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Description

0001] The present invention concerns a holding device for attaching containers to a carrier, in particular for attaching panniers or similar containers to a luggage carrier.

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[0002] Numerous panniers for bicycles and in particular for attaching to luggage racks are known. Many of these panniers have holding devices, such as hooks or straps, which are sewn or otherwise attached to the panniers, by which they can be attached to the upper strut of a luggage carrier. Also known are panniers that have stabilizing devices, such as a rail or plate on
10 the back of the bag, to which, for example CN 2401433 Y is the closest state of the art and reveals the following features of claim 1: Holding device for attaching containers to a luggage carrier, in particular for attaching panniers or similar containers to a luggage carrier, wherein the holding device consists of a rail, wherein the bills of the holding device are attached on their one side via variable attachment points for the attachment of fastening elements for
15 fastening the bills of the holding device to the luggage carrier in a variable position, not necessarily to the upper strut of the luggage carrier, but are attached at one or more points to struts of the luggage carrier with provided fastening elements.

[0003] Such a design is revealed e.g. in DE 4041460A1, which shows a bag with a rail on its
20 backside, which is equipped with hooks by means of which the bag can be hooked into the upper strut of a luggage carrier. Also DE 202006017966U1 shows a variant for such a mounting of containers to a luggage carrier, where two hooks are fixed to the back of the bag and by means of which the bag can be attached to a luggage carrier.

25 [0004] Specially prepared carriers, in particular luggage carriers, which have fixed attachment points for containers, such as bags, are also known as holding devices for attaching containers. An example of this is WO 2006/086948A1, which shows a luggage carrier equipped with fastening elements for attaching a container.

30 [0005] In the first-mentioned variants the upper strut of a luggage carrier is always used for attaching a container, which seems to be disadvantageous on the one hand due to the weight distribution and/or due to reasons of the possibly limited usability of the upper part of the luggage carrier. By attaching the hooks or the rail with the hooks attached to it, the bags to be attached are also very bulky on the back, which is visually unattractive and disturbing when
35 carried on the body.

[0006] The variant of the luggage carrier mentioned above with firmly integrated attachment points requires on the one hand the assembly of a complete luggage carrier and the associated bags and is also not variable with regard to the position or location of the attachment of bags.

5 [0007] The purpose of the present invention is to create a holding device for attaching containers to a carrier, in particular for attaching panniers or similar containers to a luggage carrier, which does not have the disadvantages mentioned. In particular, it should be possible to attach them to different carriers in different orientations and positions and the use of bags which are smooth or flat on the back should be possible.

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[0008] This task is solved with the features of claim 1. Further training and advantageous implementations of the invention are included in the further claims.

[0009] According to the invention, a holding device according to the features of claim 1.

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[0010] According to the invention, a holding device for attaching containers to a carrier, in particular for attaching panniers or similar containers to a luggage carrier, is further a holding device for attaching containers to a carrier, in that the holding device consists of an upper rail and a lower fastening element connected thereto, the lower fastening element being equipped
20 with a further receiving point for connection to the container and with a universal fastening device for fixing to a strut of the carrier.

20

[0011] The preferred embodiment of the invention is the holding device consisting of an upper rail with a lower fastening element attached thereto by means of two struts, whereby a pocket
25 attached to the holding device is fixed at two upper and one lower fastening point. The resulting three-point support secures the bag against swinging out sideways during the ride and distributes the weight to all the support points. Alternatively, when only the upper rail is used, the holding device can be used to prevent the bag from swinging out sideways by means of suitably large and stable connections to the container.

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[0012] The upper rail can be mounted very individually to an existing support due to the relatively freely position able fastening elements for fastening to a support. The rail does not necessarily have to be fixed to the upper strut of the carrier but can be attached to struts of the carrier at one or more points. For the connection of the rail with the struts of the luggage carrier
35 fastening elements are provided, which are designed as clamps, clamps, belts, straps or ropes and can be fixed at different points on the rail.

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[0013] According to a preferred design, the rail is provided with e.g. slots in the middle or a row of holes into which the fastening elements are inserted. The fastening elements are arranged around a suitable strut of the luggage carrier and connected to the rail, i.e. preferably screwed, thus enabling a very individual attachment of the rail to various luggage carriers. The rail can, for example, be attached to the upper strut of a luggage carrier with two or more fastening elements but can also be attached to downward reaching struts of the luggage carrier by means of the fastening elements. Particularly positive are fasteners such as clamps, which have a central distribution of force on the strut and the screw connection to the rail you are working on and are designed with a non-slip surface. Due to the freely positionable position of the fasteners, it is possible to mount the rail on almost any luggage carrier and the rail can be mounted horizontally or at any desired inclination for an appropriate position of the bag to be attached.

