MOTORCYCLE CASE AND A LOCKING SYSTEM FOR THE SAME

FIELD OF THE INVENTION

The present invention relates to a motorcycle case and a locking system to enable the motorcycle case to be easily detachable from a motorcycle.

BACKGROUND ART KNOWN TO THE APPLICANT

For the avoidance of doubt, in this specification, the term motorcycle is intended to also include two wheeled motorised vehicles known as scooters and mopeds. Irrespective of the type of motorcycle, be it a conventional two wheeled vehicle with or without a sidecar, a trike, or a quadbike, a requirement exists for many users of such vehicles for some form of weatherproof storage facility mounted to or mountable to the vehicle. Usually, such storage facilities are lockable and typically in the form of a single top mountable motorcycle case, or a pair of side mountable motorcycle cases. For other types of motorcycle, the motorcycle case per se, may be an integral part of the vehicle.

Although mountable motorcycle cases can be demounted, this process is not easy, and not intended, essentially for two reasons. The first is that a rider wants to be assured that once mounted, the motorcycle case is unlikely to come loose and ‘drop off’ when the motorcycle is being ridden, especially as motorcycle cases are usually mounted behind the rider and not usually seen when the motorcycle is being used. The second is to prevent a third party from rapidly demounting the motorcycle case from the motorcycle and walking off with it and its contents if the owner of the motorcycle is away from the motorcycle for any length of time.

This, at times, can be inconvenient, as on occasion, a rider may need to leave their motorcycle and if they are worried about the contents of their motorcycle box being stolen while they are away from the vehicle, the only real option that they have is to open the motorcycle case and bring the contents with them. In addition, motorcycle cases are provided with key operable locks, requiring a key to either lock or unlock the motorcycle case. Without the use of the key, the motorcycle case is either always open or always closed.

It is an object of the present invention to try and alleviate the aforementioned problems.

STATEMENTS OF THE INVENTION

With the foregoing in view, the invention, although embodied in several different aspects, is so linked as to form part of a single general inventive concept.

Accordingly, the invention in one aspect resides broadly in a motorcycle case comprising:

a container including a base having one or more walls upwardly extending therefrom, which terminate in an open top;

a container lid to close the open top of the container, the lid being moveable from a closed to an open position; and

a plurality of locks,

at least one lock to lock the container lid in the closed position, to the container; and

at least one lock to operatively connect the motorcycle case to a motorcycle.

With such an arrangement, all a motorcycle rider needs to do is unlock the or each lock operatively connecting the motorcycle case to the motorcycle, and they will be able to walk away with the motorcycle case without the need to open the case and remove its contents if they are going to be away from the motorcycle for any length of time.

Preferably, each lock comprises a pair of complementary engaging members, the first complementary engaging member of a pair, being operatively connected to the container, and the second complementary engaging member of a pair, being fitted to either the container lid, or directly or indirectly to, a motorcycle. This has the advantage that unlocking the or each lock that secures the container to the motorcycle, enables the motorcycle case to be demounted from a motorcycle rapidly, without unlocking the motorcycle case.

Preferably, at least one lock comprises:

a housing adapted to support the following components:

a latch adapted to move from a first position to a second position, when a latch actuator is used to actuate the latch;

a first member provided with biasing means, the first member able to move from a first position to a second position, whereby potential energy is stored by the biasing means during movement of the first member from the first position to the second position;

a second member provided with biasing means, the second member able to move from a first position to a second position, whereby potential energy is stored by the biasing means when the second member is in the first position, and at least some of that stored potential energy is released as kinetic energy during movement of the second member from the first position to the second position;

their arrangement being such that:

the latch, when in the first position, is able to restrict movement of the first member, and when in the second position, movement of the first member is no longer restricted; and

movement of the first member from the first position to the second position enables the second member to move from its first position to its second position and once in its second position, the second member locks the first member in its second position.

Although each lock could be an electronically actuable lock, preferably, each lock is actuable by a physical key, the latch being fitted to a key operable cylinder; and the latch actuator is the physical key, the latch being adapted to move from the first position to the second position, when the key is inserted into the key operable cylinder and rotated about the longitudinal axis of the key operable cylinder.

