

FIG. 2

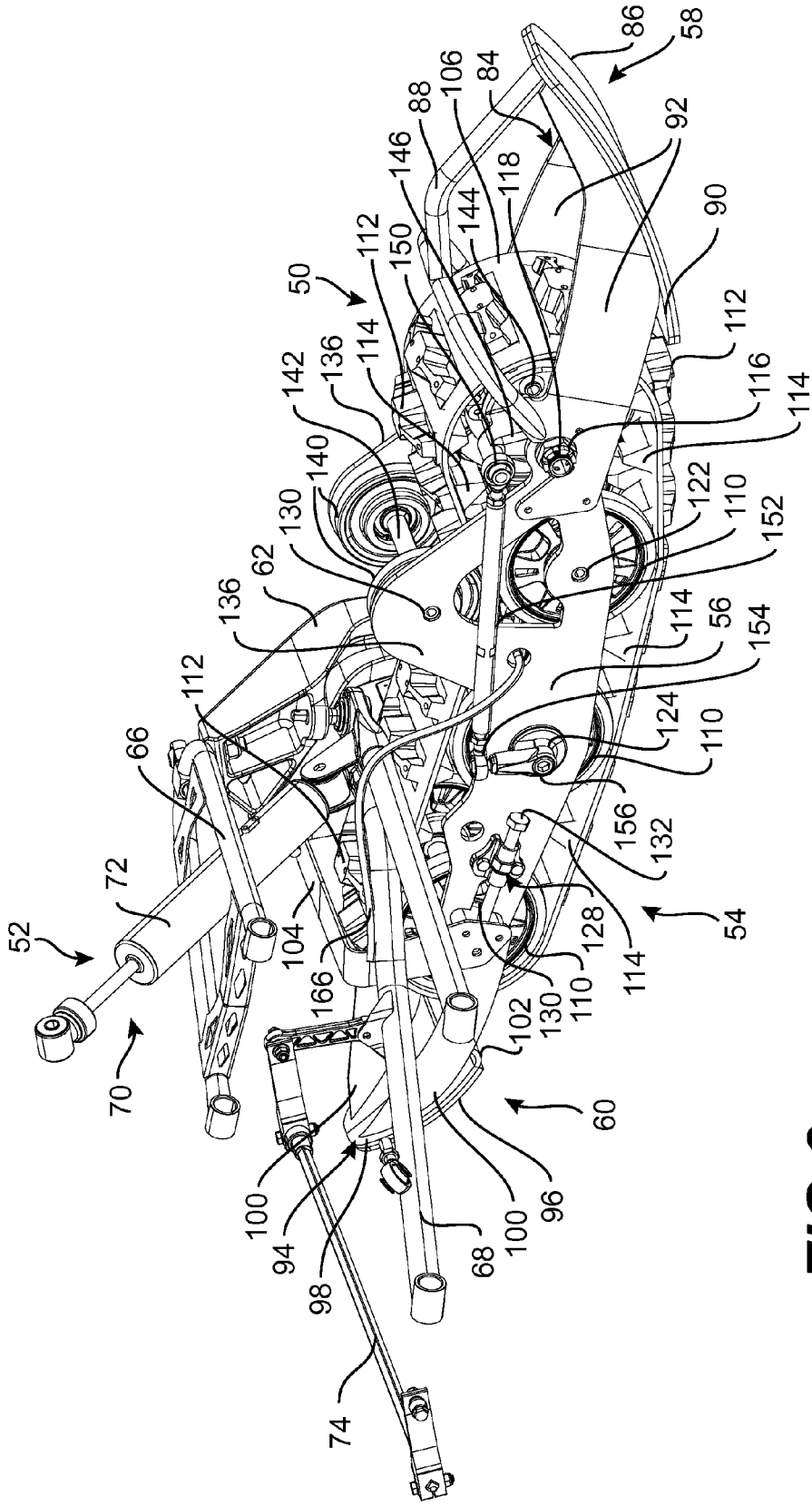