[0014] The rail also has on its side facing away from the luggage carrier fixed or detachable receiving points for the attachment of a bag or other container, whereby the bag or container has corresponding counterparts for a connection with the receiving points of the rail. The receiving points can be attached to the rail in a freely positionable manner, just like the fastening points, whereby these can preferably be screwed on through the slotted holes or rows of holes in the rail. Different holding elements for pockets can be used, so that the holding device can be used for different pockets of different systems.

[0015] The preferred design of the holding device according to the invention describes the shape of a triangle with the provided elements rail and lower fastening element and can be attached to a luggage carrier in a relatively freely position. Especially the choice of the height is possible with the ingenious design of a holding device with variable-position fastening elements in order to be able to position bags with heavy contents lower, for example.

[0016] The lower fastening element is equipped in its preferred version with a relatively large plate and a swivel-mounted lever, whereby the plate contains a hole through which a screw is passed, onto which the lever is screwed from behind, which is approximately the length of one side of the plate. During the assembly the strut of the luggage carrier comes between the plate and the lever which can be screwed on from behind, whereby a fixation of the lower attachment point to the luggage strut is achieved by screwing it on. On the screw passing through the plate and the lever there is preferably on its side facing the bag a further attachment point which can be engaged with a provided attachment point on a bag.

[0017] The fastening elements on the holding device for attaching containers to a carrier are equipped with a locking mechanism after a further design, whereby a container to be attached to the holding device can be connected to the fastening elements of the holding device by means of receiving elements designed in the holding device. The fastening element is thereby
 5 equipped with a locking mechanism which allows the receiving element to be inserted into the fastening element without prior unlocking, i.e. a pocket or the like to be attached to the holding device is inserted into the fastening elements and the locking is effected solely on the basis of the pocket being pressed downwards or by means of slight pressure by the operator, prior
 10 unlocking or opening during connection is not required, whereby the container can be attached in a self-locking manner. To release the receptacle from the holding device, the latter is equipped with a handle which is actuated when the receptacle is removed.

[0018] In the following, the invention is described in more detail by means of drawings as an example, with the help of which it is shown:

- 15 Fig. 1
a perspective view of a holding device on a luggage carrier
- Fig. 2
a perspective view of a holding device from the front
- Fig. 3
20 a perspective view of a holding device from behind
- Fig. 4
a top view of another version of a holding device
- Fig. 5
a perspective view of another version of a holding device from the front
- 25 Fig. 6
a perspective view of another version of a holding device from behind

[0019] Fig. 1 shows the holding device according to the invention for attaching containers, mounted on a luggage carrier, as well as a packing bag 8, which has corresponding receptacles
 30 9, by means of which it can be attached to the holding device at the fastening points 7 or 7'.

[0020] The variant shown here has three mounting points 7, 7', which form a triangle in the course of the upper rail 2, strut 10, lower fastening device 3 and second strut 10, with which the bag can be fastened well and without swinging out. In this assembly variant the upper rail 2 is
 35 not attached to the upper strut of the luggage carrier 6, but to two downwardly projecting struts in a position below the upper strut of the luggage carrier. The position of the upper rail 2 can be

positioned relatively freely, but in the assembly variant shown, the point of application for the lower mounting device 3 on another strut must be observed and the position of the entire mounting device must be adjusted accordingly. Due to the possibility of free positioning, bags 8 can be attached to the holding device 1 in a position as low as possible on the bicycle, which has a very positive effect on riding behaviour and safety.

[0021] The rail 2 of the holding device 1 is attached to the struts of the luggage carrier by means of clamps 5, which can be seen in Fig. 2 and Fig. 3, and has an adjusting screw for clamping. The clamps 5 shown here are positioned around the strut of the luggage carrier 6 and can be tightened on the rail 2 from the side facing away from the luggage carrier 6. The rail 2 is equipped with slots 4 which allow a very flexible positioning of the clamps 5 and the mounting points 7. The clamps 5 have a friction-enhancing coating or insert on their surface around the strut of the luggage carrier or are made of a non-slip material. The mounting points 7 for attaching the bag to the rail 2 or the holding system 1 can also be positioned very flexibly in this version and can also be mounted through the slotted holes. The mounting point 7, here as a cylindrical adapter knob with a reduction, is positioned from the front, i.e. the side facing the bag 8, and is screwed tight with a screw from the other side of the rail. Ideally, rail 2 is equipped with a rastering or rastering or roughening in the area of the slotted holes 4, which effectively prevents lateral slipping of the screwed mounting points 5 or fastening elements 5. In the variant shown in Fig. 1 to Fig. 3, the fixing points 5 are fitted centrally on the rail, e.g. in slotted holes 4. They may also be fitted to the upper edge of rail 2 as shown in Fig. 4 to Fig. 6, whereby pockets may also be used where the back is not flat enough to allow hooking in with the centrally fitted fixing points. The pick-up elements can be fixed or detachable or exchangeable on rail 2. It is also possible to mount different mounting points 7 or other adapter buttons on the holding device 1 in order to use bags from different suppliers.

