

LUGGAGE CARRIER FOR A TWO WHEELED VEHICLE

Technical Field

The invention relates a luggage carrier for two wheeled vehicles.

Background Art

5 Luggage carriers for two wheeled vehicles are known. Known luggage carriers are manually locked and unlocked using a key.

It is an objective of the present invention to provide an improved luggage carrier for two wheeled vehicles or at least to provide the public or industry with a useful choice.

10 Summary of the Invention

Accordingly in a first embodiment the invention consists in a luggage carrier for a two wheeled vehicle comprising:

an open topped container secured to said vehicle;

a hinged lid, adapted to provide a seal for said open topped container;

15 a releasable latch, said latch adapted to secure said lid to said container in a closed position; and

an alarm system for alarming said luggage carrier; and

a remote control mechanism for arming and disarming said alarm system.

20 Preferably said luggage carrier includes a lid lock to prevent said latch from being released, said lid lock adapted to be operable by said remote control mechanism.

Preferably said lid lock and said latch are an integral mechanism.

Preferably said luggage carrier includes a frame secured to said two wheeled vehicle and said container is mounted on said frame.

Preferably said container is detachably mounted to said frame.

Preferably said detachably mounted container is secured to said frame by a lock.

Preferably said frame lock is operable by said remote control mechanism.

5 Preferably said frame lock is integral with said lid lock.

Preferably said frame lock is integral with said latch.

Preferably said luggage carrier includes a brake light mounted on said lid; and a power passing mechanism for operating said brake light.

Brief Description of Drawings

10 The luggage carrier in accordance with the invention will now be described by way of example with reference to the accompanying drawings in which:

Figure 1 is an exploded view of the lock assembly,

Figure 2 is an exploded view of the frame securing assembly,

15 Figure 3 is an isometric view of the lock assembly of Figure 1,

Figure 4 is front view of the lock assembly,

Figure 5 is cross section of the lock assembly of Figure 3,

Figure 6 is a front isometric view of the locking sub assembly in a locked position,

20 Figure 7 is an a rear isometric view of the locking sub assembly in a locked position,

Figure 8 is an isometric view of the lock assembly of Figure 1 in an unlocked position,

Figure 9 is a front view of the locked, lock assembly of Figure 8,

Figure 10 is a front isometric view of the locking sub assembly in an unlocked position,

Figure 11 is an a rear isometric view of the locking sub assembly in an unlocked position,

5 Figure 12 is an isometric view of the lock assembly showing the lid latch open,

Figures 13 to 15 are front views of the locking mechanising illustrating the lock in a neutral, locked and unlocked positions,

10 Figure 16 is a cross section of the frame of Figure 2 with the lock in the locked position,

Figure 17 is a cross section of the frame of Figure 2 with the lock in the unlocked position;

Figure 18 is an isometric view of the assembled lock assembly;

15 Figure 19 is an exploded view from the back of the lock assembly of Figure 1;

Figure 20 is a front and back view of the cam of the lock assembly;

Figure 21 is a view of the luggage carrier of the present invention on a motor cycle; and

20 Figure 22 is a view of the remote control mechanism of the present invention.

Detailed Description of Invention

25 An exemplary form of the present invention is illustrated in Figure 21 comprising a luggage carrier 210 that is attached to a two wheel vehicle 211, such as a motorcycle. The luggage carrier 210 is attached to the vehicle 211 by a frame 212 that is typically located behind the motorcycle seat 230.

The luggage carrier 210 comprises a container 213 into which a user may put luggage or helmets. The luggage carrier 210 has a lid 214 having at least one hinge 228 located at one side to the container 213 allowing the lid 214 to be raised up from and lowered down with respect to the container 213. Preferably at least one hinge 228 is located at the back of the container 213 opposite the lid locking mechanism 220. The lid 214 may be secured to the container 213 by a lock or locking mechanism 220 at another side. The lid 214 may include a light 215 that is preferably located on and integral with the lid 214.

