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(54) **Poggyász**

Az európai szabadalom ellen, megadásának az Európai Szabadalmi Közlönyben való meghirdetésétől számított kilenc hónapon belül, felszólalást lehet benyújtani az Európai Szabadalmi Hivatalnál. (Európai Szabadalmi Egyezmény 99. cikk(1))

A fordítást a szabadalmas az 1995. évi XXXIII. törvény 84/H. §-a szerint nyújtotta be. A fordítás tartalmi helyességét a Szellemi Tulajdon Nemzeti Hivatala nem vizsgálta.

The invention relates to a piece of luggage, particularly a suitcase, comprising luggage parts which are connected to each other via a zipper.

A suitcase of the above type is known from WO 2004/095971, WO 2005/006067 A1 or GB-A-2366512.

Such pieces of luggage whose luggage parts, particularly shell elements, are connected to each other by a zipper, have the advantage that the luggage parts can be sewn to the zipper. A disadvantage resides in that a sewing attachment to hard frame parts is not possible.

Thus, it is an object of the invention to provide a piece of luggage of the initially mentioned type wherein also rigid, particularly metallic luggage parts can be connected to each other or to textile luggage parts or to luggage parts of plastic by means of a zipper.

According to the invention, the above object is achieved by a piece of luggage according to claim 1. Preferred further variants of the invention are the subject matter of the depending claims.

According to the invention, for achieving the above object, it is provided that the piece of luggage comprises a frame element and that said frame element on at least one outer edge extending along the frame element comprises a receiving profile for an edge profile of a zipper. This receiving profile offers the advantage that a zipper can be inserted by an edge profile thereof into the receiving profile. It is also possible, during production of the piece of luggage, to press the receiving profile into place after insertion of the edge profile of the zipper, so that, due to the resultant reduction of the gap size of the receiving profile, the connection is highly resistant against tearing open.

It is provided that the edge profile with respect to its cross-sectional shape is adapted to the receiving profile and is fastened to a first side portion of the zipper, while the second side portion of the zipper is fastened to a luggage part. The second side portion can also be attached in a conventional manner to another luggage part, e.g. a textile part or a shell element.

According to a preferred embodiment, it is provided that the edge profile is fastened, particularly by sewing, to the longitudinal edge of a side portion of the zipper.

By way of alternative, it can be provided that the edge profile is formed integrally with a side portion of the zipper and is arranged on the free edge of the zipper.

According to a further variant of the invention, it is provided that the edge profile consists of the teeth or of a plastic spiral or a toothing of a zipper. The use of the teeth or a plastic spiral of a zipper as an edge profile has the advantage that the edge profile can be produced in a simple and inexpensive manner and has a resistance to tearing open which corresponds to that of the usual toothing of a zipper.

Advantageously, it can be provided that the side portions of a first zipper are connected to the side portion of a separated second zipper component, and that the teeth or a plastic spiral of said second zipper component engage the receiving profile in the manner of an edge profile. Such a solution allows for very low expenses in production.

Preferably, the frame element forms a closed frame of the piece of luggage. This leads to a high stability of the piece of luggage without the penalty of abandoning the advantages of a textile piece of luggage or a piece of luggage consisting of suitcase shells.

According to one exemplary embodiment, it is provided that the zipper on the side facing away from the frame element is connected to a luggage part consisting of a shell element. The shell element herein can be a suitcase shell made of plastic, it being preferred that the shell element consists of a polycarbonate sheet.

According to a further embodiment, it can be provided that the shell element is a suitcase shell made of plastic.

It is also possible to provide two frame elements, the zipper being arranged between said two frame elements.

According to a further embodiment, it is provided that the frame element is provided with the receiving profile only at one end side, and on the side facing away from the receiving profile is connected to a suitcase shell, preferably integrally. In this arrangement the frame element is rigid and preferably is made of metal.

According to a further variant of the invention, it is provided that the zipper on the edge facing away from the receiving profile is connected, by means of a welt, to a luggage part, particularly a shell element. In this case, the welt can be integrally connected to the side portion of the zipper.

An embodiment of the invention will be described in greater detail hereunder with reference to the drawings.

The drawings show the following:

Fig. 1 is a view of a piece of luggage comprising a frame element according to the invention and two suitcase shells, and

Fig. 2 is a sectional view taken along line II-II in Fig. 1.

Fig. 1 illustrates a suitcase 1 comprising two suitcase shells 2,4 which can be articulated to each other at the bottom of the suitcase. Provided on the edge of said suitcase shells 2,4 is a closure device in the form of a zipper 10 which together with welt bands 26 is sewn to the edges of suitcase shells 2,4.

The suitcase shells 2,4 are preferably made of plastic, e.g. of a polycarbonate sheet having a thickness of about 1 to 2 mm.

Of course, also shell elements or luggage parts made of textile material can be sewn to the zipper 10 or the welt band 26, or only to a side portion 16,18 of zipper 10.