[0022] In principle, rail 2 can also be used alone as a holding device for attaching bags to a luggage carrier 6, whereby the preferred version is the one with struts 10 and a lower fastening device 3. The lower fastening device 3 is designed as shown in the figures as plate 11 which is connected to the upper rail with struts 10. As shown in Fig. 2 and Fig. 3, the plate 11 has a hole through which a screw passes, onto which a hook 12 can be screwed from behind. On the side facing the pocket, there is a location point 7' on the screw as the lower attachment point for a pocket 8. When mounting the holding device 1, a strut of the carrier 6 is positioned between the plate 11 and the hook 12 and then the screw is tightened to fix the holding device 1.

[0023] Due to a relatively large selected plate 11 and a correspondingly long lever 12, as well as due to the versatile possibilities of mounting by attaching the rail 2 at different heights and/or inclinations to struts of the luggage carrier 6 and the possible lateral adjustability of the receiving points 7 and thus of the lower fastening device 3, the holding device 1 according to
5 the invention can be adapted and mounted to almost any luggage carrier and any need regarding position and location of the bags.

[0024] Having described preferred embodiments of the invention with respect to the attached drawings, it is to be noted that the invention is not limited to these exact embodiments and that
10 various changes and modifications thereto can be carried out by a skilled person without deviating from the scope of the invention as defined in the attached claims.

PATENTKRAV

1. Holdeindretning (1) til montering af beholdere (8) på en bagagebærer (6), især til montering af sadeltasker eller lignende beholdere (8) på en bagagebærer (6), hvor holdeindretningen (1) består af en skinne (2), hvor skinnen (2) i holdeindretningen (1) er udformet med tilvejebragte fastgørelseselementer (5), som er klemmer, beslag, remme, stropper eller snore, på sin ene side via variable monteringspunkter (4) for montering af fastgørelseselementer (5) til fastgørelse af skinnen (2) i holdeindretningen (1) på bagagebæreren (6) i en variabel position, som ikke nødvendigvis er fastgjort til den øverste stang i bagagebæreren (6), men nærmere er monterede ved ét eller adskillige punkter på stænger i bagagebæreren (6), og har fastgørelsespunkter (7), som er variable i deres position, på sin anden side, hvorpå en beholder (8) kan monteres ved hjælp af holdere (9), som foreligger på beholderen og svarende til fastgørelsespunkterne (7) på holdeindretningen (1).
2. Holdeindretning ifølge krav 1, **kendetegnet ved, at** holdeindretningen (1) består af en øvre skinne og et nedre fastgørelseselement (3) forbundet dermed, hvor det nedre fastgørelseselement (3) er forsynet med et yderligere optagelsespunkt (7') til forbindelse med beholderen (8) og med en universel fastgørelsesindretning til fiksering til en stang i bagagebæreren (6).
3. Holdeindretning ifølge krav 2, **kendetegnet ved, at** det nedre fastgørelseselement (3), som har to stænger (10), er forbundet med den øvre skinne (2), hvor det nedre fastgørelsespunkt (3), de to stænger (10) og den øvre skinne (2) danner formen af en trekant.
4. Holdeindretning ifølge krav 2, **kendetegnet ved, at** det nedre fastgørelseselement (3) er udformet i det væsentlige som en plade (11) med en aflang vippearms (12) monteret drejeligt derpå, hvilken vippearms kan presses mod pladen (11) ved hjælp af en justeringsmekanisme.
5. Holdeindretning ifølge krav 1, **kendetegnet ved, at** den øvre skinne er udformet med langsgående monterede slidser (4) eller en række huller.

6. Holdeindretning ifølge krav 1 og 5, **kendetegnet ved, at** elementerne (5) til fastgørelse af den øvre skinne (2) på bagagebæreren (6) er udformede som beslag, som kan fastgøres i en slids eller et hul i skinnen.
- 5 7. Holdeindretning ifølge krav 1 og 5, **kendetegnet ved, at** elementerne (5) til fastgørelse af den øvre skinne (2) på bagagebæreren (6) er udformede som klemmer, som kan fastgøres i en slids (4) eller et hul (4) i skinnen (2).
8. Holdeindretning ifølge krav 1 og 5, **kendetegnet ved, at** elementerne (5) til fastgørelse af den øvre skinne (2) på bagagebæreren (6) er udformede som stropper eller snore, som kan fastgøres i en slids eller et hul i skinnen.
- 10 9. Holdeindretning ifølge krav 1 og 5, **kendetegnet ved, at** modtageindretningen (7) for en beholder (8) er udformet som fastgørelseselementer (7), som kan monteres via slidser (4) i skinnen (2).
- 15 10. Holdeindretning ifølge krav 1, **kendetegnet ved, at** modtageindretningen (7) for en beholder (8) er udløseligt eller fast anbragt excentrisk på skinnen (2).
- 20 11. Holdeindretning ifølge krav 1, **kendetegnet ved, at** modtageindretningen (7) for en beholder (8) er udløseligt eller fast anbragt på den øvre side af skinnen (2).
12. Holdeindretning ifølge krav 1, **kendetegnet ved, at** skinnen er forsynet med en palmekanisme i området ved slidserne (4) eller rækken af huller på i det mindste én side.
- 25 13. Holdeindretning ifølge krav 1, **kendetegnet ved, at** fastgørelseselementerne (7) på holdeindretningen (1) er udformede med en låseindretning til fiksering af modtageelementer (9) på en beholder (8), som skal monteres på holdeindretningen (1).

