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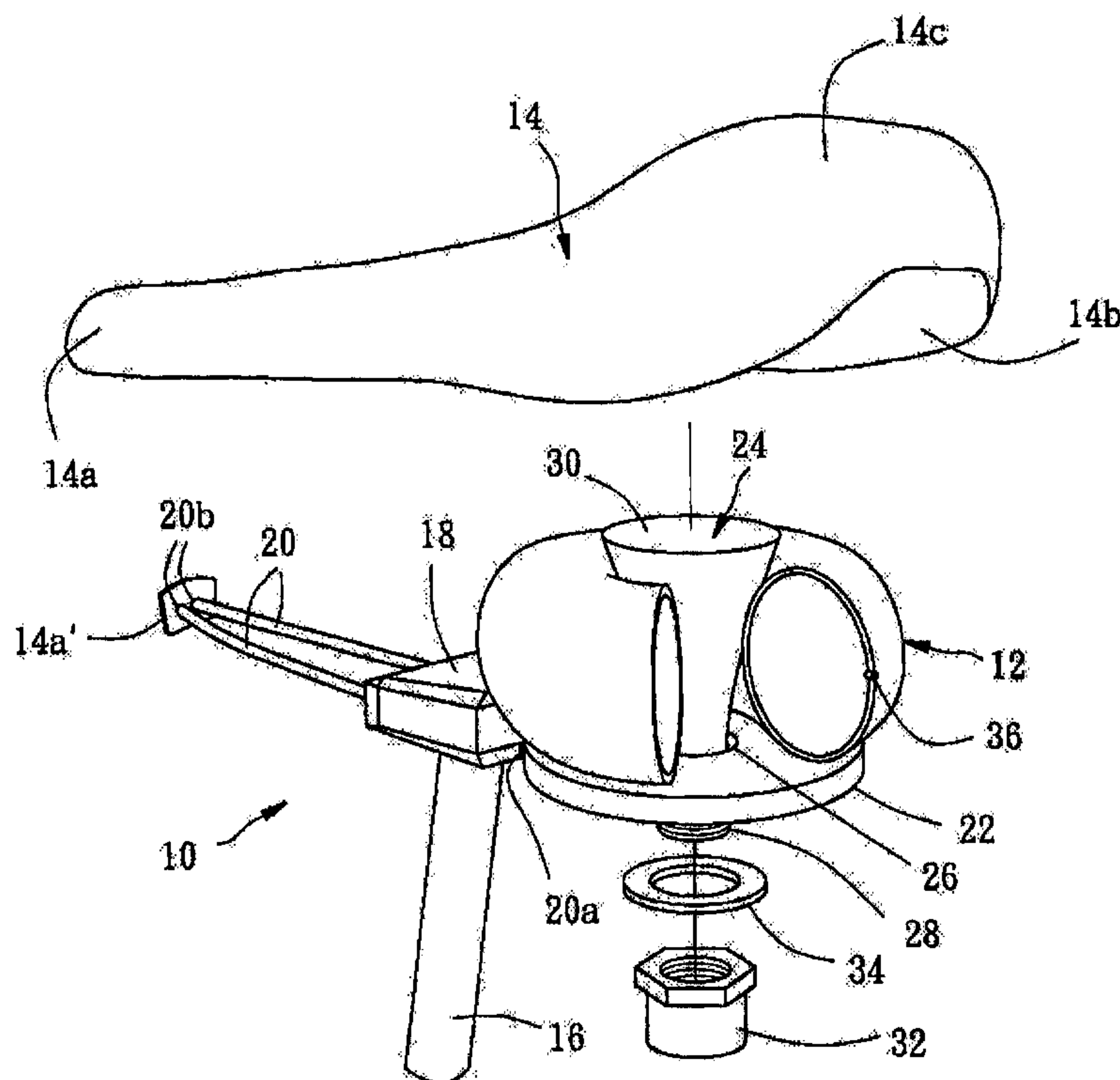
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(54) Title: CYCLE SADDLE ASSEMBLY



(57) Abrégé/Abstract:

A cycle saddle assembly includes a stem unit having a saddle stem. A pneumatic suspension member is supported by the stem unit. A saddle seat is supported at least in part by the pneumatic suspension member for movement relative to the saddle stem. Whereby the shock omnidirectionally transmitting from the rider and the frame of the bicycle during riding will be absorbed by such a cycle saddle assembly.

ABSTRACT OF THE DISCLOSURE

A cycle saddle assembly includes a stem unit having a saddle stem. A pneumatic suspension member is supported by the stem unit. A saddle seat is supported at least in part by the pneumatic suspension member for movement relative to the saddle stem. Whereby the shock omnidirectionally transmitting from the rider and the frame of the bicycle during riding will be absorbed by such a cycle saddle assembly.

CYCLE SADDLE ASSEMBLY

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BACKGROUND OF THE INVENTION

1. Field of the Invention

5 The present invention relates generally to cycle saddles and, more particularly to a cycle saddle assembly with a pneumatic suspension means, which can absorb shock omnidirectionally transmitting from the saddle and cycle body during riding.

2. Description of the Related Art

10 Shock herein said is a transfer of high amplitude energy to a person, which can cause serious trauma--tissues or bones may be fractured or crushed instantly upon impact with a hard surface. Shock is likely to occur, for example, when one rides a bicycle over a rough surface, such as an unpaved road, an abrupt displacement of the vehicle is transmitted
15 directly through the rigid frame, seat, and control surfaces to the rider.

 In order to absorb shock, sprung saddles have been developed, which include a pair coil-spring suspension means arranged respectively on the underside of the saddle to attenuate the shock load. However, such arranged coil-spring suspension means can only absorb shock produced
20 from specific direction. In other words, such arranged coil-spring suspension means can not absorb shock produced from any direction. In addition, for being too heavy, sprung saddles are only suitable for regular bicycles, not practical for racing bicycles or mountain bikes.

 Accordingly, what is needed is a cycle saddle assembly that is

lightweight and capable of absorbing shock omnidirectionally and distributing pressure evenly.

SUMMARY OF THE INVENTION

According to a first aspect of the present invention, there is
5 provided a cycle saddle assembly comprising a stem unit having a saddle stem, a pneumatic suspension member supported by the stem unit, and a saddle seat supported at least in part by the pneumatic suspension member for movement relative to the saddle stem.

According to a second aspect of the invention, there is provided a
10 a cycle saddle assembly comprising a saddle body having a narrow end and a wide end, a support frame disposed at a bottom of said saddle body and coupled to a cycle saddle support unit; and a pneumatic suspension means arranged between the bottom of said wide end of said saddle body and said support frame in such a way that said saddle body has a
15 movement relative to said support frame.

According to a third aspect of the invention, there is provided a cycle saddle assembly comprising a support frame having a front end and a rear end, and coupled to a cycle saddle support unit; a first support plate connected to said rear end of said support frame; a saddle body having a
20 wide end and a narrow end, the bottom of said narrow end being connected to said front end of said support frame; a second support plate connected to the bottom of said wide end of said saddle body; and at least

a pneumatic member placed in between said first support plate and said second support plate.

According to a fourth aspect of the invention, there is provided a cycle saddle assembly comprising a saddle body having a wide end and a narrow end; a support frame having a front end and a rear end, and coupled to a cycle saddle support unit; a first pneumatic suspension means disposed between said the bottom of wide end of said saddle body and said rear end of said support frame in such a way that said saddle body has a movement relative to said support frame; and a second pneumatic suspension means disposed between said the bottom of narrow end of said saddle body and said front end of said support frame in such a way that said saddle body has a movement relative to said support frame.