The suitcase 1 shown in Fig. 1 comprises a centrally arranged frame element 6 which preferably forms a closed frame.

Frame element 6 consists e.g. of a continuously cast metal profile wherein, on one or both sides, the outer edges of said metal profile, particularly on the end side, are formed with a receiving profile 28 for an edge profile 22 of the zipper 10 or of a suitcase shell 2,4. In Fig. 2, the receiving profile 28 is illustrated as having a circular cross-sectional shape. It goes without saying, however, that also other suitable cross-sectional shapes are possible which serve to increase the resistance to tearing of the zipper. The outer edges of the receiving profile can leave a smaller opening, or their gap size can be made narrower by a pressure application process subsequent to the insertion of the edge profile 22 or of the surrounding edge of a suitcase shell 2,4 so that the edge profile 22 and respectively the surrounding edge of the suitcase shell will be tightly clamped into place.

Edge profile 6 preferably consists of an aluminum profile. On the inner side of the suitcase, webs 30 can extend from frame element 6, allowing for attachment of e.g. lining elements on the inner side.

Of course, the frame element can also be given a larger or smaller width than shown in Figs. 1 and 2, and the frame element 6 can also be formed integrally with a shell element made of metal or plastic.

Zipper 10 comprises two side portions 16,18 which on their inner side edges are provided with a toothing, particularly in the form of plastic spirals 12,14 which in the closed state of zipper 10 will be hooked into each other. On its outer side, side portion 16 is provided with a welt band 26 adapted to receive e.g. the surrounding edge of a suitcase shell 2,4, wherein side portion 16 together with welt band 26 can be sewn to the surrounding edge of the suitcase shell 2,4 made of plastic. Instead of the suitcase shell, also a shell element or a luggage part made of textile material can be sewn to zipper 10.

As can be seen in Fig. 2, side portion 18 is connected to a separated second zipper component, preferably by sewing or bonding. The side portion 20 of said separated second zipper component comprises a plastic spiral 22 engaging the receiving profile 28.

Such a side portion 20 of a second zipper component can also be arranged on the opposite side on side portion 16 so that, in principle, it is also possible to use the zipper 10 for connecting two frame elements 6 to each other. In this case, these frame elements 6 can also form the frame of a suitcase shell made of metal, wherein the surrounding edge of the metallic suitcase shell can be conventionally riveted to frame element 6 or be clamped into place in a receiving profile 28.

## SZABADALMI IGÉNYPONTOK

## POGGYÁSZ

1. Poggyász, különösképp koffer (1), cipzárral (10) összekötött poggyászrészekkel, ahol a poggyász tartalmaz egy merev keretelemet (6), és a keretelem (6) legalább egy a keretelemen (6) külső oldalán futó, a cipzár (10) egy peremprofilja (22) számára egy befogadó profil (28) van,

ahol a peremprofil (22) a keresztmetszeti alakjában a befogadó profillal (28) összeillik, és a cipzár (10) egy első oldalrésze (18) rögzítve van, és a cipzár (10) egy második oldalrésze (16) egy poggyászrészsel (2, 4) van összekapcsolva, azzal jellemezve, hogy a peremprofil (22) a befogadó profilba (28) szilárdan beleakaszódik, azáltal, hogy a befogadó profil külső oldalai egy kisebb nyílást szabadon hagynak, vagy utólag a keretprofil (22) behelyezése után egyaránt a rés egy nyomóeljárás során szűkítve van.

2. Az 1. igénypont szerinti poggyász, azzal jellemezve, hogy a peremprofil (22) a cipzár (10) egy oldalrészének (18) hosszanti oldalán rögzítve, különösképp varrva van.

3. Az 1. vagy a 2. igénypont szerinti poggyász, azzal jellemezve, hogy a peremprofil (22) a cipzár (10) egy oldalrészével egy darabból van kialakítva, és a cipzár annak szabad oldalán van elrendezve.

4. Az 1-3. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy a peremprofil (22) a cipzár (10) fogából vagy egy műanyag spirálból áll.

5. A 4. igénypont szerinti poggyász, azzal jellemezve, hogy, egy első cipzár (10) oldalrészsel (16, 18) egy osztott második cipzároldalrészsel (20) vannak összekötve, és hogy a második cipzár fogai, vagy a műanyagspirálja (22) peremprofilként a felvevő profilba akaszódik.

6. Az 1-5. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy a keretelem (6) a poggyász egy zárt keretét alkotja.

7. Az 1. igénypont szerinti poggyász, azzal jellemezve, hogy a peremprofil (22) egy a kofferburkolaton (2, 4) körbefutó peremből áll.

8. Az 1-7. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy, a cipzár (10) a keretelem (6) által határolt oldalon egy héjelemből álló poggyászzelemmel van összekötve.