FIG.3

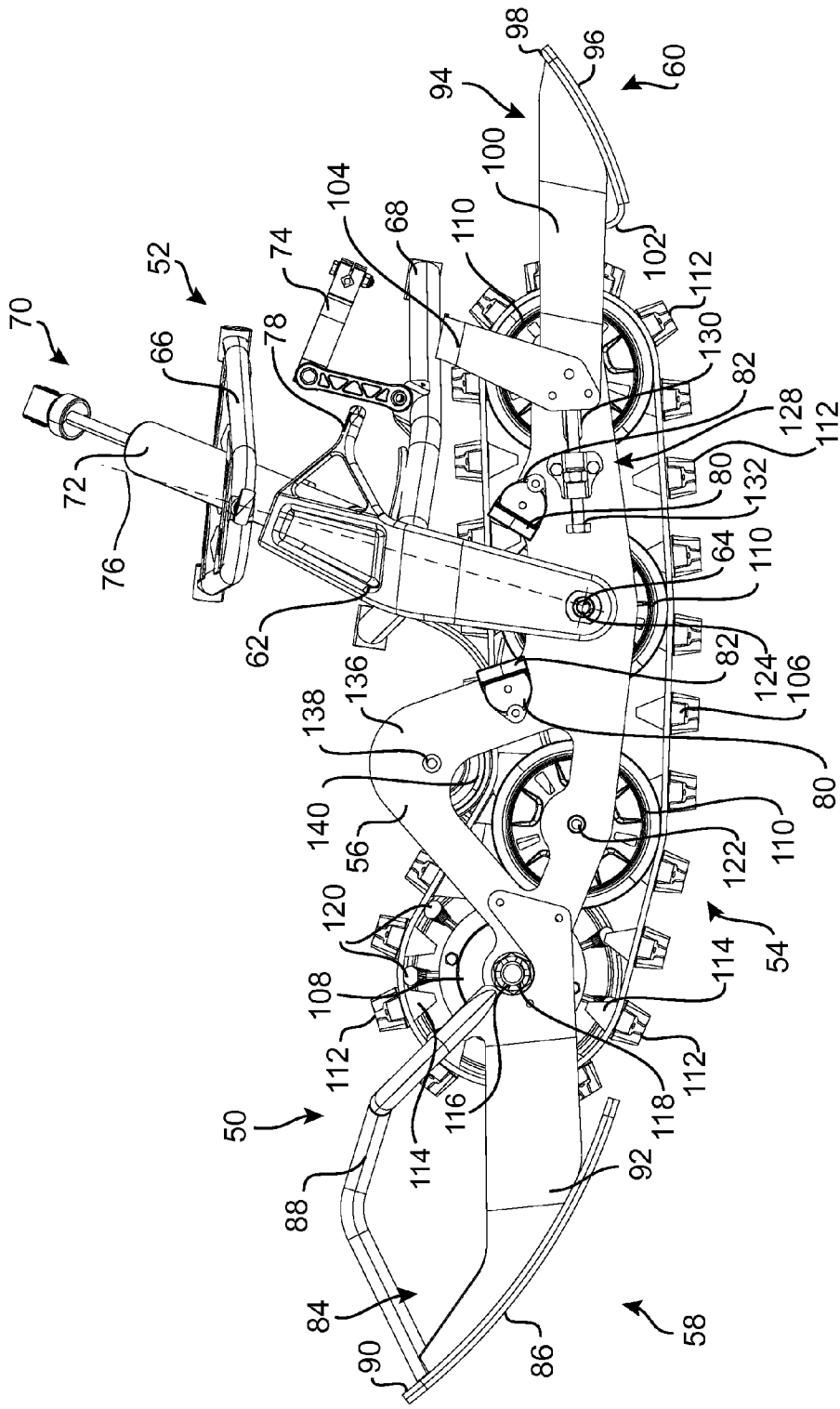