BRIEF DESCRIPTION OF THE DRAWINGS

The invention will now be more particularly described, by way of example only, with reference to the accompanying drawings, in which:

Figure 1 is an exploded view of a cycle saddle assembly, in accordance with the first aspect of the invention;

Figure 2 is a side elevational view of the cycle saddle assembly with the saddle seat separated for clarity;

Figure 3 is a top plan view of the cycle saddle assembly with the saddle seat separated and moved to one side for clarity;

Figure 4 is an exploded view of a cycle saddle assembly, in accordance with the second aspect of the invention;

Figure 5 is a side elevational view of the cycle saddle assembly;

Figure 6 is a sectional view of the cycle saddle assembly taken
5 along line 6-6 of FIG. 5;

Figure 7 is an exploded view of a cycle saddle assembly, in accordance with the third aspect of the invention;

Figure 8 is a side elevational view of the cycle saddle assembly;
and

10 Figure 9 is a sectional view of the cycle saddle assembly taken along line 9-9 of FIG. 7.

DETAILED DESCRIPTION OF THE INVENTION

Firstly, referring to FIGS.1-4, there is shown a cycle saddle assembly which comprises a stem unit 10, a pneumatic suspension
15 member 12, and a saddle seat 14. The stem unit 10 includes a saddle post or stem (hereinafter simply referred to as a 'saddle stem 16') with a traditional-type releasable saddle clamp 18 at its upper end, a pair of elongate saddle support elements 10, typically in the form of resiliently flexible metal or plastics rods, clamped by the saddle clamp 18, a support
20 plate 22 connected to first ends 10a of the elongate support elements 20, and a locating strut element 24 coupled with the support plate 22.

The support plate 22, which is formed from metal or rigid plastics, is generally circular and has a centrally positioned opening 26 through which the locating strut element 24 is slidably received. The locating strut element 24, which is also formed of metal or rigid plastics, has a screw
5 thread formed at one end 28 and tapers outwardly towards the other end 30. The screw thread on the locating strut element 24 is adapted to receive a threaded fastener 32, such as a flanged NylockRTM nut, and an impact absorbing washer 34 is disposed between the threaded fastener 32 and the surface of the support plate 22.

10 The pneumatic suspension member 12 is formed from rubber and is an air inflatable torus or ring. The suspension member 12 includes inflation adjusting means in the form of a reed valve 36. Dependent on a user and his or her preference, the degree of inflation of the suspension member 12 can thus be adjusted by use of a common reed valve adaptor
15 (not shown) fitted to a suitable pump.

To locate the pneumatic suspension member 12, it is first positioned on the support plate 22 with the locating strut element 24 removed. The locating strut element 24 is then passed through the center of the suspension member 21 and then through the central opening 26 in
20 the support plate 22. The impact washer 34 is slid over the threaded end 28 of the locating strut element 24, and the threaded fastener 32 is then

securely engaged with the threaded end 28.

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The taper of the locating strut element 24 prevents the suspension member 12 from becoming separated from the support plate 22. The taper, in conjunction with the diameter of the central opening 26 in the support
5 plate 22, also permits a degree of axial movement of the locating strut element 24 relative to the support plate 22 whilst preventing the end 30 of the locating strut element 24 opposite the threaded end 28 from being able to pass through the central opening 26.

The saddle seat 14 is connected at its nose 14a, through a saddle
10 moulded or threadingly fastened clip/hinge assembly 14a', to the second ends 20b of the elongate saddle support elements 20. However, any suitable hingable fastening assembly can be used. The connection permits a degree of pivoting between the saddle seat 14 and the support elements 20.

15 The saddle seat 14 is connected to the locating strut element 24 through a push-fit releasable fastening (not shown) moulded into the rear of the base 14b of the saddle seat 14. The end 30 of the locating strut element 24 opposite the threaded end 28 is thus simply urged into the push-fit fastening to retain the saddle seat 14 on the stem unit 10.

20 As with common saddle seats, deformable pads (not shown) are typically provided on the upper surface 14c of the saddle seat 14 to further

enhance comport. The pads may be gel, rubber, or any other suitable material.

The suspension assembly described above can be fitted to a typical saddle down-tube of any type of cycle, such as a bicycle, tricycle
5 and unicycle.

The pneumatic suspension member can be of different colours for either aesthetic appeal and/or to indicate a range of material densities. For example, harder compound suspension member material, providing a firmer suspension irrespective of the degree of inflation, may have one
10 colour while softer compound suspension member material, providing a softer suspension, may have another colour.

The pneumatic suspension member can also be formed of any other suitable material. For example, a fluid-tight synthetic flexible material could be utilized.

15 Although a torus or ring is a simpler manufacturing process, the pneumatic suspension member can have shapes other than a torus. For example, the suspension member could be an inflatable sphere, or any other suitable inflatable shape.

The locating strut element can be prevented from separating from
20 the support plate through the use of any other suitable fastening means, instead of the described threaded fastening arrangement. For example, a

split pin arrangement could be used.

The locating strut element may, instead of using a push-fit releasable fastening, be threadably fastened to the saddle seat. Any other suitable type of fastening could also be used. Furthermore, the locating
5 strut element could be integrally formed as part of the saddle seat.

The locating strut element need not be tapered, or need not be tapered along its entire length. Preferably, the locating strut element is shaped to prevent the pneumatic suspension member from being easily dislodged from the support plat when in use. However, the shape of the
10 locating element is such that it is prevented from wedging in the opening in the support plate if, for example, the pneumatic suspension member is under-inflated.

It is also envisaged that a plurality of stackable pneumatic suspension members could be utilized, locatable on the elongate locating
15 strut element and thereby providing a further degree of user adjustment. In a further modification, a plurality of locating strut elements and pneumatic suspension members could be provided which, in use, are spaced horizontally and transversely relative to the saddle seat. This would enable a greater degree of support for the user.

20 A secondary pneumatic suspension member could also be provided spaced from the main pneumatic suspension member. For

example, provided in a similar manner as the main pneumatic suspension member, the secondary suspension member is positioned at the nose of the saddle seat, it is interposed between the second ends of the elongate support element and the saddle seat. The saddle seat thus has complete pneumatic
5 suspension.

Two elongate saddle support elements are provided. However, a single support element or more than two support elements could be used.

It is thus possible to provide a neat and compact pneumatic suspension assembly having few mechanical parts and which is
10 cost-effective to produce. It is also possible to provide a pneumatic suspension assembly which is not only effective, but also simple to adjust to suit a user's preference.

The embodiments described above are given by way of example only, and other modifications will be apparent to persons skilled in the art
15 without departing from the scope of the invention as defined by the appended claims.

With reference further to FIGS. 2-4, there is shown a bicycle saddle assembly 50 constructed in accordance with the second embodiment of present invention. The bicycle saddle assembly 50
20 includes a support frame 52, a pneumatic suspension means 54 and a saddle body 56.

The support frame 52 may be formed from any suitable material, but preferably a lightweight metal. The support frame 52 has a U-shaped front end 522 and two hook-shaped rear end 524, 526.

The pneumatic suspension means 54 includes a first support plate 58, a second support plate 60, a locating strut member 62 and a pneumatic member 64.

The first and second support plates 58,60 are formed from metal or rigid plastics. The support plates 58,60 each has on two side thereof an opening 582, 602. The locating strut member 62 extends downwardly from the center portion of the second support plate 60 with a threaded end 622 thereof. The first support plate 58 has a center hole 584.

The pneumatic member 64 is formed from rubber or any suitable materials and is an air inflatable torus or ring. The pneumatic member 64 may include inflation adjusting means in the form of a reed valve (not shown). Dependent on a user and his or her preference, the degree of inflation of the pneumatic member 64 can thus be adjusted by use of a common reed valve adaptor (not shown) fitted to a suitable pump.

