

(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property Organization
International Bureau



(43) International Publication Date
3 December 2009 (03.12.2009)

(10) International Publication Number
WO 2009/144198 A1

(51) International Patent Classification:
B60C 11/16 (2006.01)

(74) Agent: **RANDL, Oliver**; Manufacture Française des Pneumatiques Michelin, 23, place des Carmes-Déchaux, SGD/LG/PI - F35 - Ladoux, F-63040 Clermont-Ferrand Cedex 9 (FR).

(21) International Application Number:
PCT/EP2009/056305

(81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PG, PH, PL, PT, RO, RS, RU, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(22) International Filing Date:
25 May 2009 (25.05.2009)

(84) Designated States (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LS, MW, MZ, NA, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, SE, SI, SK, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

(25) Filing Language: English

(26) Publication Language: English

(30) Priority Data:
0853490 29 May 2008 (29.05.2008) FR
61/190,568 29 August 2008 (29.08.2008) US

(71) Applicant (for all designated States except CA, MX, US):
SOCIETE DE TECHNOLOGIE MICHELIN [FR/FR];
23, rue Breschet, F-63000 Clermont-Ferrand (FR).

(71) Applicant (for all designated States except US):
MICHELIN RECHERCHE ET TECHNIQUE S.A.
[CH/CH]; Route Louis Braille 10, CH-1763 Granges-Paccot (CH).

(72) Inventors; and

(75) Inventors/Applicants (for US only): **DURAT, Matthieu** [FR/FR]; 14, allée Clovis Hugues, F-63100 Clermont-Ferrand (FR). **GUICHON, Cyril** [FR/US]; 522, Sweet Juliet Way, Greer, SC 29650 (US).

[Continued on next page]

(54) Title: TYRE STUD PROVIDED WITH RECESSES CONFIGURED TO IMPROVE ITS RETENTION IN THE TYRE

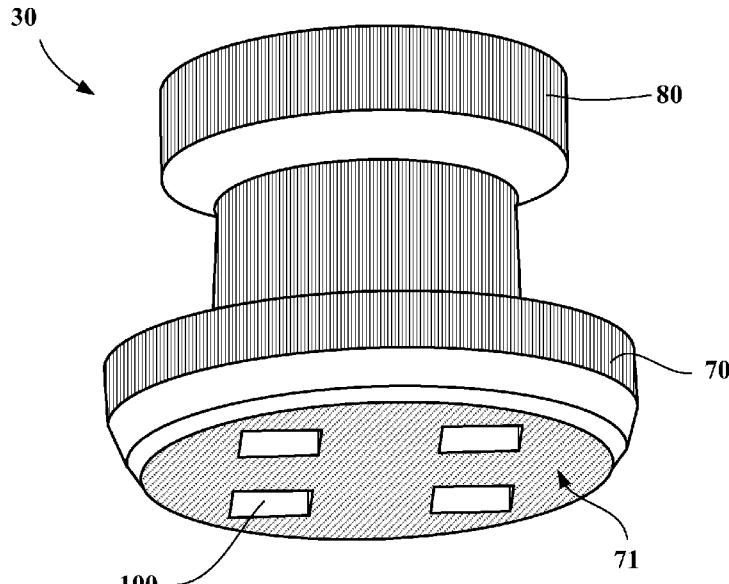


FIG. 5

(57) Abstract: Stud (30) for a tyre (10), the tyre comprising a tread (20) made of rubber mix, the stud having an axis (A-A) and two axial ends and comprising: a first part (60) configured to come into contact with the ground when the stud is fitted to the tyre and the tyre is rolling along the ground, this first part being positioned at one of the axial ends of the stud; a head (70) configured to anchor the stud into the tread of the tyre, the head being positioned at the other axial end of the stud; and a body (80) connecting the said first part and the head of the stud, the mean diameter of the body being smaller than the mean diameter of the head of the stud, these diameters being measured at right angles to the axis of the stud; in which the head comprises at least one recess (100) opening onto the surface of the head, the recess being configured to be filled with rubber mix of the tread so as to provide additional anchorage for the stud in the tread.



Published:

— *with international search report (Art. 21(3))*

TYRE STUD PROVIDED WITH RECESSES CONFIGURED
TO IMPROVE ITS RETENTION IN THE TYRE

5 FIELD OF THE INVENTION

[0001] The present invention relates to studs for tyres, particularly for tyres specially designed for winter conditions. It also relates to the tyres configured to be equipped with such studs and to the assemblies formed by such tyres and studs.

10 BACKGROUND

[0002] Studded tyres have undeniable advantages in terms of their behaviour under winter driving conditions, such as when driving on an icy road surface for example. Contact with the ice and, more specifically, the way in which the stud digs into the ice compensates for the loss of grip observed at the tyre tread pattern.

15 [0003] Tyres fitted with studs unfortunately have certain disadvantages which have persisted down through new generations of products. On the one hand, the operations of studding the tyres are painstaking and tricky to perform and, on the other hand, when driving, the studs are often expelled from their housing or stud hole. In some instances, the loss of studs is considerable and causes the tyres to lose effectiveness.

20 SUMMARY OF THE INVENTION

[0004] One of the objectives of the present invention is to provide studs which are more firmly retained in the tread and have better resistance to being pulled out.

25 [0005] This objective is achieved by a stud for a tyre, the tyre comprising a tread made of rubber mix, the stud having an axis and two axial ends and comprising: a first part configured to come into contact with the ground when the stud is fitted to the tyre and the tyre is rolling along the ground, this first part being positioned at one of the axial ends of the stud; a head configured to anchor the stud into the tread of the tyre, the head being positioned at the other of the axial ends of the stud; and a body connecting the said first part and the head of the stud, the mean diameter of the body being smaller than the mean diameter of the head of the stud, these diameters being measured at

right angles to the axis of the stud. The head of the stud comprises at least one recess opening onto the surface of the head, the recess being configured to be filled with rubber mix of the tread so as to provide additional anchorage for the stud in the tread.