Fig. 1

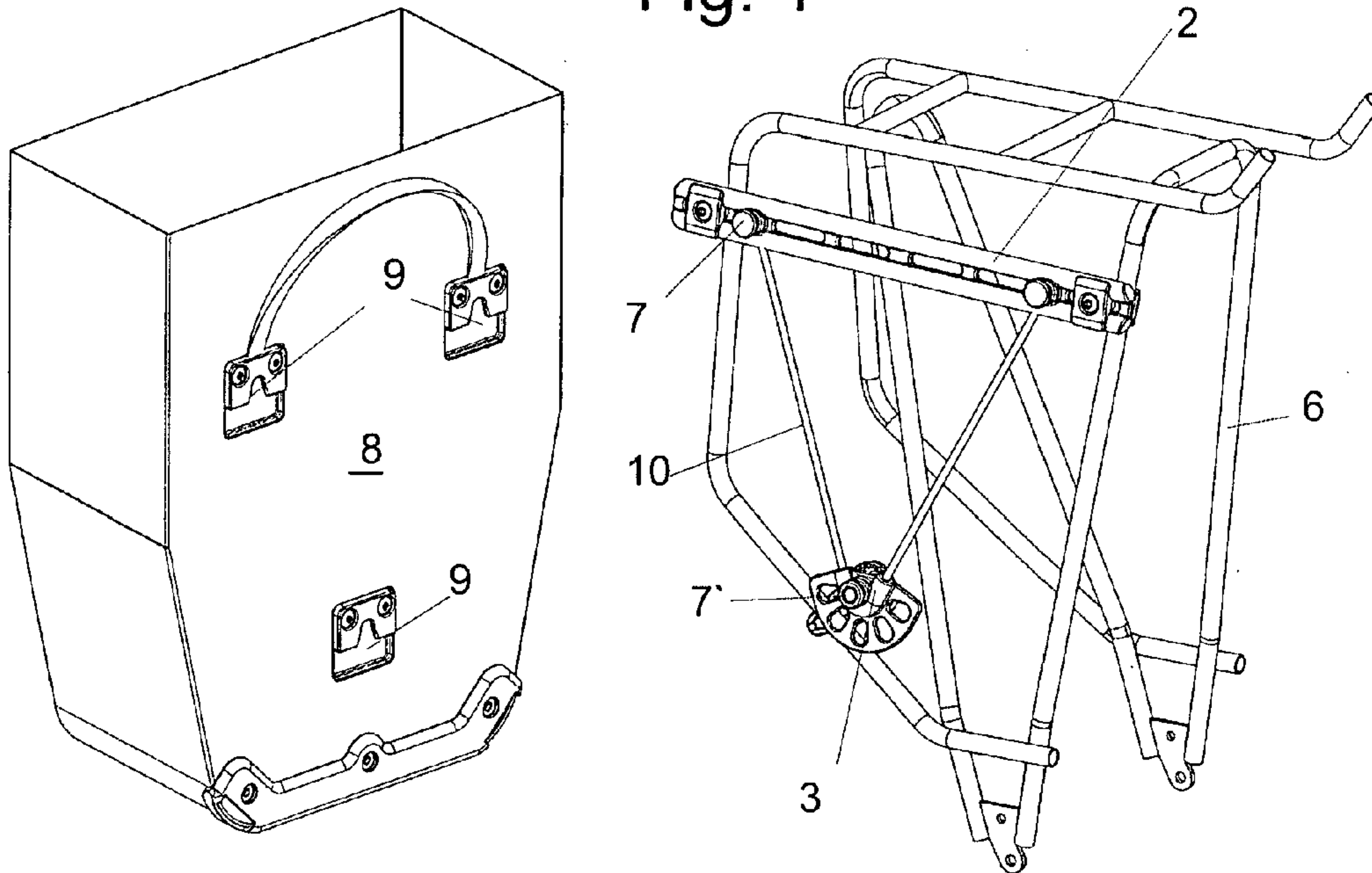


Fig. 2