The saddle body 56 may be a conventional bicycle saddle body having a shell made of rigid plastic materials and a pad made of resilient materials disposing on the shell. The saddle body 56 has a wide rear end 562 and a narrow front end 564.

When constructing, the front end 522 of the support frame 52 is connected to the bottom of the front¹ end 564 of the saddle body 56 by a lid 66 and a bolt 68. The first support plate 58 is connected to the support frame 62 by two bolts 70 and two captured nuts 72. Further speaking, each
5 of the bolts 70 respectively passes through each of the holes 582 of the first support plate 58 as well as the hook-shaped rear ends 524, 526 and is captured by the nut 72.

The second support plate 60 is connected on the bottom of the rear end 562 of the saddle body 56 by two bolts 74 respectively passing
10 through each of the openings 602 of the second support plate 60 and two washers 76. The locating strut member 62 passes through the center hole 642 of the pneumatic member 64 as well as the center hole 584 of the second support plate in such a way that the threaded end 622 thereof can pierce through the center hole 584 and is threadedly captured by a nut 78.

15 According to the construction mentioned above, when being assembled to a bicycle saddle stem, the saddle assembly 50 for having the pneumatic suspension means placed on the center portion of the saddle body can absorb the shock omnidirectionally produced from the rider and the frame of the bicycle during riding.

20 In addition, in accordance with the aspect of the present invention, not only a pneumatic suspension means can be provided on the saddle

assembly. For example, there can be a second pneumatic suspension means arranged between the front end 522 of the support frame 52 and the bottom of the front end 564 of the saddle body 56. Certainly, the saddle assembly constructed according to the present invention do not need the
5 locating strut member and only has the pneumatic member 64 placed in between the first and second support plates 58, 60.

Referring lastly to FIGS. 7-9, there is shown a bicycle saddle assembly 80 constructed in accordance with the third embodiment of present invention. The bicycle saddle assembly 80 includes a saddle body
10 82, a support frame 84 and a pneumatic suspension means 86.

The saddle body 82 is a conventional bicycle saddle body having a shell made of rigid plastic materials and a pad made of resilient materials disposing on the shell. The saddle body 56 has a narrow end 822 and a wide end 824.

15 The support frame 84 may be made of any suitable material, but preferably a lightweight metal. The support frame 84 has a U-shaped end 842 with two arms 844, 846 extending therefrom.

The pneumatic suspension means 86 has a support plate 88, a pneumatic member 90 and a locating strut member 92. The support plate
20 88 is molded from metal or rigid plastics, which can be any shape, in this embodiment, is a circular plate. The support plate 88 has two sleeves 883,

884 distancedly disposed on the side edge thereof and a center opening 886 with a protruding edge 888. Each of the arms 844, 846 of the support frame 84 is respectively inserted into each of the sleeves 882,884 to connect the support frame 84 and the support plate 88.

5 The pneumatic member 90 is the same as that of the second embodiment, which is an air inflatable torus or ring with a center hole 902. The locating strut member 92 extends downwardly from the bottom of the center portion of the wide end 824 of the saddle body 82 and has a threaded open end 922. In this embodiment, the locating strut member 92
10 and the shell of the saddle body 82 are integrally formed from rigid plastics.

 When constructing, the pneumatic member 90 is placed on the upper side of the support plate 88. The locating strut member 92 then passes through the center hole 902 of the pneumatic member 90. And then
15 the open end 922 of the locating strut member 92 is captured by a nut 94. Whereby, as the support frame 84 is attached to a bicycle saddle stem, the saddle body 82 is slidable relative to the support plate 88.

WHAT IS CLAIMED IS:

What is claimed is:

1. A cycle saddle assembly comprising a stem unit having a saddle stem, a pneumatic suspension member supported by the stem unit,
5 and a saddle seat supported at least in part by the pneumatic suspension member for movement relative to the saddle stem.
2. A cycle saddle assembly as claimed in claim 1, wherein the pneumatic suspension member has a toroidal shape.
3. A cycle saddle assembly as claimed in claim 1 or claim 2,
10 wherein the pneumatic suspension member is an inflatable ring.
4. A cycle saddle assembly as claimed in any one of claims 1 to 3, wherein the pneumatic suspension member includes means for adjusting the degree of inflation of the pneumatic suspension member.
5. A cycle saddle assembly as claimed in claim 4, wherein the
15 inflation adjustment means is in the form of a valve.
6. A cycle saddle assembly as claimed in any one of the preceding claims, wherein the stem unit includes a support plate which carries the pneumatic suspension member.
7. A cycle saddle assembly as claimed in claim 6, wherein the
20 stem unit further includes a locating strut element coupled with the support plate and the saddle seat and slidable relative to the support plate,

the pneumatic suspension member being located on the strut element.

8. A cycle saddle assembly as claimed in claim 6 or claim 7,
wherein the stem unit also includes one or more elongate support elements,
one end of the or each support element being connected to the support
5 plate, and the other end of the or each support element being connected to
the saddle seat.

9. A cycle saddle assembly as claimed in claim 8, wherein the
saddle seat is pivotable relative to the or each elongate support element.

10. A cycle saddle assembly as claimed in any one of the
preceding claims, wherein the top surface of the saddle seat includes
deformable pads to promote further comfort.

11. A cycle saddle assembly, comprising:
a saddle body having a narrow end and a wide end;
a support frame disposed at a bottom of said saddle body and
15 coupled to a cycle saddle support unit; and
a pneumatic suspension means arranged between the bottom of
said wide end of said saddle body and said support frame in such a way
that said saddle body has a movement relative to said support frame.

12. A cycle saddle assembly as claimed in claim 11, wherein said
20 support frame having a front end and a rear end, said front end being
connected to the bottom of said narrow end of saddle body, said pneumatic

suspension means carried by said rear end of said saddle frame.

13. A cycle saddle assembly¹ as claimed in claim 12, wherein said
pneumatic suspension means comprises a pneumatic member being placed
in between the bottom of said wide end of said saddle body and said rear
5 end of said support frame.

14. A cycle saddle assembly as claimed in claim 13, wherein said
pneumatic suspension means further comprises a support plate connected
to said rear end of said support frame to carry said pneumatic member.

15. A cycle saddle assembly as claimed in claim 14, wherein said
10 pneumatic suspension means further comprises a locating strut member
extending from the bottom of said wide end of said saddle body and with
the open end thereof connected to said support plate in such a way that
said locating strut member is slidable relative to said support plate.

16. A cycle saddle assembly as claimed in claim 13, wherein said
15 pneumatic member is an inflatable ring.

17. A cycle saddle assembly as claimed in claim 13, wherein said
pneumatic suspension means includes means disposed on said pneumatic
member for adjusting the degree of inflation of said pneumatic member.

18. A cycle saddle assembly as claimed in claim 17, wherein said
20 inflation adjustment means is in the form of a valve.

19. A cycle saddle assembly, comprising: a support frame coupled

to a cycle saddle support unit; a pneumatic suspension means carried by said support frame; and a saddle body supported at least in part by said pneumatic suspension means for movement relative to the cycle saddle support unit.

5 20. A cycle saddle assembly as claimed in claim 19, wherein said support frame includes a front end and a rear end, said front end connected to the bottom of said saddle body, said pneumatic suspension means being arranged between said rear end of said support frame and the bottom of said saddle body.

10 21. A cycle saddle assembly as claimed in claim 20, wherein said pneumatic suspension means includes a first support plate connected to said rear end of said support frame; and a pneumatic member carried by said first support plate.

15 22. A cycle saddle assembly as claimed in claim 21, wherein said pneumatic suspension means further includes a second support plate connected to the bottom of said saddle body in such a way that said pneumatic member is placed in between said second support plate and said first support plate.