5 [0006] When a stud such as this is inserted into a tyre that has a tread made of rubber mix, that part of the tread that envelopes the head of the stud deforms and thus fills the recess in the head of the stud, anchoring the stud more firmly into the tread. That portion of rubber mix that fills the recess thereafter plays a part in keeping the stud in its ideal position and returning it to this position if the forces applied to the stud as a result of driving cause the stud temporarily to deviate from its rest position.

10 [0007] The recess in the stud also allows the mass of this stud to be reduced, the advantage of this being to reduce road wear and noise.

[0008] As a preference, the mean axial depth of the recess is greater than or equal to 0.5 mm. If the mean axial depth of the recess is less than 0.5 mm then the anchoring effect becomes small.

15 [0009] For the same reason, it is preferable to ensure that the cross section of the recess at the surface of the head is greater than or equal to 10 % of the maximum cross section of the head at right angles to the axis of the stud.

20 [0010] According to an advantageous embodiment, the stud comprises a plurality of recesses and the combined surface area of the cross sections of the recesses at the surface of the head is greater than or equal to 15 % of the maximum cross section of the head at right angles to the axis of the stud. Thus highly effective anchorage can be achieved.

25 [0011] As a preference, the combined surface area of the cross sections of the recesses at the surface of the head is less than or equal to 35 % of the maximum cross section of the head at right angles to the axis of the stud. This upper limit also applies to the case where the head has just one recess. When the cross section of the recess or the combined surface area of the cross sections exceeds 35 % of the maximum cross section of the head at right angles to the axis of the stud then head retention may prove insufficient.

[0012] According to a first preferred embodiment, the head has a flat surface at the opposite end to the said first part and at least one recess is positioned in this surface of the head. When the stud is fitted into the tread, this surface is the surface furthest towards the inside of the tread, that is to say the surface furthest away from the rolling surface. This location is advantageous insofar as the region under the head of the stud is the region where the pressures are the highest. It is also the region furthest from the point at which the stud digs into the ice. By positioning the recess at this location the lever arm and therefore the anti-tilting torque, is maximized. Finally, this is the region that will become worn away in the very last instance; by positioning the recess here, the mechanism is given greater endurance.

[0013] According to an advantageous alternative form of this embodiment, at least one recess positioned in the flat surface on the opposite side to the said first part of the stud is radially eccentric with respect to the axis of the stud. Thus, when the stud is fitted into the tread and the recess is filled with rubber mix, the rubber mix contained in the recess opposes any rotational movement of the stud about its axis.

[0014] According to a second preferred embodiment, which may advantageously be combined with the first preferred embodiment, the head comprises a surface configured to act as an anti-pull-out surface and at least one recess is positioned in this surface that acts as an anti-pull-out surface.

[0015] According to a third preferred embodiment which may advantageously be combined with the first preferred embodiment and/or the second preferred embodiment, the head comprises a lateral surface and at least one recess is positioned in this lateral surface.

[0016] As a preference, the mean radial depth of such a recess is greater than or equal to 0.5 mm.

[0017] A recess may, for instance, have a geometry which is that of a parallelepiped, a prism, a pyramid, a hemisphere, a cylinder or an ellipsoid.

[0018] The invention also relates to a tyre comprising a tread made of rubber mix, the tread having at least one stud hole comprising a cylindrical portion open to the outside of the tread, the stud hole being designed to accept a stud according to the invention,

the tread comprising a projecting part situated on the inside of the stud hole and configured to fill the recess of the stud when the stud is fitted into the stud hole. The use of a tyre such as this guarantees that the recess in the stud will be filled with rubber mix and improves the "self-positioning" phenomenon because there is almost a clip-fastening effect when the stud is in the desired position relative to the stud hole.

[0019] The invention finally relates to an assembly formed of a tyre and at least one stud according to the invention, particularly an assembly formed by a tyre according to the invention and a stud according to the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

10 [0020] Figure 1 depicts a tyre according to the prior art, fitted with studs.

[0021] Figure 2 depicts a stud according to the prior art.

[0022] Figure 3 depicts a stud hole according to the prior art.

[0023] Figure 4 depicts a stud inserted in a stud hole, according to the prior art.

15 [0024] Figures 5 to 9 depict part of the body and of the head of a stud according to the invention.

[0025] Figures 10 to 12 depict part of the body and the head of a stud according to the invention, inserted in a stud hole.

[0026] Figures 13A to 13F depict several recess geometries according to the invention.

[0027] Figures 14 to 16 depict the closed end of a stud hole according to the invention.

20 [0028] Figure 17 depicts part of the body and the head of a stud according to the invention.

DETAILED DESCRIPTION OF THE DRAWINGS

[0029] The "axis" of a stud corresponds to the axis of symmetry of the stud in the direction of its longest dimension that passes through the surface of the stud configured to come into contact with the ground when the stud is fitted to a tyre and the tyre is rolling along the ground, if the stud has such an axis of symmetry. In a stud with no such axis of symmetry, the "axis" denotes the direction of the longest dimension of the stud that passes through the surface of the stud configured to come into contact with the ground when the stud is fitted to a tyre and the tyre is rolling along the ground.

[0030] The term "axial" denotes a direction parallel to the axis of the stud. This term is therefore not used to denote a direction parallel to the axis of rotation of a tyre.

[0031] Likewise, in the context of this document, the term "radial" does not correspond to the common use of the term in the field of tyres. It relates rather to a direction perpendicular to the axis of the stud.

[0032] The "head" of the stud here means that end of the stud that serves to anchor the stud in the tread of a tyre. The head has a mean radial diameter greater than the mean radial diameter of the body of the stud. The transition between the body of the stud and the head is usually via a groove the diameter of which is smaller than the radial diameters of the head and of the body.