Preferably, the latch is located within the housing throughout its movement from its first to its second position. This is advantageous, as it prevents weathering of the latch, and limits the amount of ingress of fluid (e.g. rainwater) into the lock.

Preferably, the housing comprises two parts, a first part, housing some of the components, and a second part, housing the remainder of the components, the arrangement between the two parts of the housing being such, that only one part of the housing moves relative to the other during engagement and disengagement of the pair of complementary engaging members of the lock.

Preferably, one of the parts of the housing is fitted with a first pivot which is operatively connected to a second pivot fitted to the other part of the housing via respective ends of a connecting arm, such that rotation of one end of the connecting arm about the first pivot, causes the second pivot at the other end of the connecting arm to revolve around the first pivot to separate the housing into its two parts during disengagement of the pair of

complementary engaging members. The part of the housing fitted with the second pivot, is free to rotate about that second pivot when disengagement of the pair of complementary engaging members has taken place. In such form, the part of the housing fitted with the first pivot, is that part of the housing that is not able to move relative to the other during engagement and disengagement of the pair of complementary engaging members of the lock. Again, in such form, the first complementary engaging member of a pair, is fitted to the part of the housing that moves relative to the other during engagement and disengagement of the pair of complementary engaging members of the lock to the container.

Preferably, the first member is located in that part of the housing that is not able to move. In such form, the part of the housing that is able to move relative to the part of the housing that is not able to move, and the first member, are each provided with a complementary interlocking catch, able to lock both parts of the housing together, preferably, when the pair of complementary engaging members of the lock are engaged. Again, in such form, movement of the first member from its first position to its second position will disengage the interlocking catch, enabling the part of the housing that is able to move relative to the part of the housing that is not able to move, to move. With such an arrangement, even if the motorcycle case is unlocked via the latch actuator, the motorcycle case cannot be opened until the first member is moved from its first position to its second position.

Preferably, the second member is located in that part of the housing that is not able to move. In such form, movement of the first member is in a direction orthogonal to the direction of movement of the second member. This has the advantage of assisting both parts of the housing to break apart when the first member moves from its first to its second position.

With respect to at least one lock, preferably, both of the parts of the housing are connected together via a first pivot, and a second pivot is connected to that part of the housing that is able to move relative to the other, during engagement and disengagement of the pair of complementary engaging members.

The respective arrangement of the pivots is such that rotation about the first pivot of the part of the housing that is able to move relative to the other, causes the second pivot to revolve around the first pivot to separate the housing into its two parts during disengagement of the pair of complementary engaging members. In such form, the first complementary engaging

member of a pair, is fitted to that part of the housing that is able to move relative to the other via the second pivot. Again in such form, the first complementary engaging member of a pair is free to rotate about the second pivot when the pair of complementary engaging members are disengaged.

Preferably, each lock in the plurality of locks comprises the same components. In such form, the or each lock that operatively connects the motorcycle case to the motorcycle case base plate is visually different to the or each lock that locks the container lid in the closed position, to the container. Having locks that comprise the same components, but which are visually different, enable the number of different parts for each type of lock to be kept to a minimum.

The invention in a second aspect, resides broadly in a locking system for a motorcycle case, comprising:

a motorcycle case base plate mountable to a motorcycle; and

a motorcycle case as specified herein above.

Preferably, in the locking system, the motorcycle case and the base plate are each provided with complementary interlocking members to enable the motorcycle case to be fitted to the base plate. In such form, it is preferable if the interlocking members interlock via a sliding action, as this ensures that the only way the motorcycle case can come loose from the motorcycle case base plate, is by sliding in the opposite direction. Again, in such form, the or each lock which operatively connects the motorcycle case to a motorcycle, does so, by locking the motorcycle case to the motorcycle case base plate, the latter having been fitted to the motorcycle. This arrangement will prevent any such sliding action in a direction that will unlock the motorcycle case from the motorcycle case base plate.