With reference to the figures a locking mechanism 220 for securing a lid 214 to a container 213 is shown. The locking mechanism 220 (lid lock) includes a button 1 for releasing the lid 214, a two part lid lock bar 2, and a spring 3. In operation the spring 3 is biased to force the two parts of the lid lock bar 2 apart. To release the lock bars 2 the button 1 is depressed by a user which in turn pushes on an actuator 19. The actuator 19 has slopped sides and when it is pushed the actuator 19 is forced into a slot 2b in the lid lock bars 2 such that the two lid lock bars 2 are forced together and the spring 3 is compressed releasing the lid.

The locking mechanism 220 is housed in housing 7. The locking mechanism 220 also includes a cam 4 and a pinion gear 5. The pinion gear 5 is directly connected to a motor 6 that is housed in the interior of the locking mechanism housing 7. The cam is only able to turn approximately one quarter, as the cam teeth 41 illustrated in Figure 20 occupy only approximately a quarter of the circumference of the cam 4. A motor controller 8 controls the operation of the motor 6.

The locking mechanism 220 in addition to securing the lid 214 to the container 213 secures the container 213 to the frame 212. Referring particularly to Figures 2, 16 and 17 a plate 12 is bolted or otherwise secured to the frame 212 via holes 12b in the plate. A latch 10 that is slidable in a channel of the locking mechanism body 7. The slidable latch mechanism 10 is used to secure the container 213 to the plate 12. In particular a hole 10b in the latch 10 secures the container to a slot in a projection 10a, projecting from the plate 12. The latch 10 is biased in a position to secure the container 213 to the plate 12 by a compression spring 11. A button 9 on the end of the spring loaded mechanism allows a user to

release the container 213 from the plate 12. By depressing the button 9, the button 9 depresses the latch 10 such that the latch is released from the projection 10a and the container 213 can be removed from the frame 212. A lip (not shown) on the container 213 is secured into a channel 12a of the plate so that the container 213 is in use secured to the plate 12 in at least two positions, that is by the lip and the latch 10.

The motor controller 8 is controllable by a remote device 60 illustrated in Figure 22 that operates remotely. Using the remote 60 allows the container 213 to be locked, as well as preventing the container 213 being removed from the frame 212 of the vehicle 211.

Figures 3 to 7 show the locking mechanism 220 in a locked position. The lid 214 has a lock plate 13 that is secured to the main locking mechanism housing 7. The positioning of the cam 4 prevents buttons 1 and 9 from operating. Cam projections 43, 44 on opposite edges of the cam 4 prevent the buttons 1, 9 from operating as the buttons are prevented by the projections from being pushed .

Button 9 operates to release the release mechanism of the lock bars 2 from the lid lock plate 13 as described above. A spring 14 provides assistance to separate the lid lock plate 13 from the main housing 7 when the lock bars are released. The lid lock plate 13 is attached to the lid 214 and is aligned with the main locking mechanism body 7.

Figures 8 to 11 show the locking mechanism 220 in an unlocked position. The cam projections are now located a quarter turn away from their original position and no longer prevent the buttons 1, 9 from operating. The buttons 1, 9 are operable to release the lid 214 from the container 213 and the container 213 from the plate 12.

Figure 12 shows an electrical connection mechanism 15, 16. A male connector part 16 is located at the top of the housing 7 and a corresponding female connector part 15 is located in the lid lock plate 13. When the lid 214 is secured to the container 213, the male connector part 16, and the female connector part 15, interlock to provide an electrical connection.

The electrical connection 15, 16 is typically used for a brake light 215 on the lid 214. In an alternative embodiment the electrical connection 15, 16 can also be used to provide an audible alarm connection.

Referring to Figures 13 to 15, a manually key operable lock 17 may
 5 override the controller 8. The key operable lock 17 includes a lever 18 that controls the operation of the cam 4. The cam 4 includes a quarter turn segment 50 in which the lock lever 18 can be rotated.

In a neutral position illustrated in Figure 13, the cam 4 can be operated by the controller 8 as the quarter turn needed by the controller 8 and motor 6 to move
 10 the cam to the unlocked position as shown in Figure 15 can be made. In this position the key 64 can be inserted and removed from the lock 17.

In a locked position illustrated in Figure 14, the lever 18 prevents the controller 8 from turning the cam 4, the cam 4 in turn prevents the buttons 1,9 from operating. As soon as the controller 8 and motor 6 attempt to move the cam
 15 4 the lock lever 18 prevents the cam 4 from turning.