FIG.4

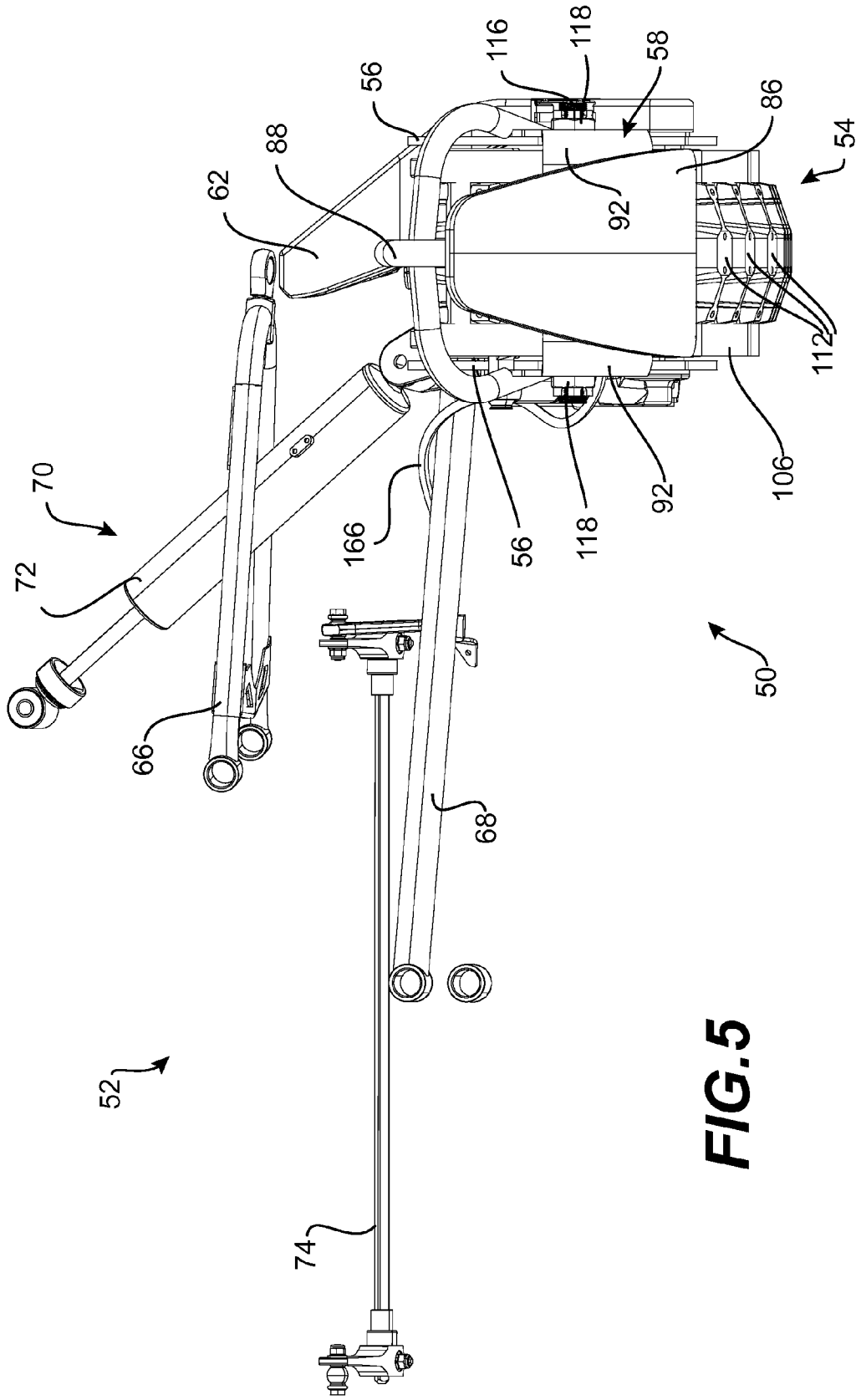