Preferably, in the locking system, each lock comprises a pair of complementary engaging members, the first complementary engaging member of a pair, being fitted to the container, and the second complementary engaging member of a pair, being fitted to either the container lid, or to the motorcycle base plate.

BRIEF DESCRIPTION OF THE DRAWINGS

In order that the invention may be more readily understood and put into practical effect,

reference will now be made to the accompanying sheets of drawings wherein:

Fig 1 illustrates a front (Fig 1a), a side (Fig 1b) and an isometric view (Fig 1c) of a locking system for a motorcycle case according to one embodiment of the invention, and shows a motorcycle case base plate, securely mounted to a motorcycle's ~~baste~~base plate receiving frame, together with a motorcycle case of the present invention fitted to the base plate and locked onto it;

Fig 2 illustrates an isometric generally side (Fig 2a) and underside (Fig 2b) views of the locking system for the motorcycle case shown in Fig 1, with the motorcycle case separated from the motorcycle case base plate, but with the base plate still securely fitted to the receiving frame of the motorcycle;

Fig 3 illustrates a front view (Fig 3a) of the locking system for the motorcycle case shown in Figs 1 and 2, followed by various views (Fig 3b-i) (some in part section) of the top key operated lock in various stages of unlocking;

Fig 4 illustrates various side (Fig 4a-e) and front (Fig 4f-g) views, together with an isometric (Fig 4h) sectional view of the top key operated lock shown in Fig 3 in various stages of locking;

Fig 5 illustrates a front elevation (Fig 5a) of the locking system for the motorcycle case shown in Figs 1 and 2, followed by various views (Fig 5b-i) (some in part section) of the bottom key operated lock in various stages of unlocking;

Fig 6 illustrates various side (Fig 6a-e) and front (Fig 6f-g), views, together with an isometric (Fig 6h) sectional view of the top key operated lock shown in Fig 5 in various stages of locking;

DESCRIPTION OF THE PREFERRED EMBODIMENT

Figs 1a-c show various views of one embodiment of a locking system 11, 12 for a motorcycle case 11 of the present invention and is generally referenced 10.

The locking system 11, 12 shows a motorcycle case base plate 12, securely mounted to a motorcycle's base~~baste~~ plate receiving frame 13, together with a motorcycle case 11 fitted to the base plate 12 and locked onto it.

The stainless steel four sided motorcycle case 11, is in the form of an open topped container 14 having a base 15 with four walls 16 and a container lid 17 to cover the open top of the container 14, the container lid 17 being connected to the container 14, via a hinge 18 along the rearward edge 19 of the container 14, enabling the lid 17 (when unlocked) to be moved from a closed to an open position. The motorcycle case 11 is fitted with two locks 20, 21, each fitted one below the other, midway between opposing sides of the front face 22 of the motorcycle case 11, the upper lock 20 to lock the container lid 17 in the closed position, to the container 14, and the lower lock 21, to lock the motorcycle case 11 to the motorcycle case base plate 12.

Each lock 20, 21 includes a pair of complementary engaging members, 23, 24 (lock 20); 25, 26 (lock 21), the first complementary engaging member of a pair, 23, 25 being fitted to each lock 20, 21, and the second complementary engaging member of a pair, 24, 26 being fitted to either the container lid 17, (in the case of the upper lock 20) or to the motorcycle base plate 12 (in the case of the lower lock 21).

The internal arrangement of each lock 20, 21 will now be described. Each lock 20, 21 comprises a housing 27, 28 adapted to support the following component parts. The first, is a latch 29 rotatably mounted to a steel cylinder 30 actuated by a key 31. The latch 29 can move from a first position to a second position, when the key 31 is inserted into the cylinder 30 and rotated about the longitudinal axis of the cylinder 30.

The next component is a push operable elongate first member 32, molded from plastics material which has associated with it, a biasing means in the form of a helical steel spring 33. The first member 32 is located below the cylinder 30, and the principal axis of the first member 32, passes through the orthogonal principal axis of the cylinder 30, the first member 32 being able to move from a first position to a second position, in a vertical direction (when the motorcycle case 11 is in its intended attitude of operation).