In an unlocked position illustrated in Figure 15, the lock lever 18 moves the cam 4 to a position that allows the buttons 1 and 9 to operate thereby manually unlocking the luggage carrier. In this position the lid 214 may be opened and the carrier 210 removed from the plate 12.

Referring to Figure 16, the cam 4 is shown in a locked position. This
 20 prevents the button 9 from operating the latch 10 to release the container from the plate 12. In Figure 17 the cam 4 is in a position such that the button 9 can be pushed by a user to move the latch 10 thereby releasing the container 213 from the plate 12.

Referring to Figures 18 and 19 in particular, the luggage carrier 210 also
 25 includes an alarm system integral with the motor controller 8. "Motor Controller" and "Alarm System" are used interchangeable for the electronic circuits that control the motor 6 and provide an alarm.

The alarm system 8 is preferably powered by the motorcycle battery but
 30 also includes a rechargeable battery. The alarm system 8 has a speaker 35 to

provide an audible alarm output with the alarm 8 is activated. The alarm system 8 comprises a number of electronic components mounted on a printer circuit board 37. The alarm system 8 includes a sensor to detect vibrations, knocks or other motion. To fine tune the sensor a variable resistor 31 is utilised. The alarm
5 system 8 is operated by the remote control 60 illustrated in Figure 22. The printer circuit board 37 also includes a remote reset button 32 so that the alarm system 8 and the remote control 60 can be reset in the event that the alarm 8 and remote 60 inbuilt security codes get out of sequence.

The remote control 60 and the alarm 8 communicate using radio frequency
10 transmission that has a range of up to 30 meters.

The remote control 60 has two buttons on one surface of the control unit 60. One of the buttons 62 is used to turn the alarm 8 off and another button 63 is used to turn the alarm on. When the alarm 8 is turned off using button 62 the cam 4 is driven to the unlocked position. When the alarm 8 is turned on button 63 the
15 cam 4 is driven to the locked position. In the preferred embodiment the remote 60 also includes an LED indicator 65 and a retractable key 64 that can be used to unlock the luggage carrier.

The alarm controller 8, using the electric motor 6, can lock and unlock the container 213. In the event that a thief tries to disconnect power to the alarm 8 the
20 alarm 8 will sound using the rechargeable battery of the alarm system 8.

In a preferred embodiment in the alarm system 8 will automatically lock the luggage carrier 210 a short period of time after the luggage carrier 210 is unlocked. Three minutes is a particularly preferred time period.

The foregoing describes the invention including preferred forms thereof.
25 Alterations and modifications as will be obvious to those skilled in the art are intended to be incorporated in the scope hereof as defined by the accompanying claims.

What is claimed is:

1. A luggage carrier for a two wheeled vehicle comprising:

an open topped container secured to said vehicle;

a hinged lid, said lid adapted to provide a seal for said open topped
5 container;

a releasable latch, said latch adapted to secure said container in a closed
position; and

an alarm system for alarming said luggage carrier; and

a remote control mechanism for arming said alarm system.
- 10 2. A luggage carrier as claimed in claim 1 wherein said luggage carrier
includes a lid lock to prevent said latch from being released, said lock operable by
said remote control mechanism.
3. A luggage carrier as claimed in claim 2 wherein said lid lock and said
latch are an integral mechanism.
- 15 4. A luggage carrier as claimed in any one of claims 1 to 3 including a frame
secured to said two wheeled vehicle and said container is mounted on said frame.
5. A luggage carrier as claimed in claim 4 wherein said container is
detachably mounted to said frame.
6. A luggage carrier as claimed in claim 5 wherein said detachably mounted
20 container is secured to said frame by a frame lock.
7. A luggage carrier as claimed in claim 6 wherein said frame lock is
operable by said remote control mechanism.
8. A luggage carrier as claimed in claim 6 or claim 7 wherein said frame lock
is integral with said lid lock.
- 25 9. A luggage carrier as claimed in any one of claims 6 to 8 wherein said
frame lock is integral with said latch.

10. A luggage carrier as claimed in any one of claims 1 to 9 including:
 - a brake light mounted on said lid; and
 - a power passing mechanism for operating said brake light.