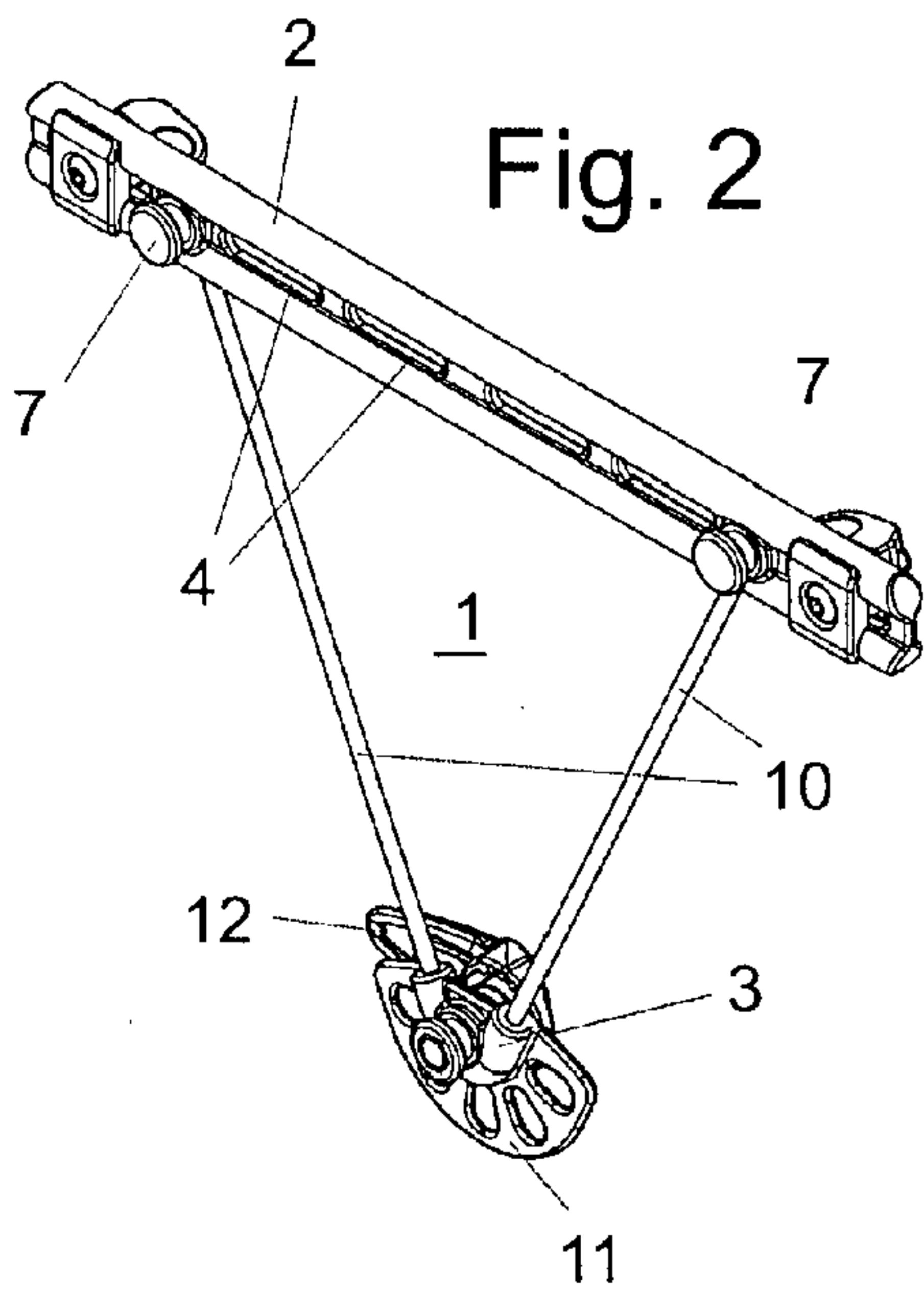
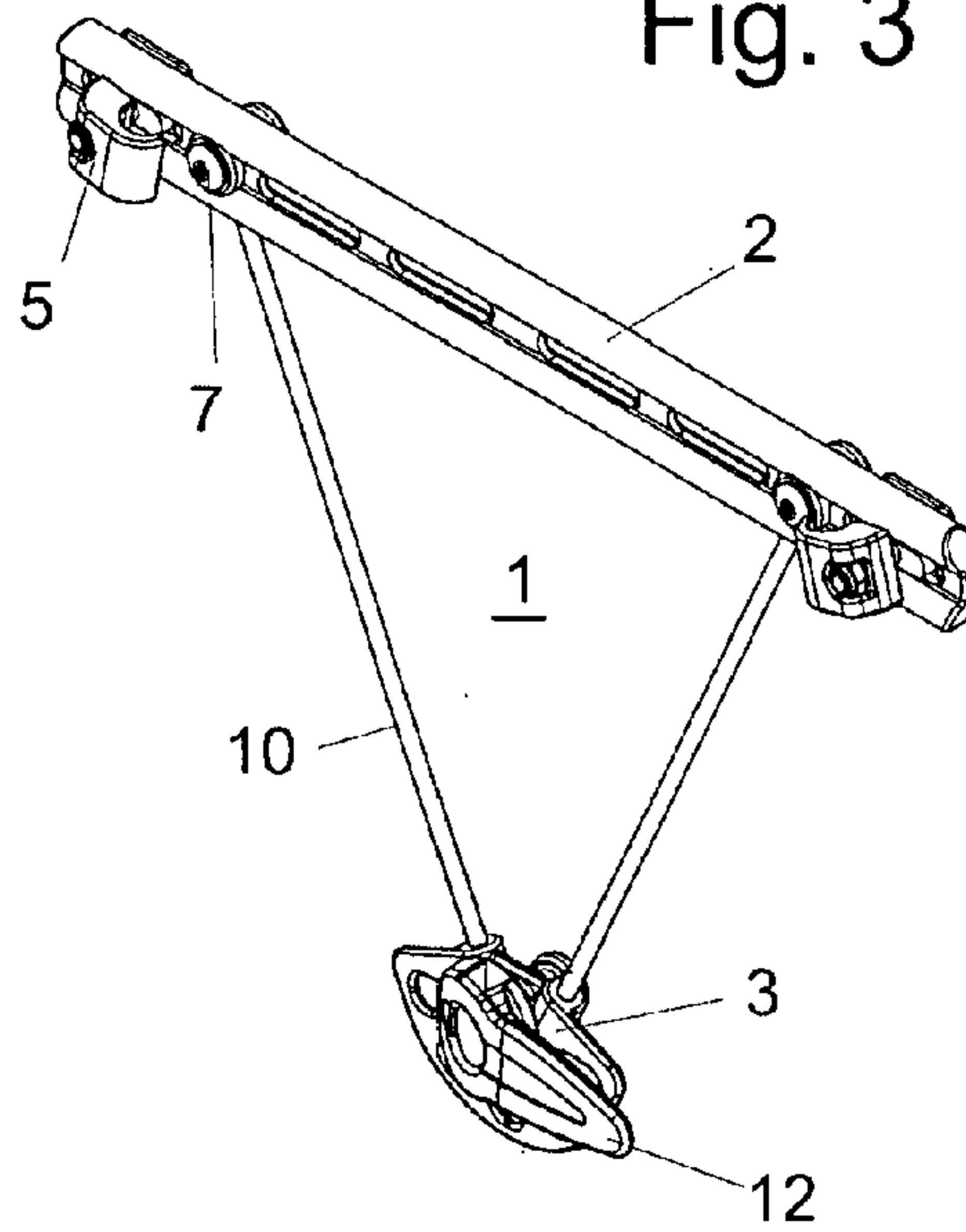