During such movement, potential energy is stored by the helical spring 33 when the first

member 32 moves from the first position to the second position. A second member 34 also molded from plastics material which is also elongate and 'T' shaped, is also provided with a biasing means again, in the form of a helical steel spring 35, the second member 34 also being able to move from a first position to a second position, this movement being in a horizontal with respect to the front face of the container 14. When this movement occurs, potential energy stored by the helical spring 33 when the second member 34 is in the first position, is released, at least in part, as kinetic energy, as the second member 34 moves to the second position.

The arrangement of each of these components is such that the latch 29, when it is in the first position, is able to restrict movement of the first member 32, as the latch 29 is located directly above the first member 32, and when the latch 29 has been rotated around to its second position by rotation of the key 31, in the cylinder 30, movement of the first member 32 in a vertical direction is now no longer restricted.

From the figures it is clear that movement of the latch 29 from its first to its second position occurs completely within the housing 27, 28. In addition, movement of the first member 32 from the first position to the second position enables the second member 34 to move from its first position to its second position and once in its second position, the second member 34 locks the first member 32 in its second position.

This latter arrangement is possible because the first member 32 is provided with a catch member 36 which overlies each crossbar of the 'T' of the second member 34 when both the first and second members 32, 34 are in their respective first positions. When the first member 32 reaches its second position, catch member 36 no longer overlies the cross bar of the 'T' of the second member 34, enabling the potential energy stored by the helical spring 35 to be released, the depth of the cross bar of the 'T' now acting as another catch member 37 (in a similar manner to catch member 36) preventing movement of the first member 32 with its now stored potential energy in its helical spring 33.

The housing 27, 28 of each lock 20, 21 is integrally constructed from two linked parts, 27, 28, the first part 27, fitted to the front face of the container 14, houses the first member 32 and the second member 34, and the second part 28, made from steel, houses the latch 29, engaging member 23, and cylinder 30.

The arrangement between the two parts 27, 28 of the housing 27, 28, being such, that only the second part 28 of the housing 27, 28 moves relative to the fixed part 27, during complete engagement and disengagement of the pair of complementary engaging members 23, 24; 25, 26 of the lock 20, 21.

In the upper lock 20, the first part 27 of the housing 27, 28, is fitted with a first pivot 38 which is operatively connected to a second pivot 39 fitted to the other part 28 of the housing 27, 28 via respective ends of a connecting arm 40, such that rotation of one end of the connecting arm 40 about the first pivot 38, will cause the second pivot 39 at the other end of the connecting arm 40 to revolve around the first pivot 38 to separate the housing 27, 28 into its two parts 27, 28, during disengagement of the pair of complementary engaging members 23, 24, the second part 28 of the housing 27, 28, being free to rotate about the second pivot 39 when disengagement of the pair of complementary engaging members 23, 24 has taken place.

In the lower lock 21, the first part 27 and the second part 28 of the housing 27, 28 are connected together via a first pivot 38, and a second pivot 45 is connected to the second part 28 of the housing that is able to move relative to the first part 27 during engagement and disengagement of the pair of complementary engaging members 43, 44. The respective arrangement of the pivots 38, 45 is such that rotation about the first pivot 38 of the second part 28 of the housing 27, 28 that is able to move relative to the first part 27, causes the second pivot 45 to revolve around the first pivot 38 to separate the housing 27, 28 into its two parts 27, 28 during disengagement of the pair of complementary engaging members 43,44. The first complementary engaging member of a pair, 44 is fitted to the second part 28 of the housing 27, 28, via the second pivot 45, and is free to rotate about the second pivot 45, when the pair of complementary engaging members 43, 44 are disengaged.

In order to lock each part 27, 28 of the housing 27, 28 together, when for example, the container lid 17 is closed and locked to the container 14 and/or when the motorcycle case 11, is secured to the motorcycle case base plate 12, the first member 32 and the second part 28 of the housing 27, 28, are each provided with a complementary interlocking catch 41, 42. Together, these interlocking catches 41, 42 are able to lock the second part 28 of the housing 27, 28 to the first member 32, thus locking both parts 27, 28 of the housing 27, 28 together, even if the lock 20, 21 has been unlocked by the key 31.