[0033] The "rolling surface" here means all of the points on the tread that come into contact with the ground when the tyre is rolling along without the studs being inserted into the tread.

[0034] The expression "rubber mix" denotes a rubber composition comprising at least one elastomer and one filler.

[0035] Figure 1 schematically depicts a tyre 10 according to the prior art, the tread 20 of which is fitted with a number of studs 30. The studs 30 are positioned across the entire width of the rolling surface in the tread blocks 40 of the tread 20. The central bar 50 of the tread may also be fitted with studs 30. The studs 30 are positioned in several locations around the periphery of the tyre so that at every moment there are studs in contact with the ground over which the tyre is rolling.

[0036] Figure 2 schematically depicts a stud 30 according to the prior art. The stud 30 has a longitudinal axis A-A. The profile of the stud 30 is generally cylindrical and centred on the axis A-A. The stud 30 has two axial ends: one of the axial ends defines a first part, here embodied by an "insert" 60, configured to come into contact with the ground (the ice, the snow, or the bare road surface) when the stud 30 is fitted to the tyre 10 and the tyre 10 is rolling along the ground. The insert may advantageously be made of a material that is different from the material of the remainder of the stud. That means that a harder material can be used for this part which is subjected to very high mechanical stresses. That also makes it possible, in the case of certain embodiments, to produce a moulded or injection-moulded body to which an insert is attached. Of course, studs made of a single material could also be used. In other words, the first part 60 is not necessarily an insert (i.e. a piece that is separate from the remainder of the stud and inserted into it); it can be integral with the stud in the sense that the first part 60 is made of the same material as the rest of stud 30 and is manufactured together with it as one piece.

[0037] The other end of the stud 30 is formed of a head 70 which is configured to anchor the stud 30 into the tread 20 of the tyre 10.

[0038] A body 80 connects the first part 60 to the head 70 of the stud 30. The mean diameter D_c of the body is smaller than the mean diameter D_t of the head 70 of the stud 30, these diameters being measured at right angles to the axis of the stud. The body 80 is separated from the head 70 by a groove 85.

[0039] Figure 3 schematically depicts part of the tread 20 of the tyre 10. This tread has a stud hole 90, each stud hole comprising a cylindrical portion open to the outside of the tread 20 of the tyre 10 and designed to receive a stud 30.

[0040] Figure 4 schematically depicts the same part of the tread 20 once the stud 30 has been fitted. Thanks to the elasticity of the rubber mix of which the tread is made, the tread 20 perfectly envelopes the stud 30 and firmly anchors it into the tyre.

[0041] Studded tyres like the one depicted in Figure 1 have undeniable advantages in terms of their behaviour under winter driving conditions, such as when driving on an icy road surface for example. Contact with the ice and, more specifically, the way in which

the stud digs into the ice compensates for the loss of grip observed at the tyre tread pattern.

[0042] These studs unfortunately have certain disadvantages which have persisted down through new generations of products. On the one hand, the operations of 5 studding the tyres are painstaking and tricky to perform and, on the other hand, when driving, the studs are often expelled from their housing or stud hole. In some instances, the loss of studs is considerable and causes the tyres to lose effectiveness.

[0043] These problems are reduced by using studs according to the invention. Figures 5 to 9 depict part of the body and head of such studs.

10 [0044] Figure 5 schematically depicts the head 70 and part of the body 80 of a stud according to the invention. The stud 70 comprises a flat surface 71 at the opposite end to the first part (not depicted) and four recesses 100 opening onto the surface of the head are positioned in this surface 71 of the head 70. These recesses 100 are of parallelepipedal geometry. The recesses 100 are configured to be filled with rubber mix 15 from the tread, so as to provide additional anchorage of the stud in the tread.

20 [0045] The cross section of each of the recesses 100 at the surface 71 of the head is equal to 4 % of the maximum cross section of the head at right angles to the axis of the stud. As a result, the combined surface area of the cross sections of the recesses at the surface of the head is equal to 16 % of the maximum cross section of the head at right angles to the axis of the stud. As a matter of fact it has been found that, for studs comprising a plurality of recesses, highly effective anchorage and good head retention can be achieved when the combined surface area of the cross sections of the recesses at the surface of the head is greater than or equal to 15 % and less than or equal to 35 % of the maximum cross section of the head at right angles to the axis of the stud.

25 [0046] Figure 6 schematically shows a second head 70 of a stud 30 according to the invention. The two recesses 100 depicted have a "mortise" shaped prismatic geometry and a mean axial depth D_e of 2 mm each.

30 [0047] Figure 7 schematically depicts a third head 70 of a stud 30 according to the invention. The two recesses 100 depicted have a hemispherical geometry and a mean axial depth D_e of 1 mm each.

[0048] Figures 5 to 7 depict heads 70 comprising a flat surface 71 on the opposite side to the first part 60 and with recesses 100 positioned in this flat surface 71. A stud according to the invention may also have recesses positioned on other parts of its head, as shown by Figures 8 and 9.

5 [0049] Figure 8 schematically depicts a fourth head 70 of a stud 30 according to the invention. The head 70 comprises a surface 72 configured to act as an "anti-pull-out" surface, that is to say as a surface that will be subjected to stress when a pulling (or centrifugal) force is applied to the stud. Four recesses 100 (only two of which are visible in the section shown) are positioned in this surface that acts as an anti-pull-out surface.
10 The two recesses 100 depicted have a cylindrical geometry and a mean axial depth D_e of 1.5 mm each.

15 [0050] Figure 8 schematically depicts a fifth head 70 of a stud 30 according to the invention. The head 70 comprises a lateral surface 73 and two recesses 100 are located in this lateral surface 73. A "lateral surface" here means a surface comprising a direction parallel to the axis of the stud. The mean radial depth D_r of the recess here is equal to 1 mm.