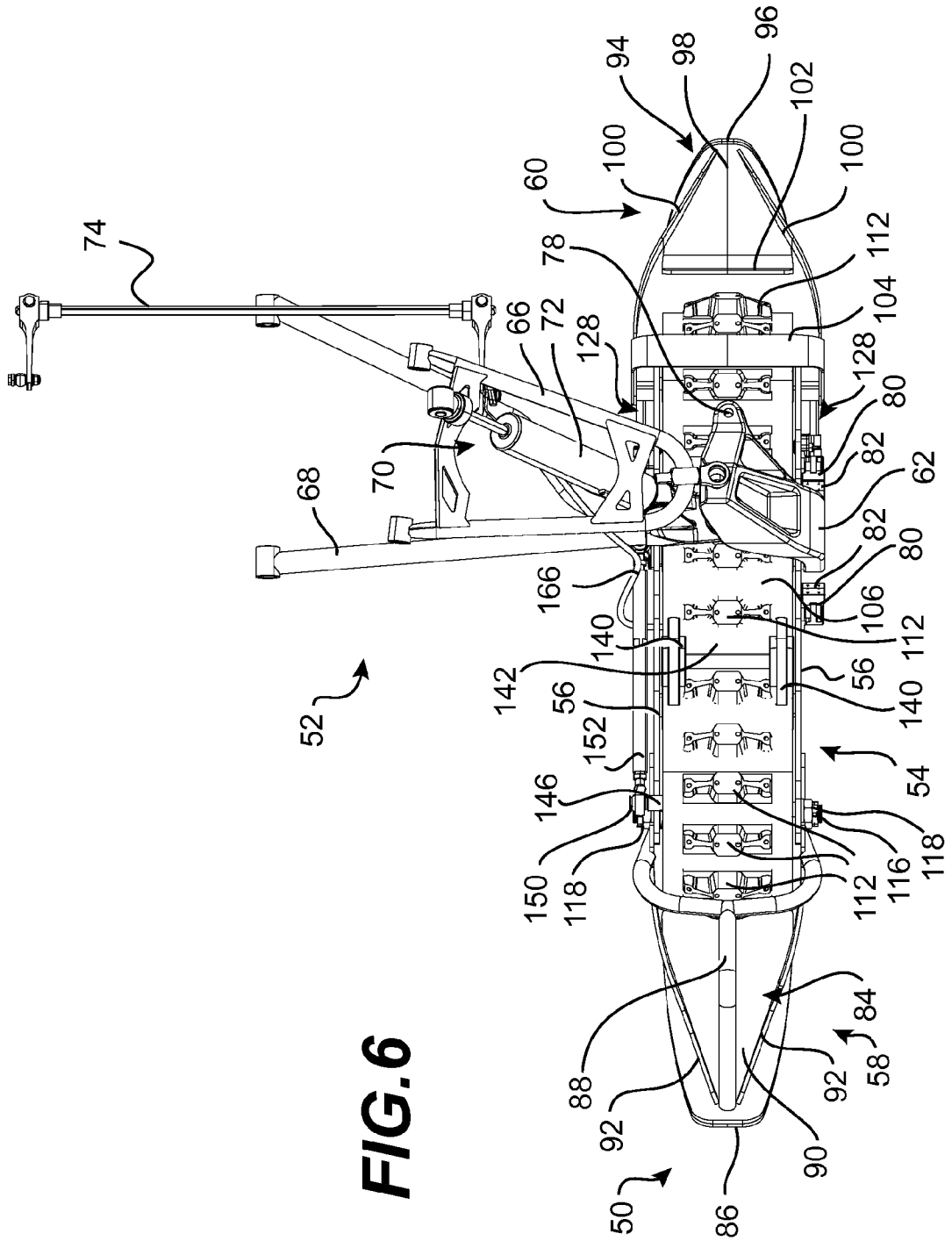