However, when movement of the first member 32 from its first position to its second position occurs, interlocking catch 41, moves relative to interlocking catch 42, disengaging the pair, enabling the second part 28 of the housing 27, 28 to separate from the fixed part 27 of the housing 27, 28.

From the figures, it is clear that movement of the first member 32 is in a direction orthogonal to the direction of movement of the second member 34 and that movement of the second member 34 is such that it will strike the rear face of the second part 26 of the housing 27, 28, towards the base of the second part 28 in its intended attitude of operation. Such a movement will assist the second part 28 of the housing 27, 28, to break away from the first part 27, when the first member 32 moves from its first to its second position.

The pair of complementary engaging members, 23, 24; 25 26 in each lock 20,21 are visually different in design. In the upper lock 20, each engaging member 23, 24 of the pair, comprises an elongate “U’ and an inverted elongate ‘U’ shape respectively, when seen in cross section, throughout their respective lengths. When engaged, the ‘’U’ shapes interlock.

In the lower lock 21, the engaging member 26 fitted to the motorcycle case base plate 12, is an elongate cylindrical bar 43 and the engaging member 25 fitted to the lock 21 comprises a pair of elongate, overlying, parallel, spaced apart pivoting hooks 44. When engaged, the bar 43 and hooks 44 interlock.

The base 15 of the motorcycle case 11 has a raised frame rivetted to it. The frame has four taped slots, each adapted to receive a flange 46 on a stem connected to the base plate 12, each flange/slot pair, acting as complementary interlocking members to enable the motorcycle case 11 to be fitted to the base plate 12. Once the base plate 12 has been fitted to a motorcycle, the interlocking members interlock via a sliding action, once the widest parts of the tapered slots have been overlaid and dropped over the flanges 46. Once the sliding action has been completed, the motorcycle case can be locked in this position via the lower lock 21 and the use of the complementary engaging members 25, 26.

In operation, to unlock the motorcycle case 11, a two-stage double unlocking takes place.

Firstly, the key 31 is inserted into the cylinder 30 of the upper lock 20 and rotated through 90

degrees. This rotates the latch 29 from its first position to its second position. At this point, the motorcycle case remains locked through the action of the interlocking catches 41, 42.

Secondly, the first member 32 is then pushed vertically from its first position to its second position, and as it does so, interlocking catch 41, moves relative to interlocking catch 42, disengaging the pair of the interlocking catches 41, 42, enabling the second part 28 of the housing 27, 28 to separate from the fixed part 27 of the housing 27, 28.
When the first member 32 reaches its second position, catch member 36 no longer overlies the cross bar of the 'T' of the second member 34, enabling the potential energy stored by the helical spring 35 to be released, the depth of the cross bar of the 'T' now acting as a catch member 36 (in a similar manner to catch member 36) preventing movement of the first member 32 from its second position, back to its first position, with its now stored potential energy in its helical spring 33.

The conversion of the stored potential energy held in the helical spring 35 to kinetic energy enables the second member 34 to strike the internal rear face of the second part of the housing 28 with sufficient force to enable it to break away from the first part of the housing 27. At this point, the pair of complementary engaging members, 23, 24 in lock 20 are still engaged. Lifting the second member 34 away from the first member 32, causes the second pivot 39 at the other end of the connecting arm 40 to revolve around the first pivot 38 to completely separate the housing 27, 28 into its two parts 27, 28, disengaging the pair of complementary engaging members 23, 24, enabling the container lid 17 to be opened.

To 'double-lock' the motorcycle case 11, the pair of complementary engaging members, 23, 24 in lock 20 are firstly re-engaged and the second member 34 pushed downwardly towards the first member 32, causing the second pivot 39 at the other end of the connecting arm 40 to revolve back around the first pivot 38 to connect the separate parts of the housing 27, 28 back together again.