20 23. A cycle saddle assembly as claimed in claim 21, wherein said pneumatic suspension means further includes a locating strut member extending from the bottom of said saddle body and with an open end

thereof connected to said first support plate in such a way that said locating strut member is slidable relative to said first support plate.

24. A cycle saddle assembly as claimed in claim 22, wherein said pneumatic suspension means further includes a locating strut member
5 extending from the bottom of said second support plate and with an open end thereof connected to said first support plate in such a way that said locating strut member is slidable relative to said first support plate.

25. A cycle saddle assembly as claimed in claim 21, wherein said pneumatic member is an inflatable sphere.

10 26. A cycle saddle assembly as claimed in claim 21, wherein said pneumatic member is an inflatable ring.

27. A cycle saddle assembly as claimed in claim 25 or claim 26, wherein said pneumatic suspension means further includes means disposed on said pneumatic member for adjusting the degree of inflation
15 of said pneumatic member.

28. A cycle saddle assembly as claimed in claim 27, wherein said inflation adjustment means is in the form of a valve.

29. A cycle saddle assembly, comprising:
a support frame having a front end and a rear end, and coupled to
20 a cycle saddle support unit;
a first support plate connected to said rear end of said support

frame;

a saddle body having a wide end and a narrow end, the bottom of said narrow end being connected to said front end of said support frame;

a locating strut member extending from the central portion of the bottom of said wide end of said saddle body and with an open end thereof connected to said first support plate in such a way that said locating strut member is slidable relative to said first support plate, and

a pneumatic member being located on said strut member.

30. A cycle saddle assembly as claimed in claim 29, wherein said pneumatic member is an inflatable sphere.

31. A cycle saddle assembly as claimed in claim 29, wherein said pneumatic member is an inflatable ring.

32. A cycle saddle assembly, comprising:

a support frame having a front end and a rear end, and coupled to a cycle saddle support unit;

a first support plate connected to said rear end of said support frame;

a saddle body having a wide end and a narrow end, the bottom of said narrow end being connected to said front end of said support frame;

a second support plate connected to the bottom of said wide end of said saddle body; and

at least a pneumatic member placed in between said first support plate and said second support plate.¹

33. A cycle saddle assembly as claimed in claim 32, which further comprises a locating strut member extending from the bottom of said
5 second support plate and with an open end thereof connected to said first support plate in such a way that said locating strut members is slidable relative to said first support plate; said pneumatic member being located on said locating strut member.

34. A cycle saddle assembly as claimed in claim 32, wherein said
10 pneumatic member is an inflatable sphere.

35. A cycle saddle assembly as claimed in claim 32, wherein said pneumatic member is an inflatable ring.

36. A cycle saddle assembly, comprising:
a saddle body having a wide end and a narrow end;
15 a support frame having a front end and a rear end, and coupled to a cycle saddle support unit;

a first pneumatic suspension means disposed between said the bottom of wide end of said saddle body and said rear end of said support frame in such a way that said saddle body has a movement relative to said
20 support frame; and

a second pneumatic suspension means disposed between said the

bottom of narrow end of said saddle body and said front end of said support frame in such a way that said saddle body has a movement relative to said support frame.

37. A cycle saddle assembly as claimed in claim 36, wherein said
5 first pneumatic suspension means includes a first support plate connected to said rear end of said support frame, and a first pneumatic member disposed between said first support plate and the bottom of said wide end of said saddle body.

38. A cycle saddle assembly as claimed in claim 36, wherein said
10 second pneumatic suspension means includes a second support plate connected to said front end of said support frame, and a second pneumatic member disposed between said second support plate and the bottom of said narrow end of said saddle body.

39. A cycle saddle assembly as claimed in claim 37, wherein said
15 first pneumatic suspension further comprises a first locating strut member extending from the bottom of said wide end of said saddle body and with an open end thereof connected to said first support plate in such a way that said first locating strut member is slidable relative to said first support plate, said first pneumatic member being located on said first locating strut
20 member.

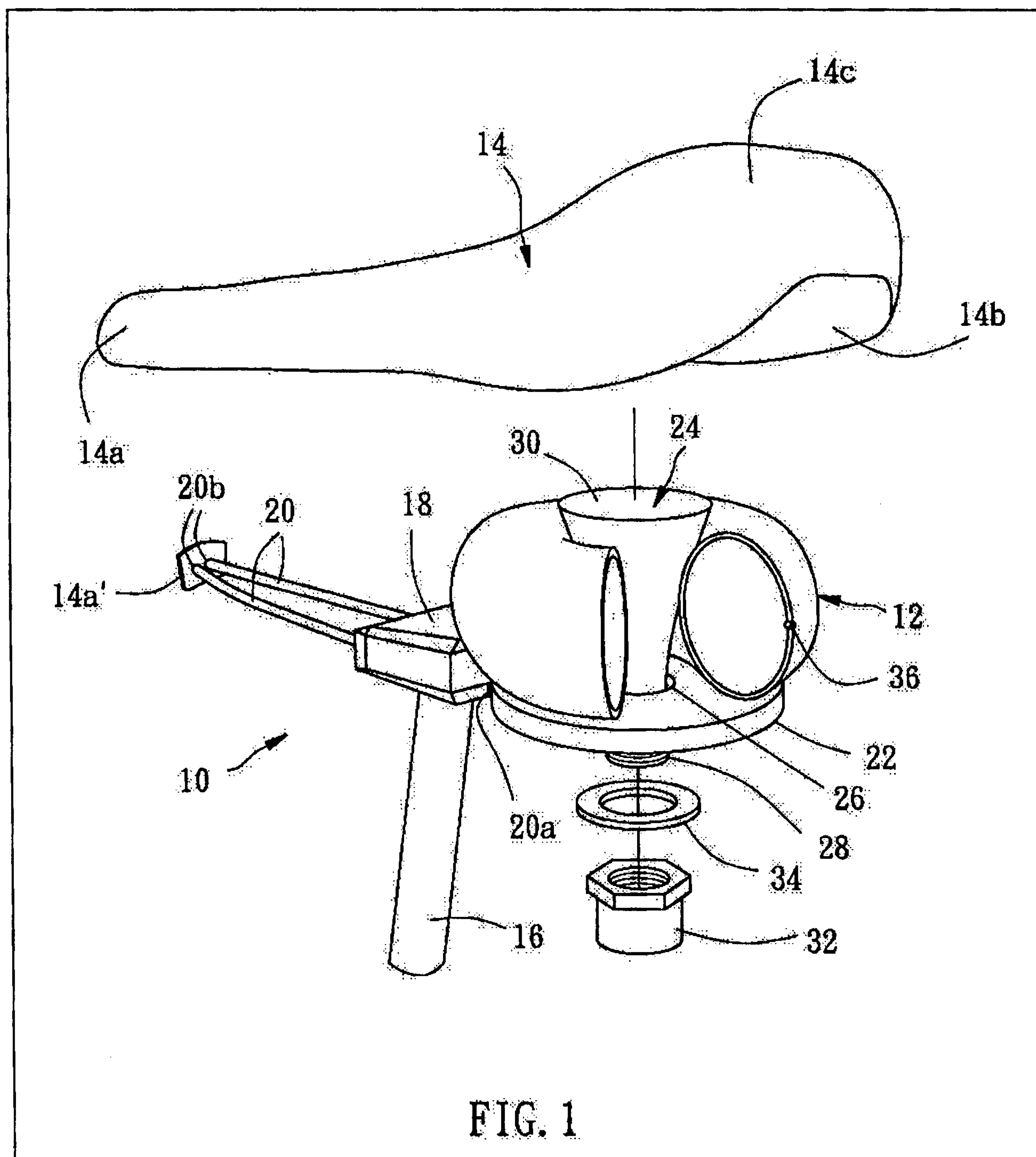
40. A cycle saddle assembly as claimed in claim 38, wherein said

second pneumatic suspension further comprises a second locating strut member extending from the bottom¹ of said narrow end of said saddle body and with an open end thereof connected to said second support plate in such a way that said second locating strut member is slidable relative to
5 said second support plate, said first pneumatic member being located on said second locating strut member.