Fig. 3



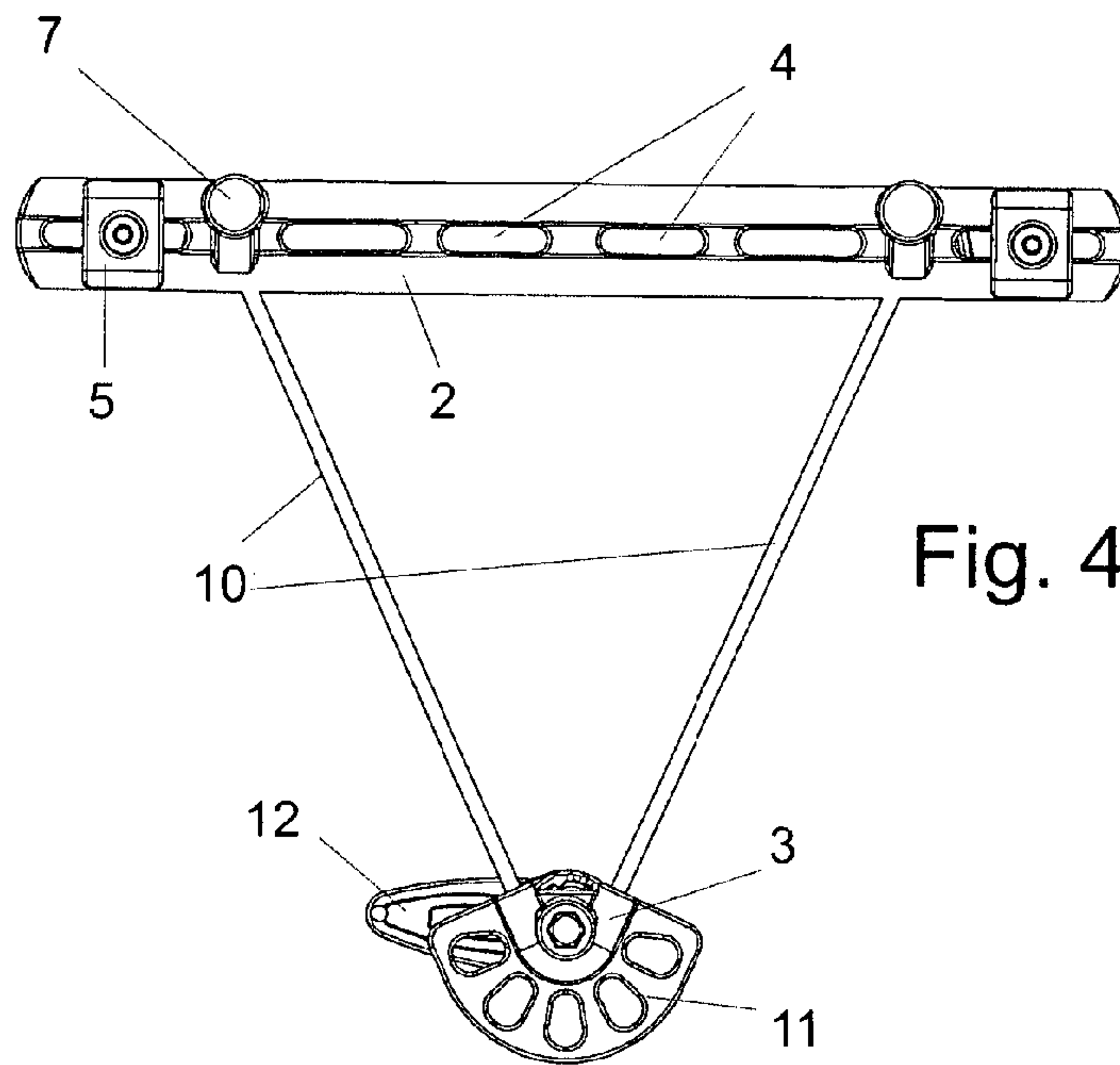