In so doing, this action pushes the rear face of the second part 26 of the housing 27, 28 against the catch member 36 (in the form of the cross bar of the 'T' of the second member 34) until it no longer acts as a catch member 36 enabling the potential energy stored by the helical spring 33 to be released, allowing movement of the first member 32 from its second, back to its first position, re-engaging the interlocking catches ~~38~~41, ~~39~~42. The key 31 is then

re-inserted into the cylinder 30 and rotated back though 90 degrees to move the latch 29 from its second back to its first position, preventing movement of the first member 32.
Operation of the second lock 21 is similar, the only difference being that the second part of the housing acts as the ‘connecting arm’ in the upper lock upon rotation, the location of the engaging member 26 fitted to the motorcycle case base plate 12, the pivoting arrangement of hooks 44 provided by the second pivot 45, is necessary to help in the engagement of the bar 43 and hooks 44 to lock the motorcycle case 11 to the engaging member 25 of the motorcycle case base plate 12.

It should be further appreciated by the person skilled in the art that variations and combinations of features described above, not being alternatives or substitutes, may be combined to form yet further embodiments falling within the intended scope of the invention.

CLAIMS

1. A motorcycle case comprising:

a container including a base having one or more walls upwardly extending therefrom, which terminate in an open top;

a container lid to close the open top of the container, the lid being moveable from a closed to an open position; and

a plurality of locks,

at least one lock to lock the container lid in the closed position, to the container; and

at least one lock configured to operatively connect the motorcycle case to a motorcycle, wherein at least one lock comprises:

a housing adapted to support the following components:

a latch adapted to move from a first position to a second position, when a latch actuator is used to actuate the latch;

a first member provided with biasing means, the first member able to move from a first position to a second position, whereby potential energy is stored by the biasing means during movement of the first member from the first position to the second position;

a second member provided with biasing means, the second member able to move from a first position to a second position, whereby potential energy is stored by the biasing means when the second member is in the first position, and at least some of that stored potential energy is released as kinetic energy during movement of the second member from the first position to the second position;

their arrangement being such that:

the latch, when in the first position, is able to restrict movement of the first member, and when in the second position, movement of the first member is no longer restricted; and

movement of the first member from the first position to the second position enables the second member to move from its first position to its second position and once in its second position, the second member locks the first member in its second position.

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2. The motorcycle case according to claim 1, wherein, each lock comprises a pair of complementary engaging members, the first complementary engaging member of a pair, being operatively connected to the container, and the second complementary engaging member of a pair, being configured to be fitted to either the container lid, or directly or indirectly to, a motorcycle.

~~3. The motorcycle case according to claim 1 or claim 2, wherein at least one lock comprises:~~

~~a housing adapted to support the following components:~~

~~a latch adapted to move from a first position to a second position, when a latch actuator is used to actuate the latch;~~

~~a first member provided with biasing means, the first member able to move from a first position to a second position, whereby potential energy is stored by the biasing means during movement of the first member from the first position to the second position;~~

~~a second member provided with biasing means, the second member able to move from a first position to a second position, whereby potential energy is stored by the biasing means when the second member is in the first position, and at least some of that stored potential energy is released as kinetic energy during movement of the second member from the first position to the second position;~~

~~their arrangement being such that:~~

~~the latch, when in the first position, is able to restrict movement of the first member, and when in the second position, movement of the first member is no longer restricted; and~~

~~movement of the first member from the first position to the second position enables the second member to move from its first position to its second position and once in its second position, the second member locks the first member in its second position.~~

3~~4~~. The motorcycle case according to any one of the preceding claims, wherein the latch is fitted to a key operable cylinder; and the latch actuator is a key, the latch being adapted to move from the first position to the second position, when the key is inserted into the key operable cylinder and rotated about the longitudinal axis of the key operable cylinder.

4~~5~~. The motorcycle case according to any one of the preceding claims, wherein the latch is located within the housing throughout its movement from its first to its second position.

