bottom towards a 'container open' position;
    d) a latch fittable or fitted to the container and moveable between latched and unlatched positions to lock and unlock the container;
    e) a lock fittable or fitted to the container and adapted to lock or unlock the latch to either prevent or enable the latch to be moveable between its latched and unlatched positions.

22. A kit as claimed in claim 21, wherein the kit further includes one or more of the following:

    a) biasing means engageable with the container to bias the latch towards its latched position;
    b) a lock cover.

23. A kit as claimed in claim 21 or claim 22, wherein the container bottom is demountable from the frame.

24. A kit as claimed in any one of claims 21-23, wherein the nestable motorcycle container top and a nestable motorcycle container bottom are connectable via a pinless hinge.

25. A kit as claimed in any one of claims 21-24, wherein the kit or a part thereof is for use with the method of claims 16-19.

Claims

1. A motorcycle case including:

a closeable container comprising a container top and a container bottom;
biasing means fitted to the container to bias the container top and the container bottom towards a 'container open' position; and
a latch fitted to the container provided with latch biasing means engageable with the container to bias the latch towards its latched position, the latch being moveable between latched and unlatched positions to lock and unlock the container the latch being pivotally mounted to the container and only capable of rotational movement between latched and unlatched positions about the pivot, the pivot being the point of rotation in a lever system;

wherein latch movement from an unlatched to a latched position after initially engaging one of the container top and container bottom, can only occur once the container has been urged shut against the bias of the biasing means, and wherein the case further includes a frame mountable to a motorcycle and wherein the frame and container bottom are provided with complementary engaging members so adapted as to enable the container to be demountably attached to the frame, and wherein respective biasing means lie in substantially the same vertical plane.

2. A motorcycle case as clamed in claim 1, wherein respective biasing means are substantially orthogonal with respect to each other.

3. A motorcycle case as claimed in claim 1 or claim 2, wherein the container is a pinless hinged container.

4. A motorcycle case as claimed in any one of the preceding claims, wherein at least one of the container top and container bottom is nestable with a like component.

5. A motorcycle case as claimed in claim 4, wherein the or each of the container top and container bottom is provided with one or more nesting points.

6. A motorcycle case as claimed in any one of the preceding claims, wherein the latch in its latched position, is at least partially surrounded by a mount which is so sized and shaped as to deter or prevent attempts by third parties to force the latch.

7. A motorcycle case as claimed in any one of the preceding claims, wherein the container further includes a latch actuation member to move the latch from its latched to its unlatched position.

8. A motorcycle case as claimed in any one of the preceding claims, wherein the case further includes a lock adapted to lock or unlock the latch to either prevent or enable the latch to be moveable between its latched and unlatched positions.

9. A motorcycle case as claimed in any one of the preceding claims, wherein the lock adapted to lock or unlock the latch, is also adapted to lock or unlock the complementary engaging members to either prevent or enable the complementary engaging members from being moveable relative to each other.

10. A motorcycle case as claimed in any one of the preceding claims, wherein the container further includes a release member which when actuated, allows relative movement between the engaging members to take place to enable the container to be demounted from the frame.

11. A motorcycle case as claimed in any one of the preceding claims, wherein the case further includes latch actuation means to move the latch from its latched to its unlatched position.

12. A motorcycle case as claimed in any one of the preceding claims, wherein each biasing means is located substantially adjacent to each other located in the container bottom.

13. One of a container top and container bottom for use in forming a motorcycle case or part thereof as claimed in any one of the preceding claims.

14. A motorcycle incorporating a motorcycle case as claimed in any one of claims 1-12.

15. A kit of un-assembled motorcycle case parts or semi-finished motorcycle case parts

including:

a) a nestable motorcycle container top and a nestable motorcycle container bottom which when connected together form a closeable container;
b) a frame mountable to a motorcycle, the frame and container bottom being provided with complementary engaging members so adapted as to enable the container bottom to be mounted to the frame;
c) biasing means fittable or fitted to the container to bias the container top and the container bottom towards a 'container open' position;
d) a latch fittable or fitted to the container and moveable between latched and unlatched positions to lock and unlock the container;
e) a lock fittable or fitted to the container and adapted to lock or unlock the latch to either prevent or enable the latch to be moveable between its latched and unlatched positions.

16. A kit as claimed in claim 15, wherein the kit further includes one or more of the following:

biasing means engageable with the container to bias the latch towards its latched position; and
a lock cover.

17. A kit as claimed in claim 15 or claim 16, wherein the container bottom is demountable from the frame.

18. A kit as claimed in any one of claims 15-17, wherein the nestable motorcycle container top and a nestable motorcycle container bottom are connectable via a pinless hinge.