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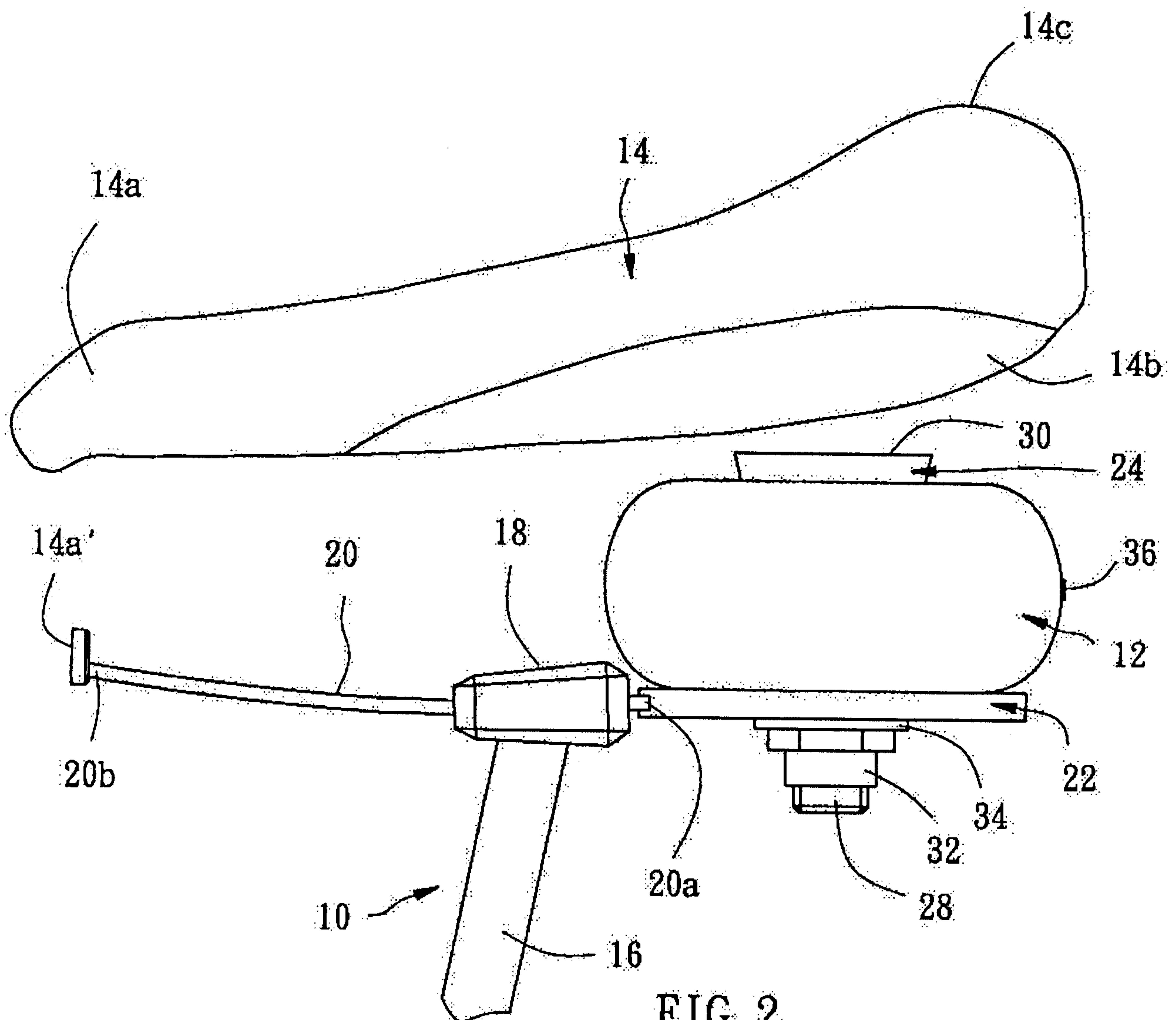