Fig. 4

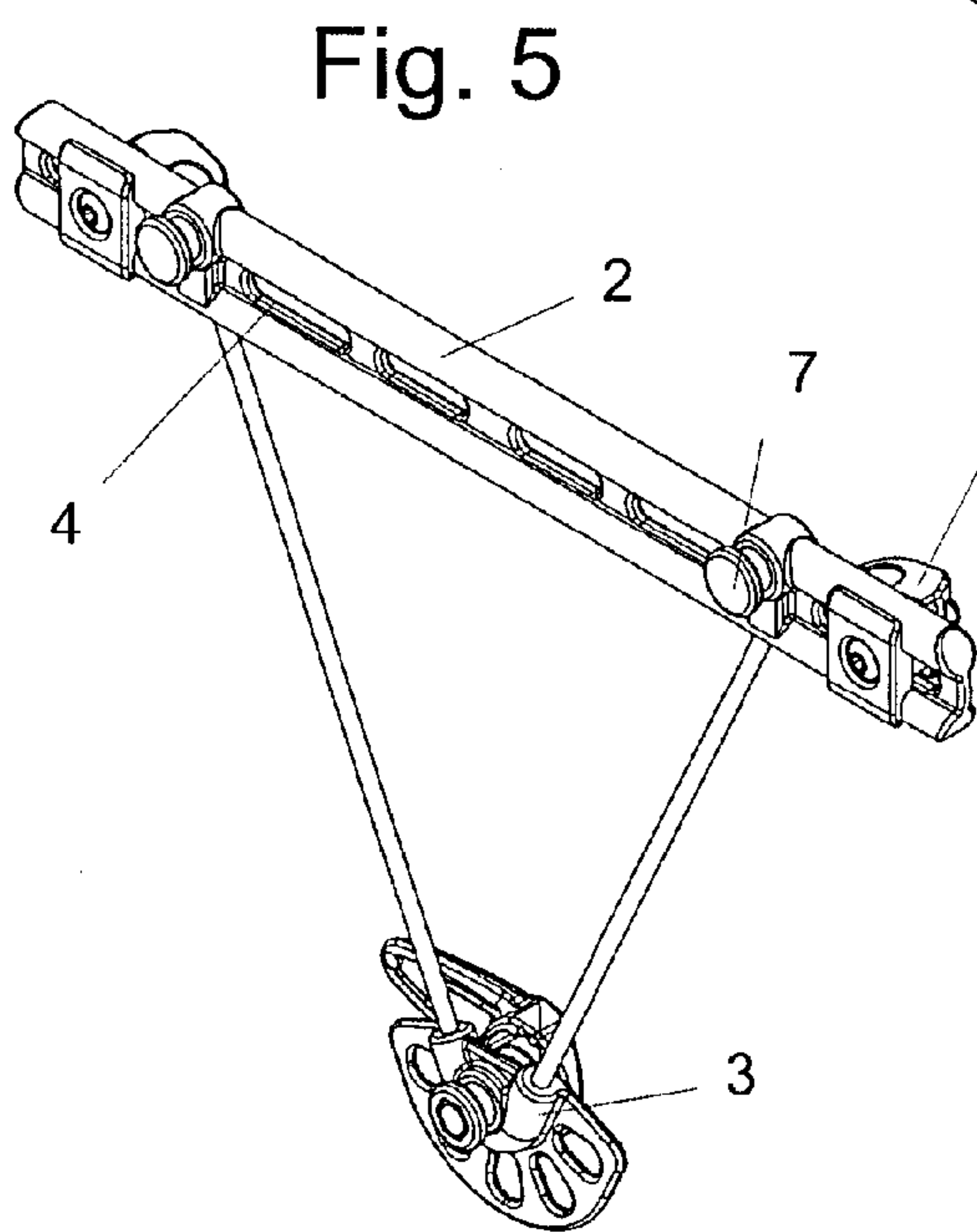