FIG. 5



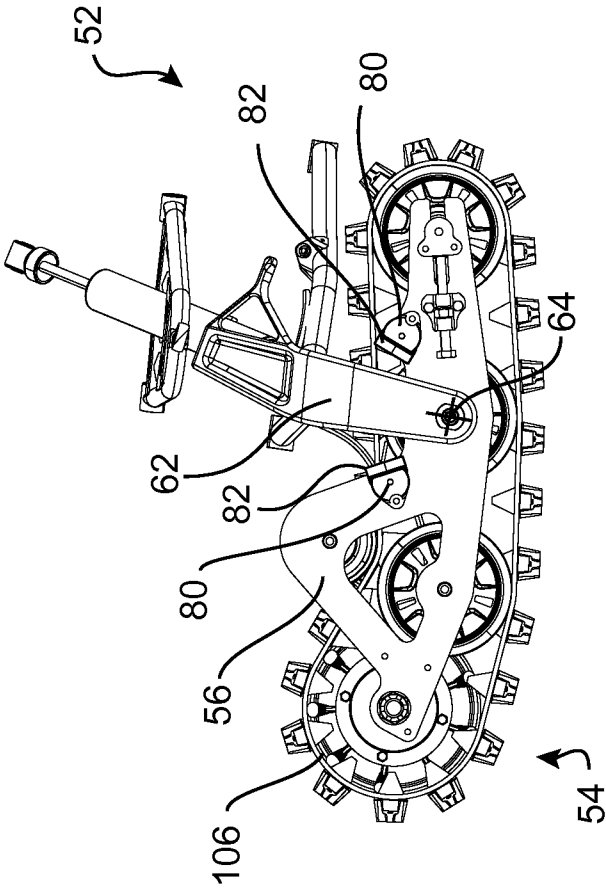


FIG. 7A

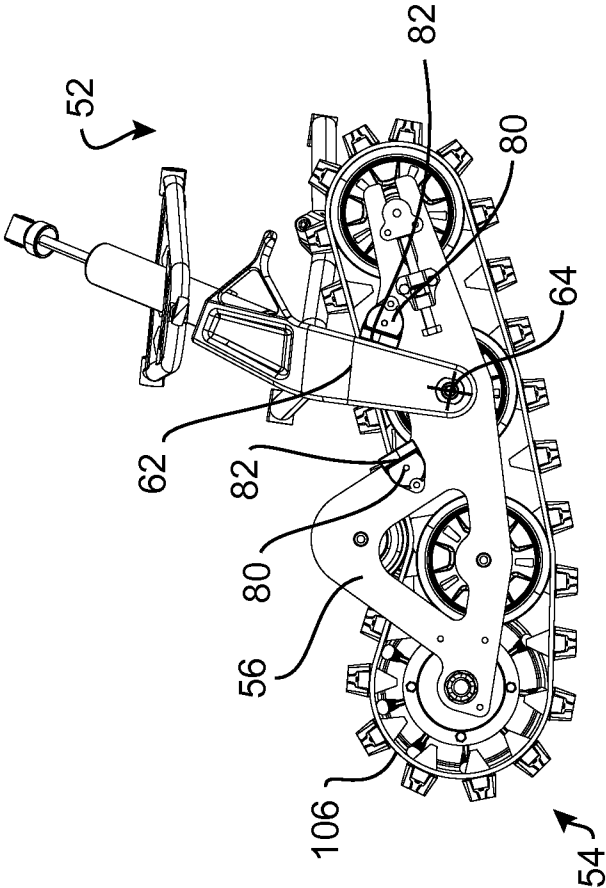