[0051] Of course it is possible, and even advantageous, to provide for a head to comprise two, or even all, of the types of surface, each having recesses.

20 [0052] Figure 10 depicts part of the body and of the head 70 of a stud 30 according to the invention, after it has been inserted in a stud hole. Part of the tread 20 which envelopes the head of the stud deforms thus filling the recess 100 in the head of the stud. This part thereafter plays a part in keeping the stud 30 in its ideal position and returning it to this position if the forces acting on the stud as a result of driving cause the stud 30 temporarily to deviate from its rest position.

25 [0053] The head 70 of a stud according to the invention may have very varied geometries. Figure 11 depicts part of the body and the head 70 of a stud 30 which does not have any flat surface at the opposite end to the first part (not depicted) of the stud, nor does it have any real lateral surface to speak of. It is nonetheless possible to define, within such a stud, because of the enlargement of the head 70, a (curved) surface 71 at the opposite end to the first part 60 and a surface 72 that acts as an "anti-pull-out" surface. The surface "on the opposite end of the first part" corresponds to that part of

the surface of the head that lies at an axial distance from the first part that is greater than the axial distance from the first part of the axial position at which the head has its maximum cross section, here marked by the line 110. The surface 72 that acts as an “anti-pull-out” surface corresponds to that part of the surface of the head that lies at an 5 axial distance from the first part that is shorter than the axial distance from the first part of the axial position at which the head has its maximum cross section (line 110). The stud of Figure 11 therefore has recesses in the surface 71 “on the opposite side to the first part” only, the stud of Figure 12 having them only in the surface 72 that acts as an “anti-pull-out” surface. Of course, it is possible to provide recesses in both portions of 10 the surface of the head 70 of a stud 30 according to the invention.

[0054] Figures 13A to 13F depict a number of recess geometries. By way of example, the recess may have the geometry of a pyramid on a rectangular base (Fig. 13A), the geometry of a geodesic dome on a rectangular base (Fig. 13B), the geometry of a “mortise” shaped prism (Fig. 13C), the geometry of a pyramid on a circular base (Fig. 13D), the geometry of a hemisphere (Fig. 13E), and the geometry of a truncated ellipsoid (Fig. 13F). The geometries of Figs. 13C and 13F have the advantage that that portion of the rubber mix that enters the recess has a maximum cross section that is larger than the cross section of the recess on the surface of the head, thus increasing the anchorage effect in the direction perpendicular to the cross section of the 20 recess on the surface of the head.

[0055] Of course, the orifice via which the recess opens onto the surface of the head is not necessarily rectangular or spherical; there are a great many other possible orifice geometries.

[0056] Figures 14 to 16 each depict the closed end of a stud hole 90 of a tyre according 25 to the invention, configured to receive a stud 30 according to the invention. Each stud hole 90 comprises a cylindrical portion 91 open to the outside of the tread 20 and a portion 92 designed to receive the head of a stud according to the invention. The tread 20 comprises projecting parts 21 situated inside the stud hole and configured to fill the recess in the stud when the stud is inserted into the stud hole. The presence of 30 these projecting parts 21 favours the filling of the recess of the stud with rubber mix and thus improves the “self-positioning” phenomenon because there is also an effect similar to a clip-fastening effect when the stud is in the desired position with respect to the stud hole.

- 10 -

[0057] Figure 17 schematically depicts a last variant of a stud according to the invention. The head 70 of the stud 30 has a flat surface 71 on the opposite side to the first part (not depicted) and a recess 100 opening onto the surface of the head are positioned in this surface 71 of the head 70. The recess 100 has the geometry of a circular groove. It is configured to be filled with rubber mix of the tread so as to provide additional anchorage for the stud in the tread.

[0058] The cross section of the recess 100 at the surface 71 of the head is equal to 10 % of the maximum cross section of the head at right angles to the axis of the stud.

CLAIMS

1. Stud (30) for a tyre (10), the tyre comprising a tread (20) made of rubber mix, the stud having an axis (A-A) and two axial ends and comprising:
 - 5 a first part (60) configured to come into contact with the ground when the stud is fitted to the tyre and the tyre is rolling along the ground, this first part being positioned at one of the axial ends of the stud;
 - a head (70) configured to anchor the stud into the tread of the tyre, the head being positioned at the other axial end of the stud; and
 - 10 a body (80) connecting the said first part and the head of the stud, the mean diameter of the body being smaller than the mean diameter of the head of the stud, these diameters being measured at right angles to the axis of the stud;
 - 15 wherein the head comprises at least one recess (100) opening onto the surface of the head, the recess being configured to be filled with rubber mix of the tread so as to provide additional anchorage for the stud in the tread.
2. Stud according to Claim 1, wherein the mean axial depth of the recess (100) is greater than or equal to 0.5 mm.
- 20 3. Stud according to Claim 1 or 2, wherein the cross section of the recess (100) at the surface of the head is greater than or equal to 10 % of the maximum cross section of the head (70) at right angles to the axis (A-A) of the stud.
- 25 4. Stud according to any one of Claims 1 to 3, wherein the stud comprises a plurality of recesses (100) and in which the combined surface area of the cross sections of the recesses at the surface of the head (70) is greater than or equal to 15 % of the maximum cross section of the head at right angles to the axis (A-A) of the stud.
- 30 5. Stud according to Claim 4, wherein the combined surface area of the cross sections of the recesses (100) at the surface of the head (70) is less than or equal to 35 % of the maximum cross section of the head at right angles to the axis (A-A) of the stud.
- 35 6. Stud according to any one of Claims 1 to 5, wherein the head (70) has a flat surface (71) at the opposite end to the said first part and at least one recess (100) is positioned in this surface of the head.

7. Stud according to Claim 6, wherein at least one recess (100) positioned in the flat surface (71) on the opposite side to the said first part (60) of the stud is radially eccentric with respect to the axis (A-A) of the stud.