FIG. 2

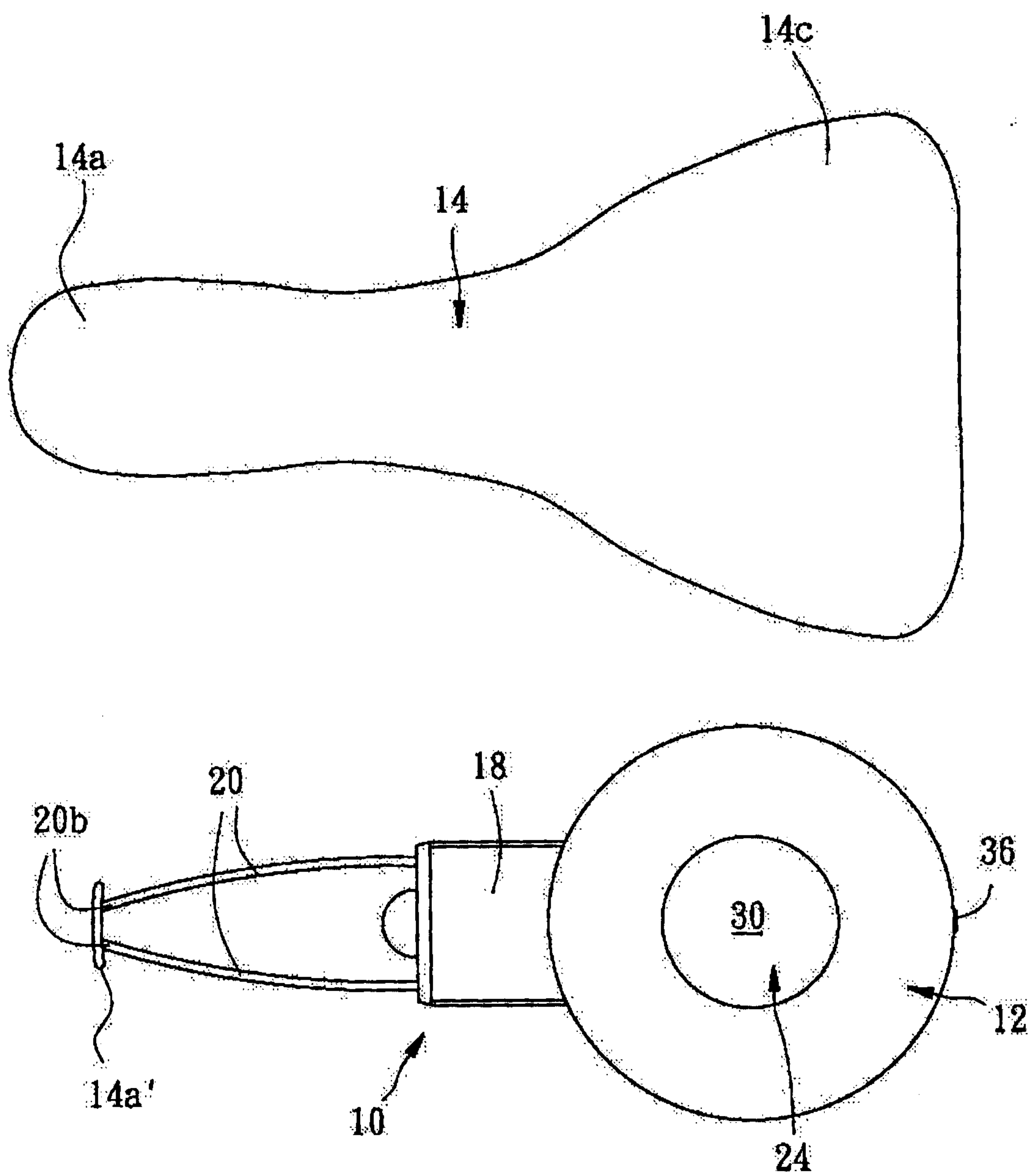


FIG. 3

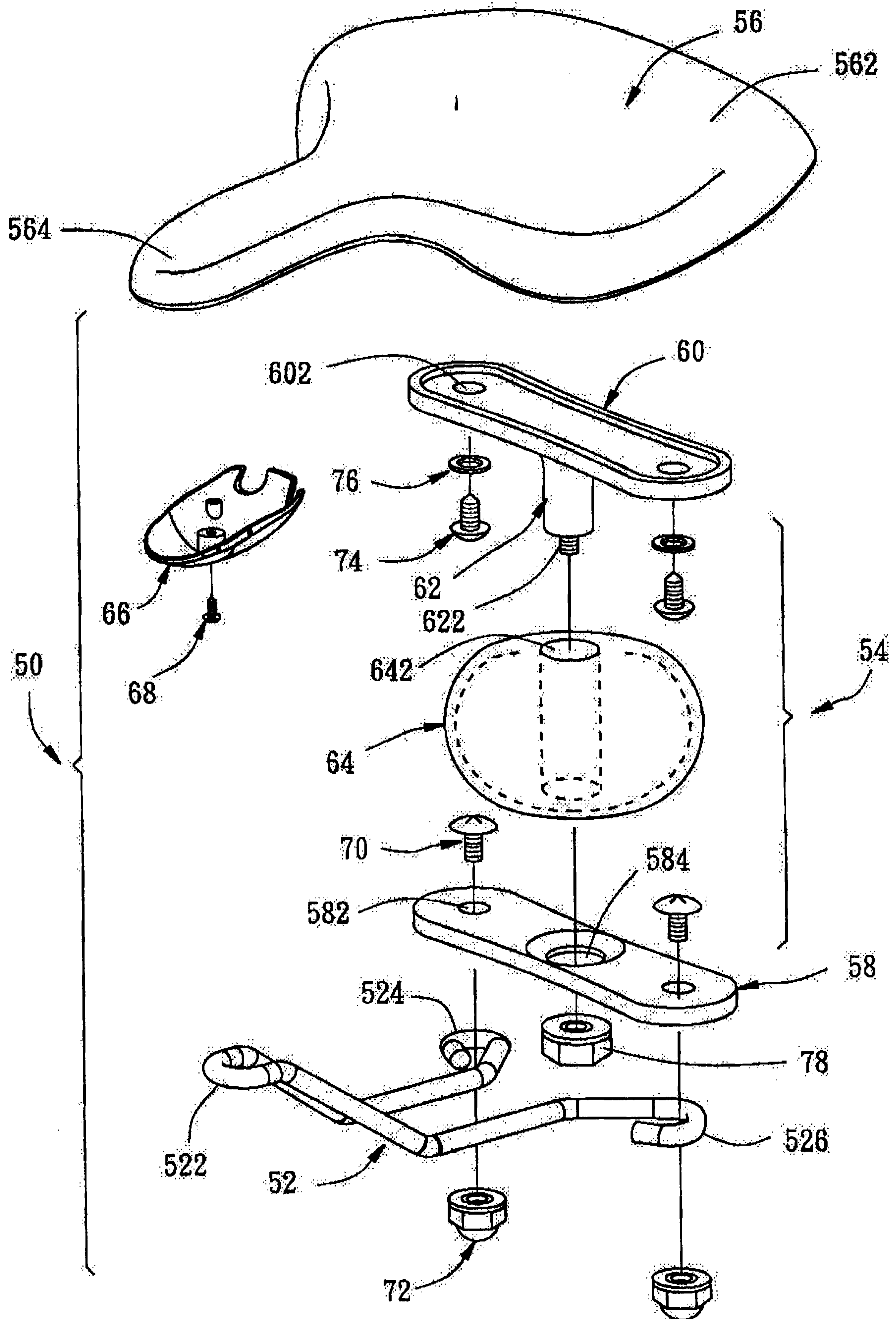


FIG. 4