Fig. 5

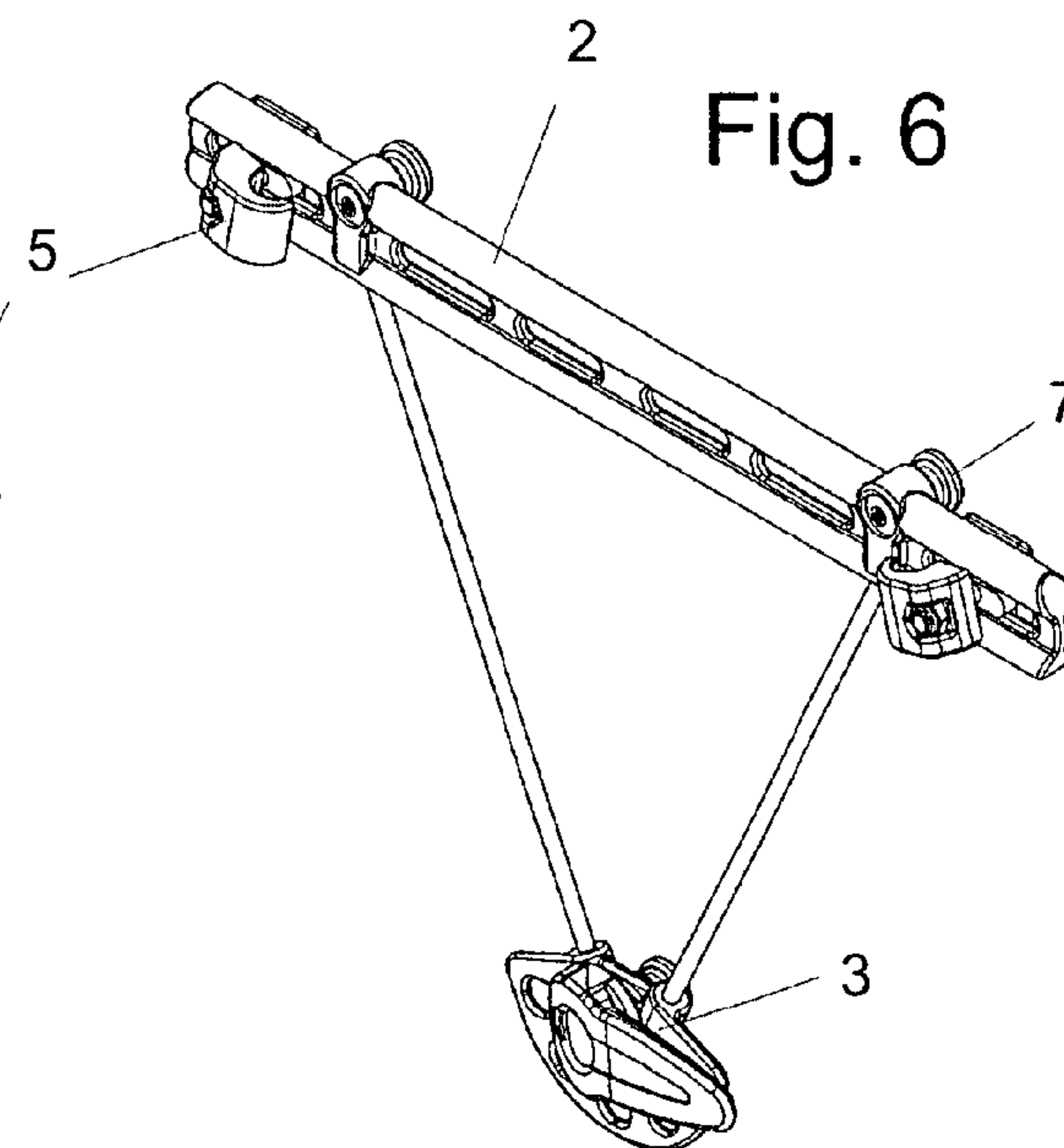


Fig. 6