56. The motorcycle case according to any one of claims 3 to 45, wherein the housing comprises two parts, a first part, housing some of the components, and a second part, housing the remainder of the components, the arrangement between the two parts of the housing being such, that only one part of the housing moves relative to the other during engagement and disengagement of the pair of complementary engaging members of the lock.

67. The motorcycle case according to claim 56, wherein one of the parts of the housing is fitted with a first pivot which is operatively connected to a second pivot fitted to the other part of the housing via respective ends of a connecting arm, such that rotation of one end of the connecting arm about the first pivot, causes the second pivot at the other end of the connecting arm to revolve around the first pivot to separate the housing into its two parts during disengagement of the pair of complementary engaging members.

78. The motorcycle case according to claim 67, wherein the part of the housing fitted with the first pivot, is that part of the housing that is not able to move relative to the other during engagement and disengagement of the pair of complementary engaging members of the lock.

89. The motorcycle case according to any one of claims 56 to 78, wherein the first complementary engaging member of a pair, is fitted to the part of the housing that moves relative to the other during engagement and disengagement of the pair of complementary engaging members of the lock to the container.

910. The motorcycle case according to claim 56, wherein both of the parts of the housing are connected together via a first pivot, and a second pivot is connected to that part of the housing that is able to move relative to the other, during engagement and disengagement of the pair of complementary engaging members.

1011. The motorcycle case according to claim 910, wherein the first complementary engaging member of a pair, is fitted to that part of the housing that is able to move relative to the other via the second pivot.

1112. The motorcycle case according to claim 1011, wherein the first complementary engaging member of a pair is free to rotate about the second pivot when the pair of complementary engaging members are disengaged.

12~~13~~. The motorcycle case according to any one of claims 1~~3~~ to 11~~12~~, wherein the first member is located in that part of the housing that is not able to move.

13~~14~~. The motorcycle case according to any one of claims 7~~8~~ to 12~~13~~, wherein the part of the housing that is able to move relative to the part of the housing that is not able to move, and the first member, are each provided with a complementary interlocking catch, able to lock both parts of the housing together, preferably, when the pair of complementary engaging members of the lock are engaged.

14~~15~~. The motorcycle case according to claim 13~~14~~, wherein movement of the first member from its first position to its second position will disengage the interlocking catch, enabling the part of the housing that is able to move relative to the part of the housing that is not able to move, to move.

15~~16~~. The motorcycle case according to any one of ~~the preceding~~ claims 5 to 8, wherein the second
member is located in that part of the housing that is not able to move.

16~~17~~. The motorcycle case according to claim 15~~162~~, wherein movement of the first member is in a direction orthogonal to the direction of movement of the second member.

17~~18~~. The motorcycle case according to any one of the preceding claims, wherein each lock in the plurality of locks comprises the same components.

18~~19~~. The motorcycle case according to claim 17~~18~~, wherein the or each lock that operatively connects the motorcycle case to the motorcycle case base plate is visually different to the or each lock that locks the container lid in the closed position, to the container.

19~~20~~. A locking system for a motorcycle case, comprising:

a motorcycle case base plate mountable to a motorcycle; and

a motorcycle case as claimed in any one of the preceding claims.

20~~21~~. The system according to claim 19~~20~~, wherein the motorcycle case and the base plate are each provided with complementary interlocking members to enable the motorcycle case to be fitted to the base plate.

21~~22~~. The system according to claim 20~~21~~, wherein the interlocking members interlock via a sliding action.

22~~23~~. The system according to any one of claim 19~~20~~ to 21~~22~~, wherein the or each lock which is configured to operatively connect~~s~~ the motorcycle case to a motorcycle, does so by locking the motorcycle case to a motorcycle case base plate, the base plate having been fitted to the motorcycle.

23~~24~~. The system according to any one of claims 19~~20~~ to 22~~23~~, wherein, each lock comprises a pair of complementary engaging members, the first complementary engaging member of a pair, being fitted to the container, and the second complementary engaging member of a pair, being fitted to either the container lid, or to the base plate.

24~~25~~. A motorcycle incorporating a locking system for a motorcycle case, or a motorcycle case, as claimed in any one of the preceding claims.