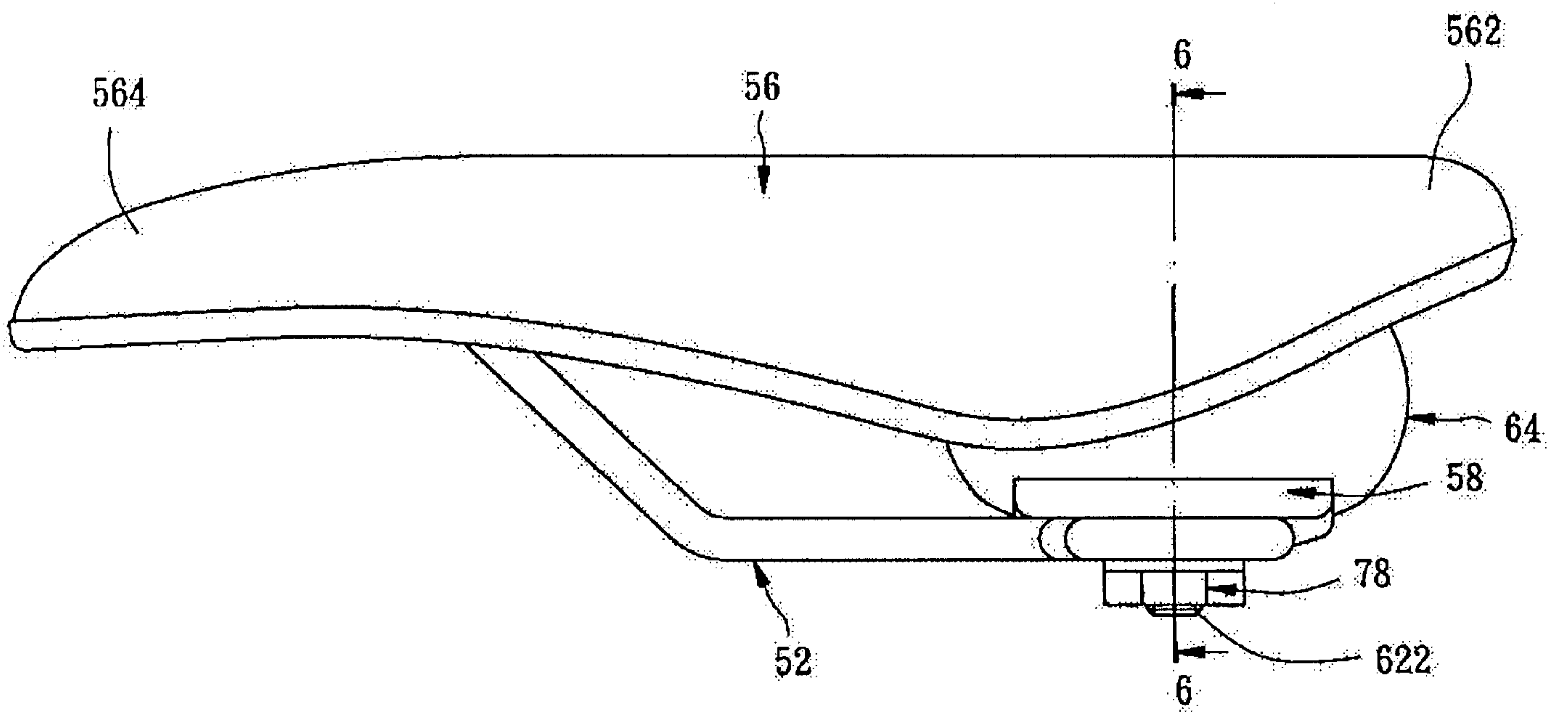


FIG. 5

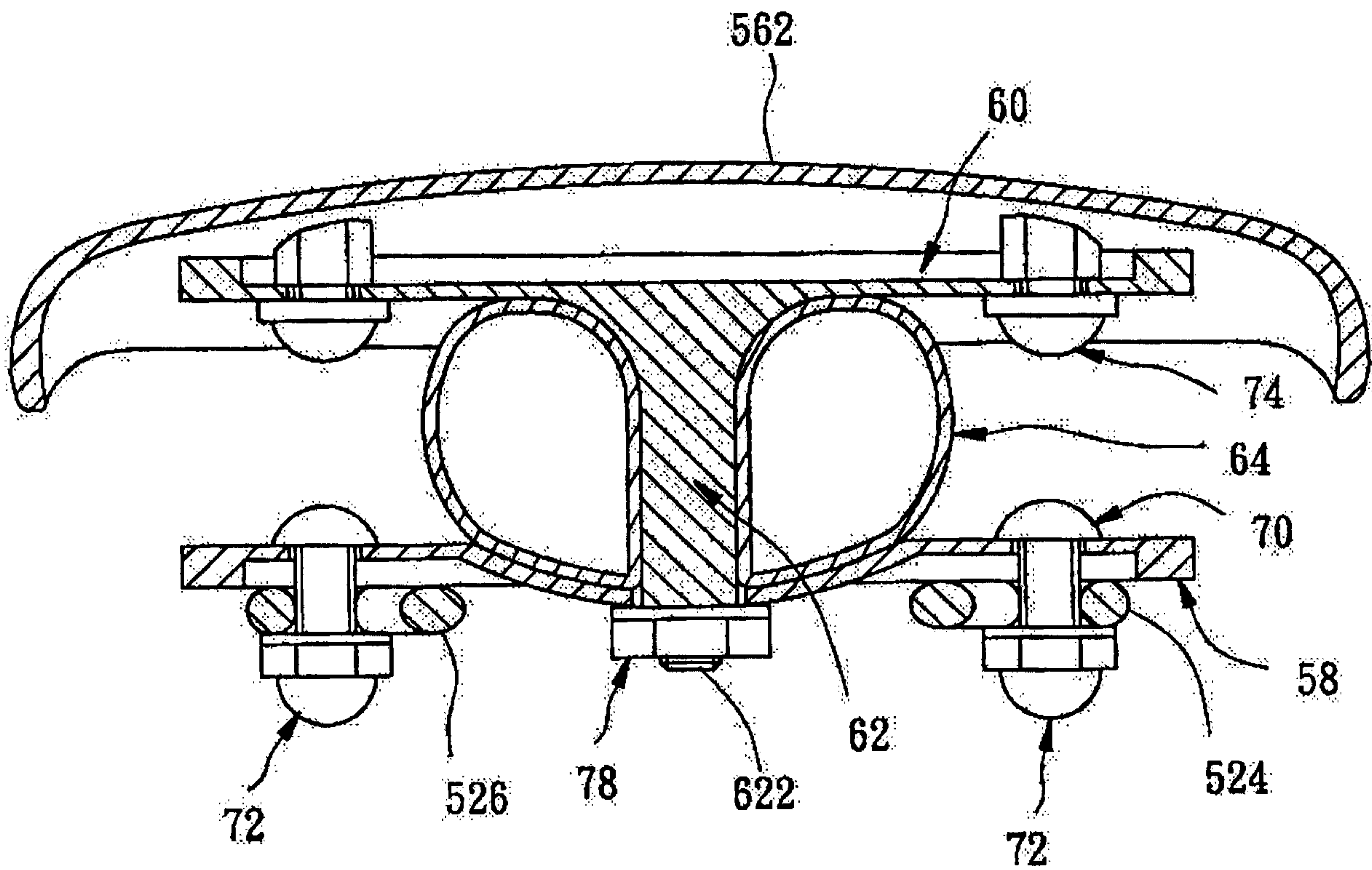


FIG. 6

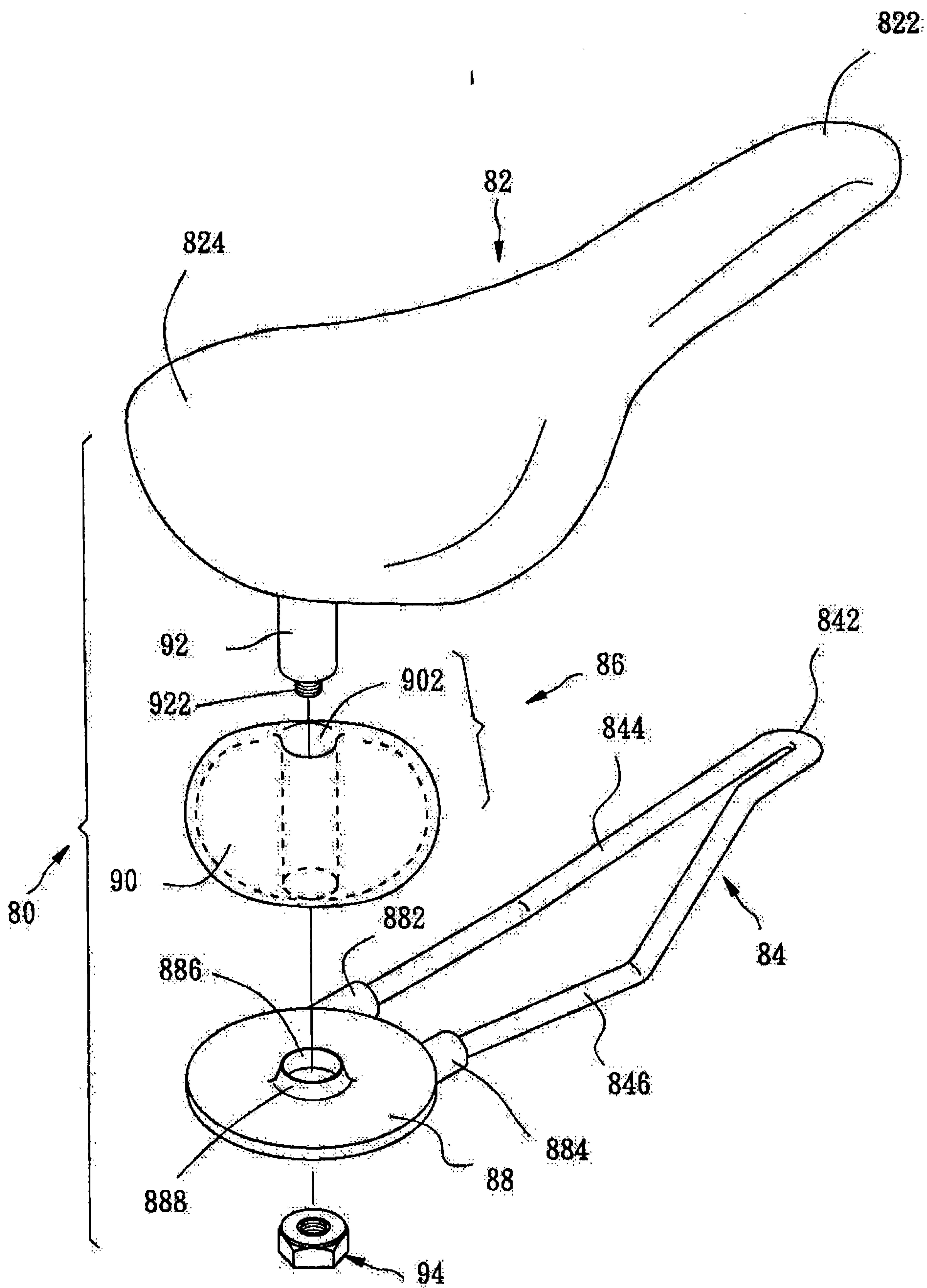