5

8. Stud according to any one of Claims 1 to 7, wherein the head comprises a surface (72) configured to act as an anti-pull-out surface and at least one recess (100) is positioned in this surface configured to act as an anti-pull-out surface.

10 9. Stud according to any one of Claims 1 to 8, wherein the head comprises a lateral surface (73) and at least one recess (100) is positioned in this lateral surface.

10. Stud according to Claim 9, wherein the mean radial depth of the recess (100) is greater than or equal to 0.5 mm.

15

11. Stud according to any one of Claims 1 to 10, wherein the geometry of at least one recess (100) is that of a parallelepiped, a prism, a pyramid, a hemisphere, a cylinder or an ellipsoid.

20 12. Tyre (10) comprising a tread (20) made of rubber mix, the tread having at least one stud hole (90) comprising a cylindrical portion open to the outside of the tread, the stud hole being designed to accept a stud (30) according to any one of Claims 1 to 11, wherein the tread comprises a projecting part (21) situated on the inside of the stud hole and configured to fill the recess (100) of the stud when the stud is fitted into the stud hole.

25

13. Assembly formed by a tyre (10) and at least one stud (30) according to any one of Claims 1 to 11.

30 14. Assembly according to Claim 13, wherein the tyre comprises: a tread (20) made of rubber mix, the tread having at least one stud hole (90) comprising a cylindrical portion open to the outside of the tread, the stud hole being designed to accept a stud (30) according to any one of Claims 1 to 11, wherein the tread comprises a projecting part (21) situated on the inside of the stud hole and configured to fill the recess (100) of the stud when the stud is fitted into the stud hole.

35

1/4

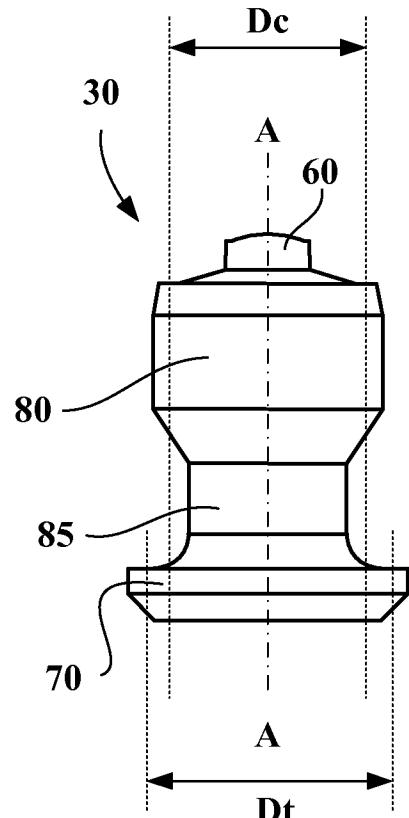
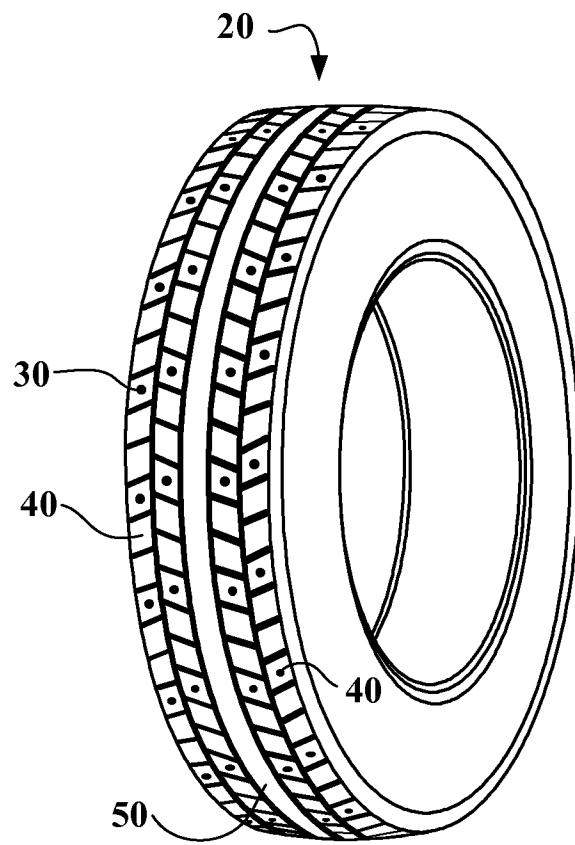


FIG. 1
PRIOR ART

FIG. 2
PRIOR ART

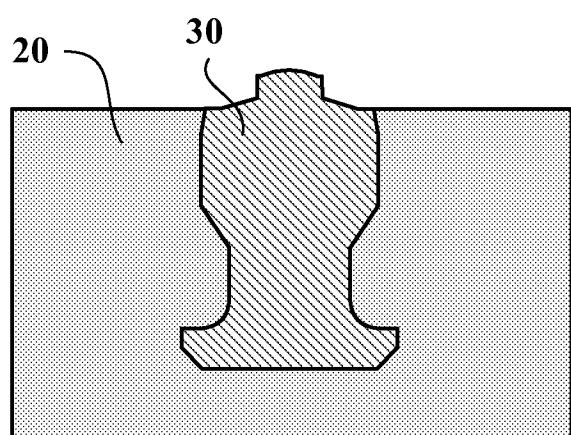
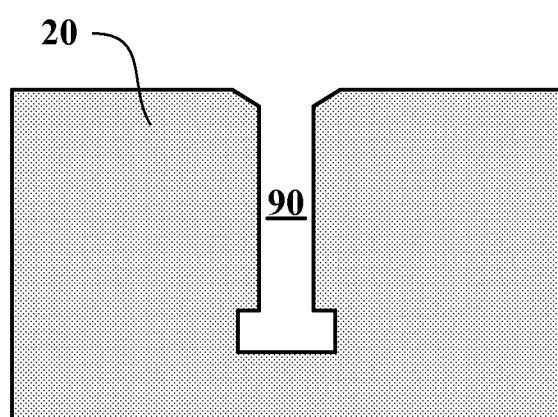