9. A 8. igénypont szerinti poggyász, azzal jellemezve, hogy a kofferburkolat (2, 4) héjeleme műanyagból van kialakítva.

10. A 8. vagy a 9. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy a héjelem egy polikarbonát fóliából van.

10. A 8. vagy a 9. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy a héjelem egy polikarbonát fóliából van.

11. Az 1-10. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy két kereteleme (6) van, és hogy a cipzár (10) a két keretelem (6) között van elrendezve.

12. Az 1-11. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy a keretelem (6) a felvevőprofil (28) csak egy elülső oldalán tartalmazza, és a felvevőprofil (28) által határolt oldalán előnyösen egyben kialakított kofferburkolattal (2, 4) van összekötve.

13. Az 1-12. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy a keretelem (6) fémből van kialakítva.

14. Az 1-13. igénypontok egyike szerinti poggyász, azzal jellemezve, hogy a cipzár (10) a befogadó profillal (28) határos oldalán egy tömítő szalaggal (26) egy poggyászrészsel, különösképp egy héjelemmel van összekötve.

15. A 14. igénypont szerinti poggyász, azzal jellemezve, hogy a tömítő szalag (26) egy darabként a cipzár (10) oldalrészén van rögzítve.

A meghatalmazott:

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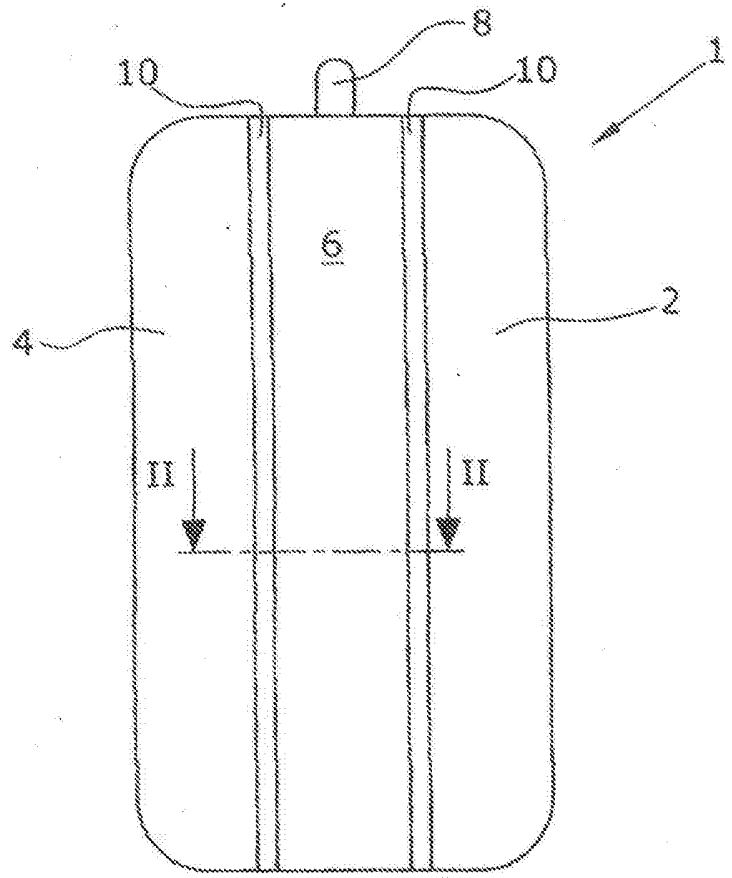


Fig. 1

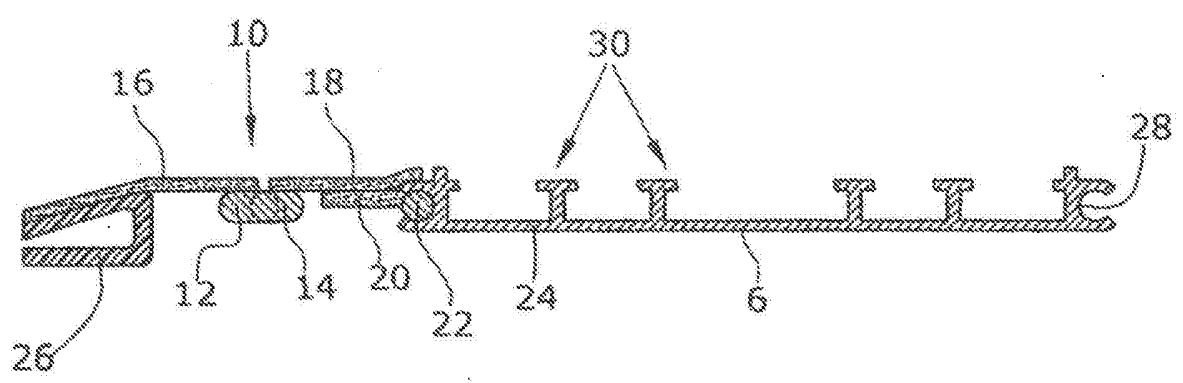


Fig. 2