FIG. 7

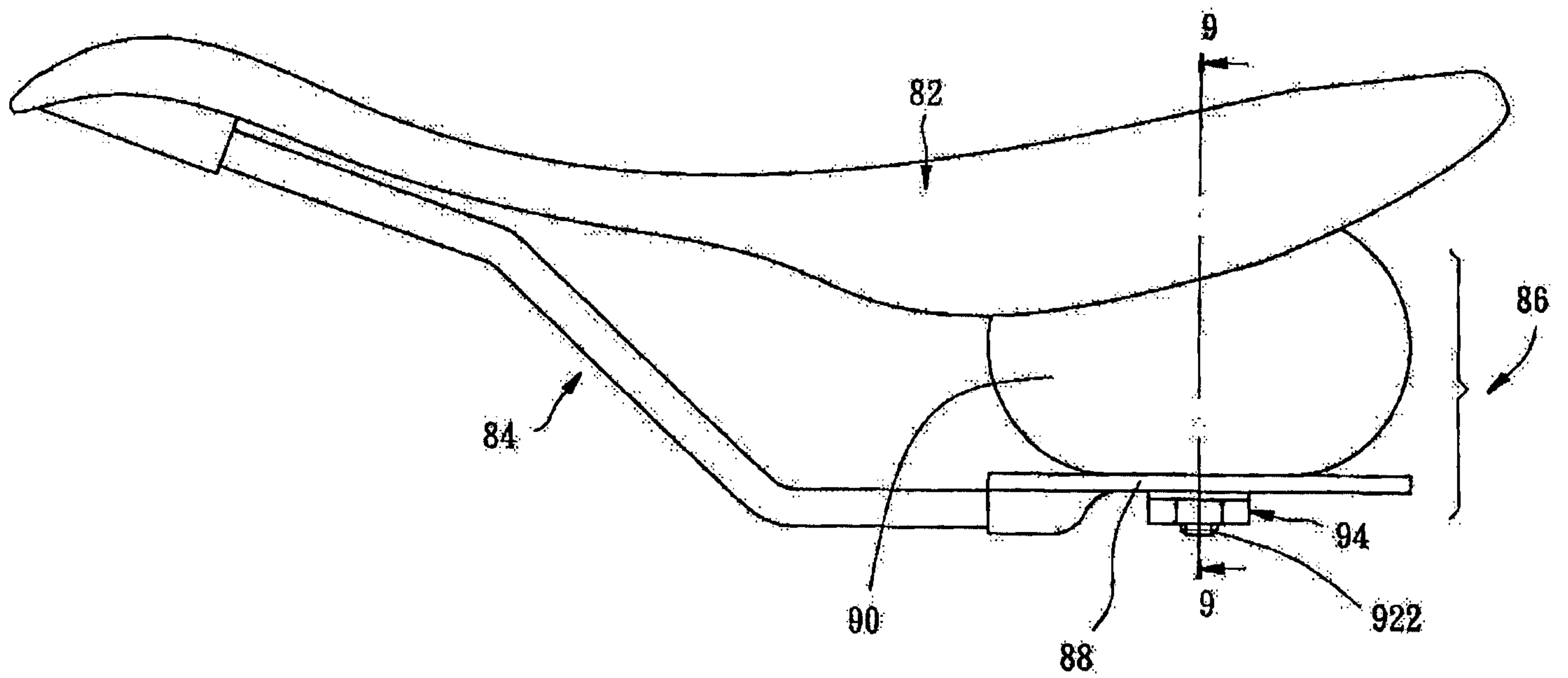


FIG. 8

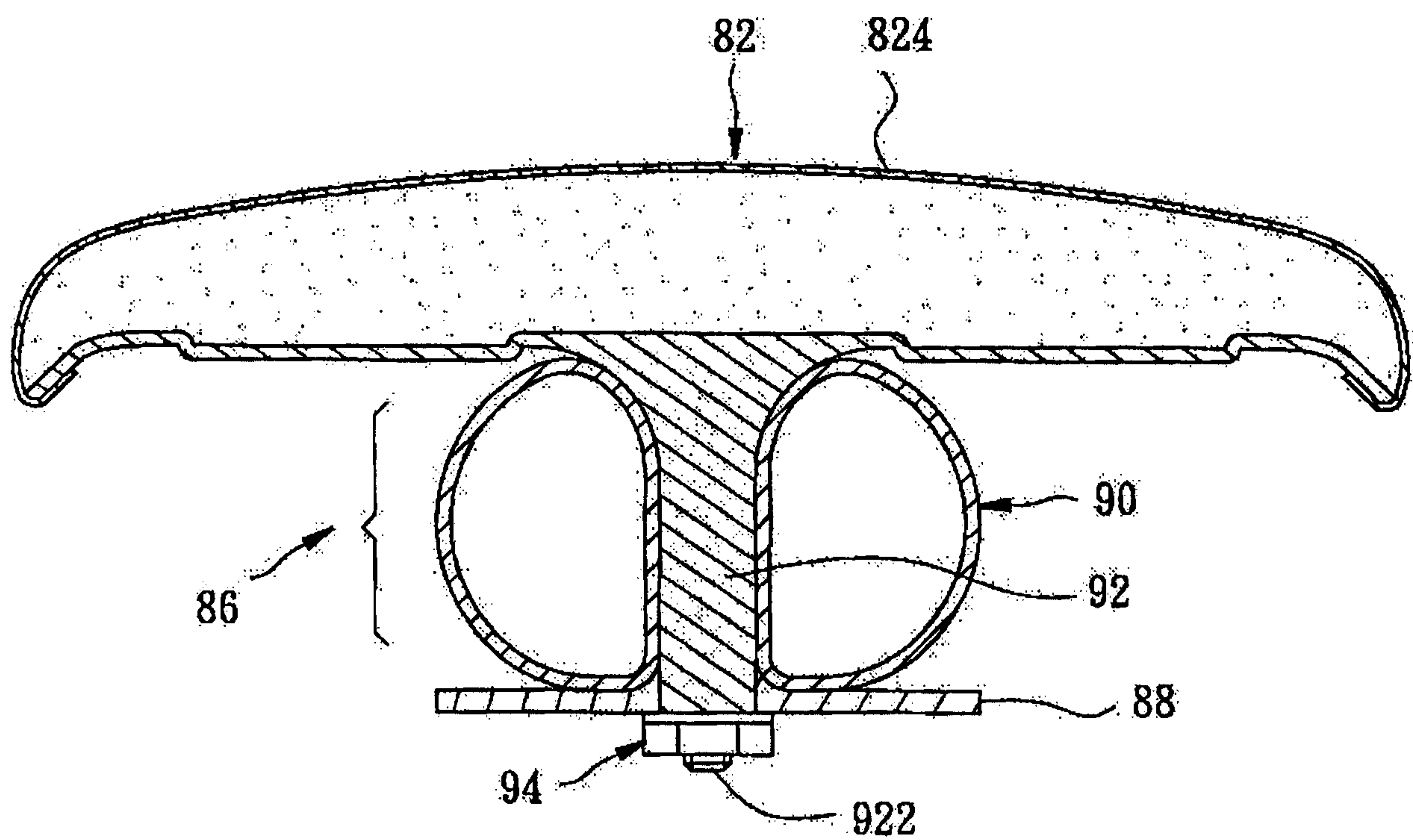


FIG. 9