FIG. 3
PRIOR ART

FIG. 4
PRIOR ART

2/4

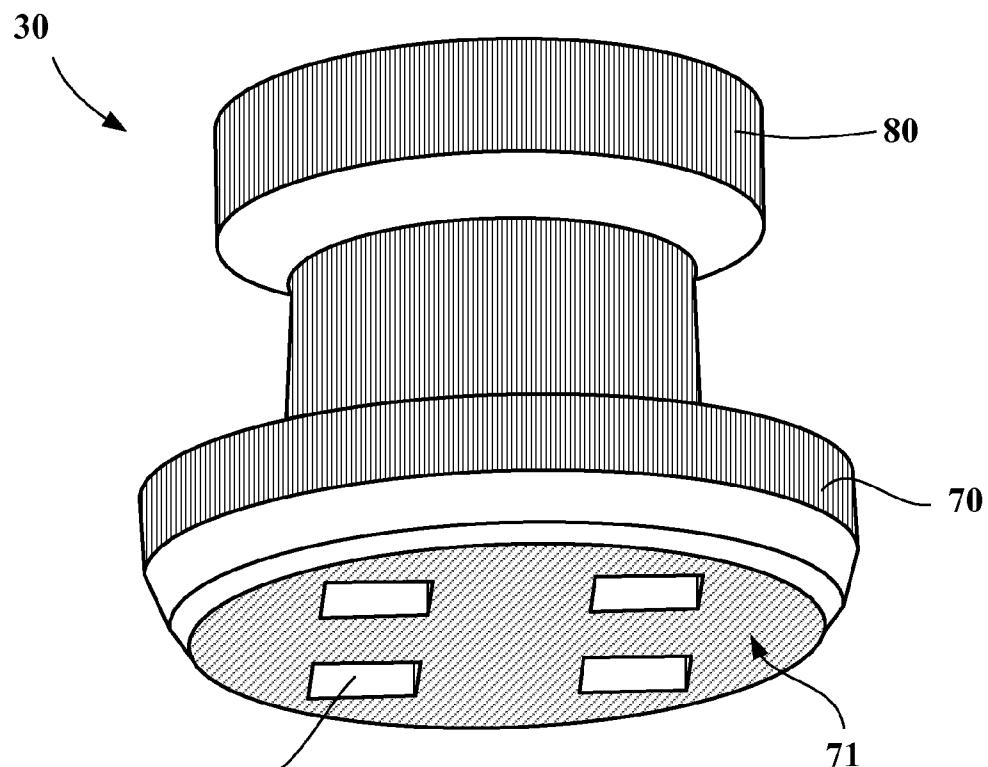


FIG. 5

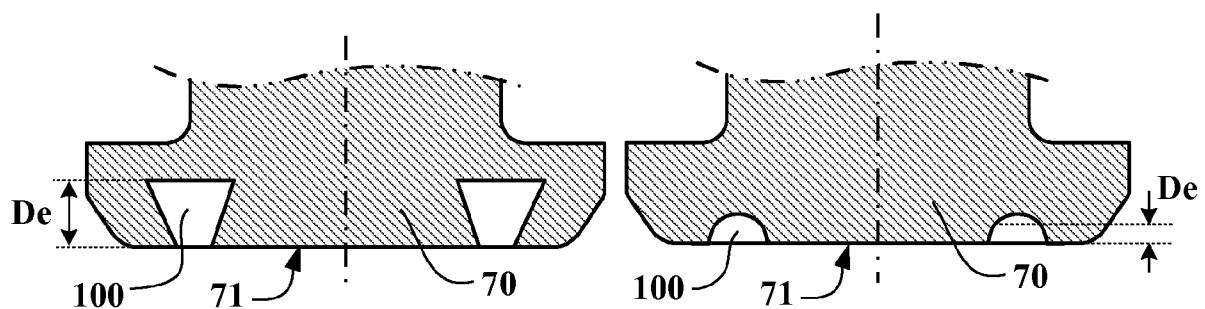


FIG. 6

FIG. 7

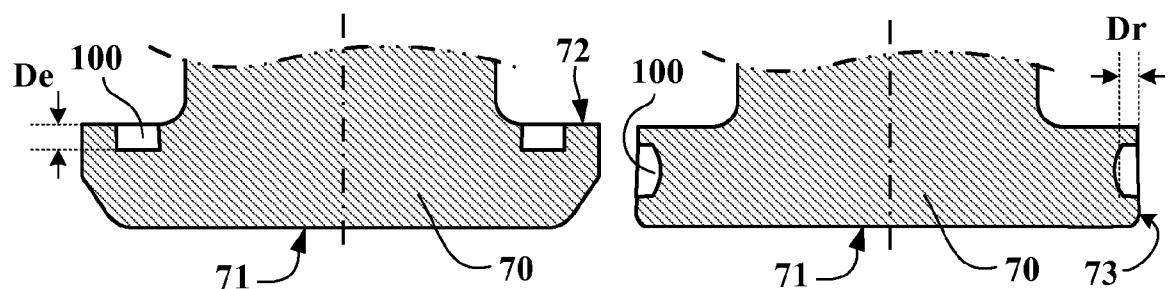


FIG. 8

FIG. 9

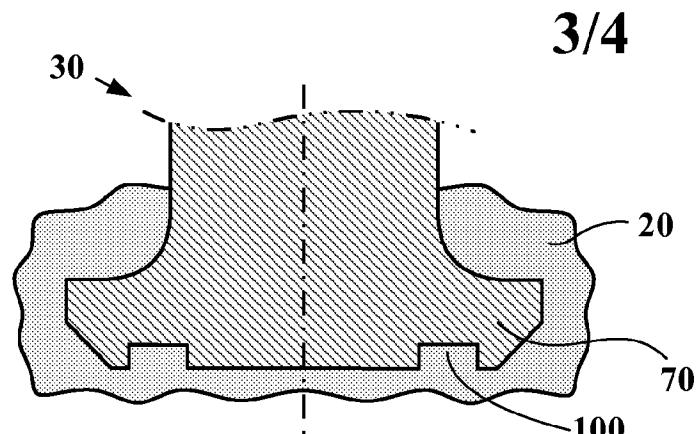


FIG. 10

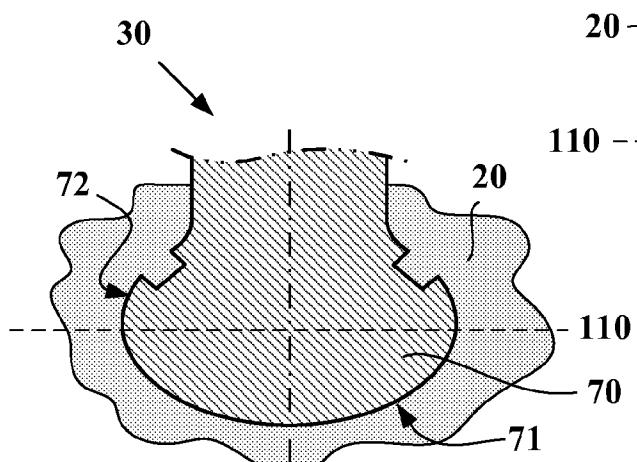


FIG. 12

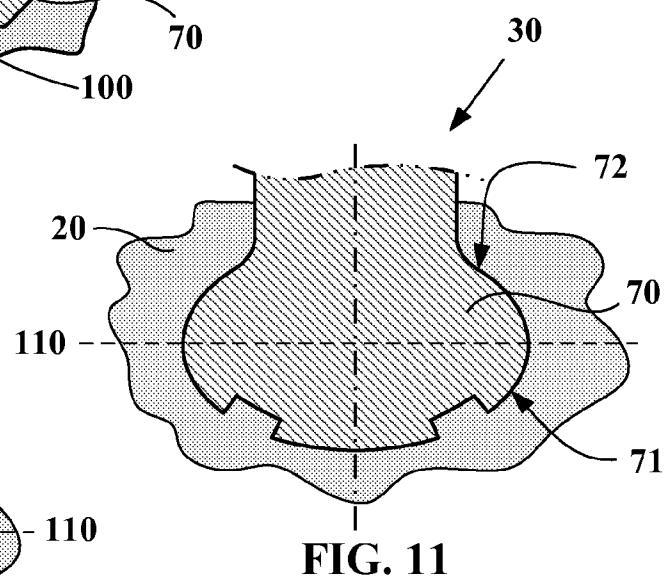


FIG. 11

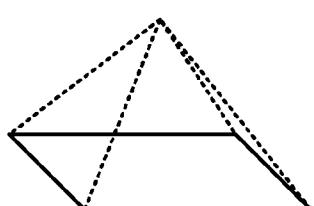


FIG. 13A

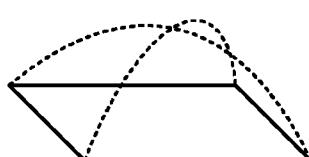


FIG. 13B

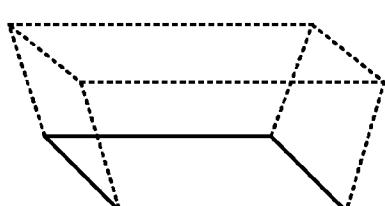


FIG. 13C

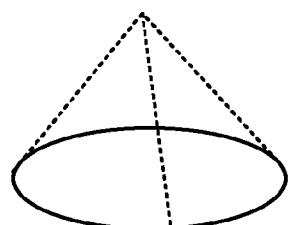


FIG. 13D

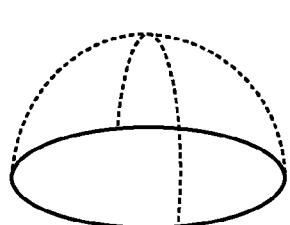


FIG. 13E

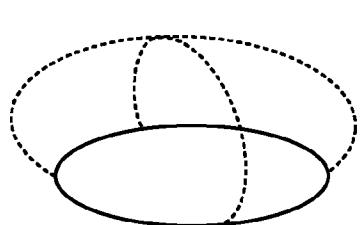
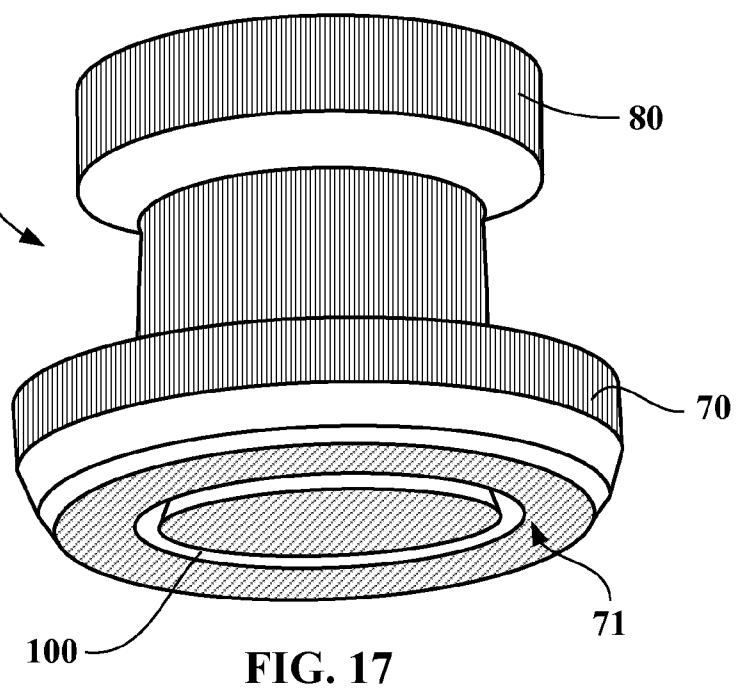
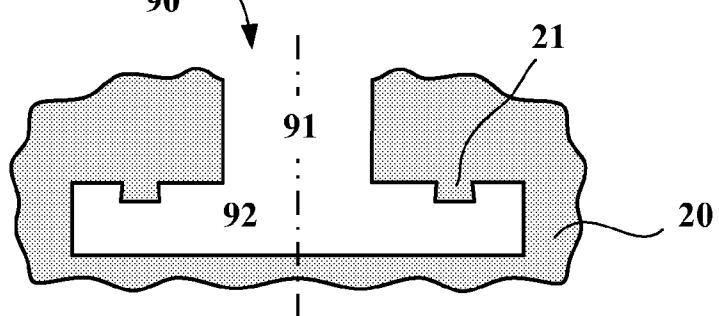
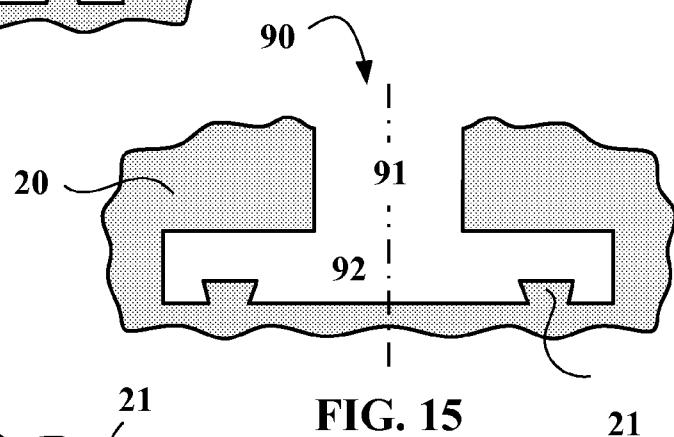
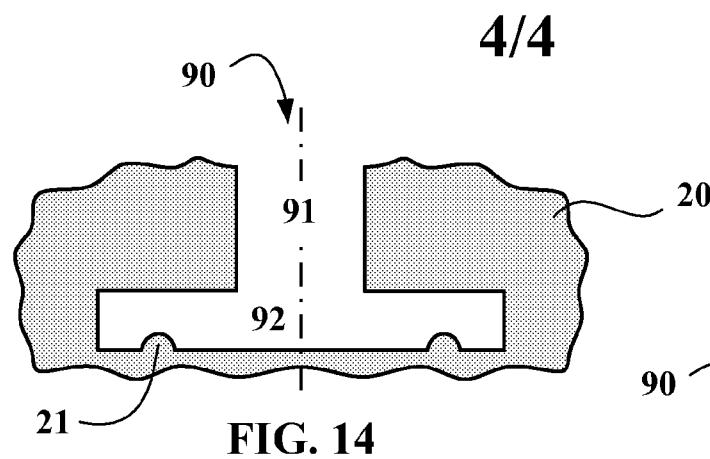


FIG. 13F



INTERNATIONAL SEARCH REPORT

International application No

PCT/EP2009/056305

A. CLASSIFICATION OF SUBJECT MATTER
INV. B60C11/16

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
B60C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

EPO-Internal

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	FR 2 182 750 A (MICHELIN & CIE [FR]) 14 December 1973 (1973-12-14) page 3, line 20 – page 3, line 37; figures 1,2	1-14
A	US 3 220 455 A (SOWKO JOHN J) 30 November 1965 (1965-11-30) column 3, line 50 – column 5, line 18; figures 1-5,1A,2A	1-14
A	FR 2 125 188 A (MALVOLTI BRUNO [FR]) 29 September 1972 (1972-09-29) page 1, line 20 – page 1, line 29; figure 1	1-14
	-/-	



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents :

- *A* document defining the general state of the art which is not considered to be of particular relevance
- *E* earlier document but published on or after the international filing date
- *L* document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)
- *O* document referring to an oral disclosure, use, exhibition or other means
- *P* document published prior to the international filing date but later than the priority date claimed

T later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

X document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

Y document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.

& document member of the same patent family

Date of the actual completion of the international search

7 July 2009

Date of mailing of the international search report

14/07/2009

Name and mailing address of the ISA/

European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
Tel. (+31-70) 340-2040,
Fax: (+31-70) 340-3016

Authorized officer

Lendfers, Paul

INTERNATIONAL SEARCH REPORT

International application No
PCT/EP2009/056305

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	DE 22 28 753 A1 (DORR KARLHEINZ) 3 January 1974 (1974-01-03) page 8, line 10 – page 11, line 6; figures 1–9 -----	1-14
A	FR 1 433 569 A (MICHELIN & CIE) 15 June 1966 (1966-06-15) page 2, column 1, line 15 – page 2, column 2, line 2; figure 1 -----	1-14
A	FR 1 403 818 A (MICHELIN & CIE) 3 November 1965 (1965-11-03) page 1, column 2, line 20 – page 2, column 1, line 2; figure 1 -----	1-14

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No
PCT/EP2009/056305

Patent document cited in search report	Publication date	Patent family member(s)		Publication date
FR 2182750	A 14-12-1973	CA	977256 A1	04-11-1975
		DE	2322357 A1	08-11-1973
		GB	1401087 A	16-07-1975
		IT	985840 B	20-12-1974
		US	3837386 A	24-09-1974
US 3220455	A 30-11-1965	NONE		
FR 2125188	A 29-09-1972	NONE		
DE 2228753	A1 03-01-1974	NONE		
FR 1433569	A 15-06-1966	NONE		
FR 1403818	A 03-11-1965	NONE		