FIG. 7B

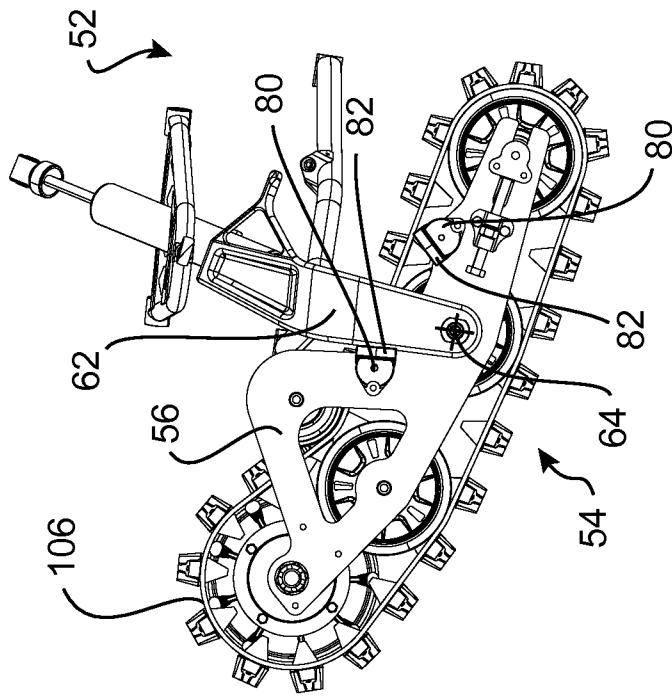


FIG.7C

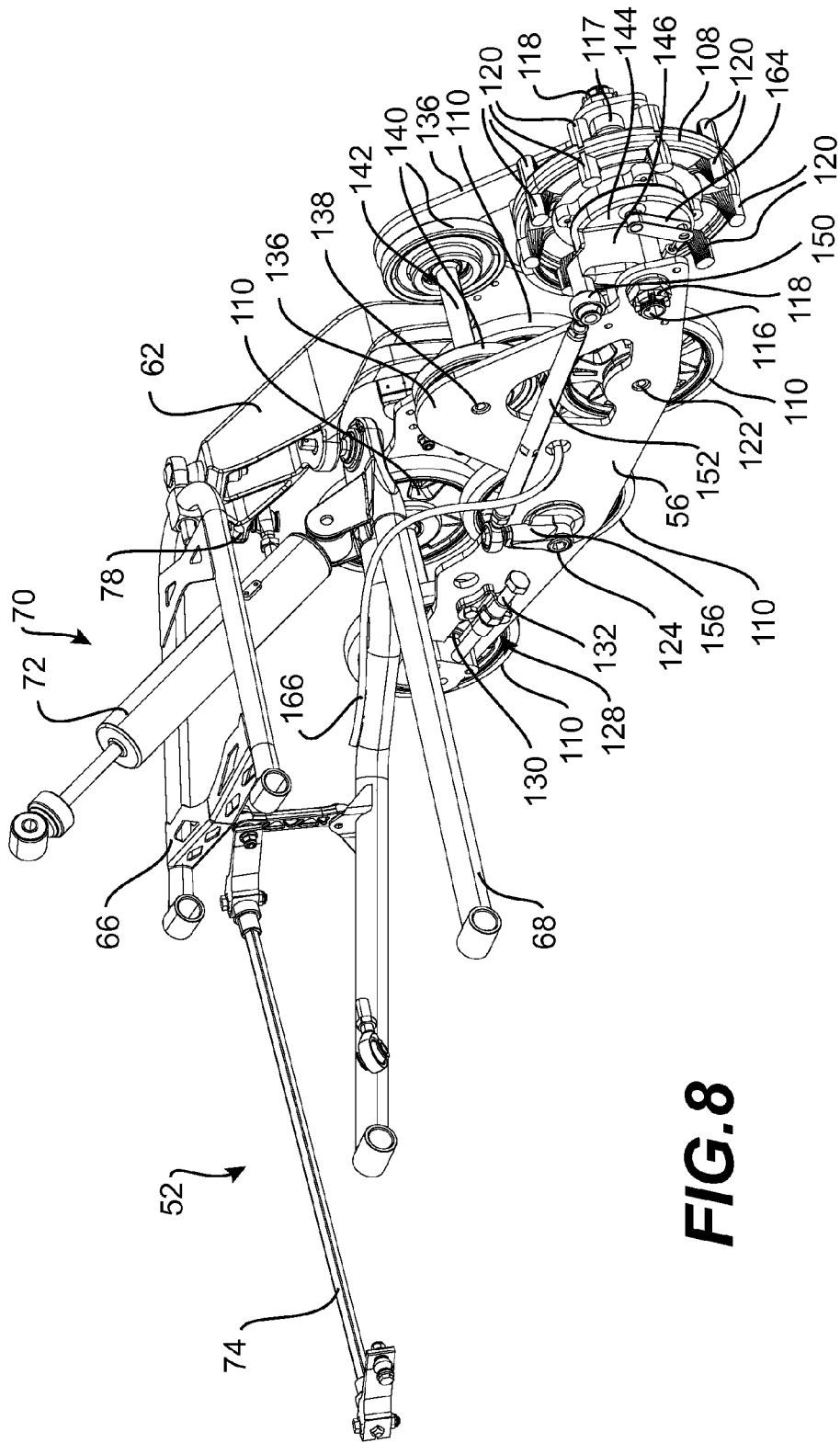


FIG. 8

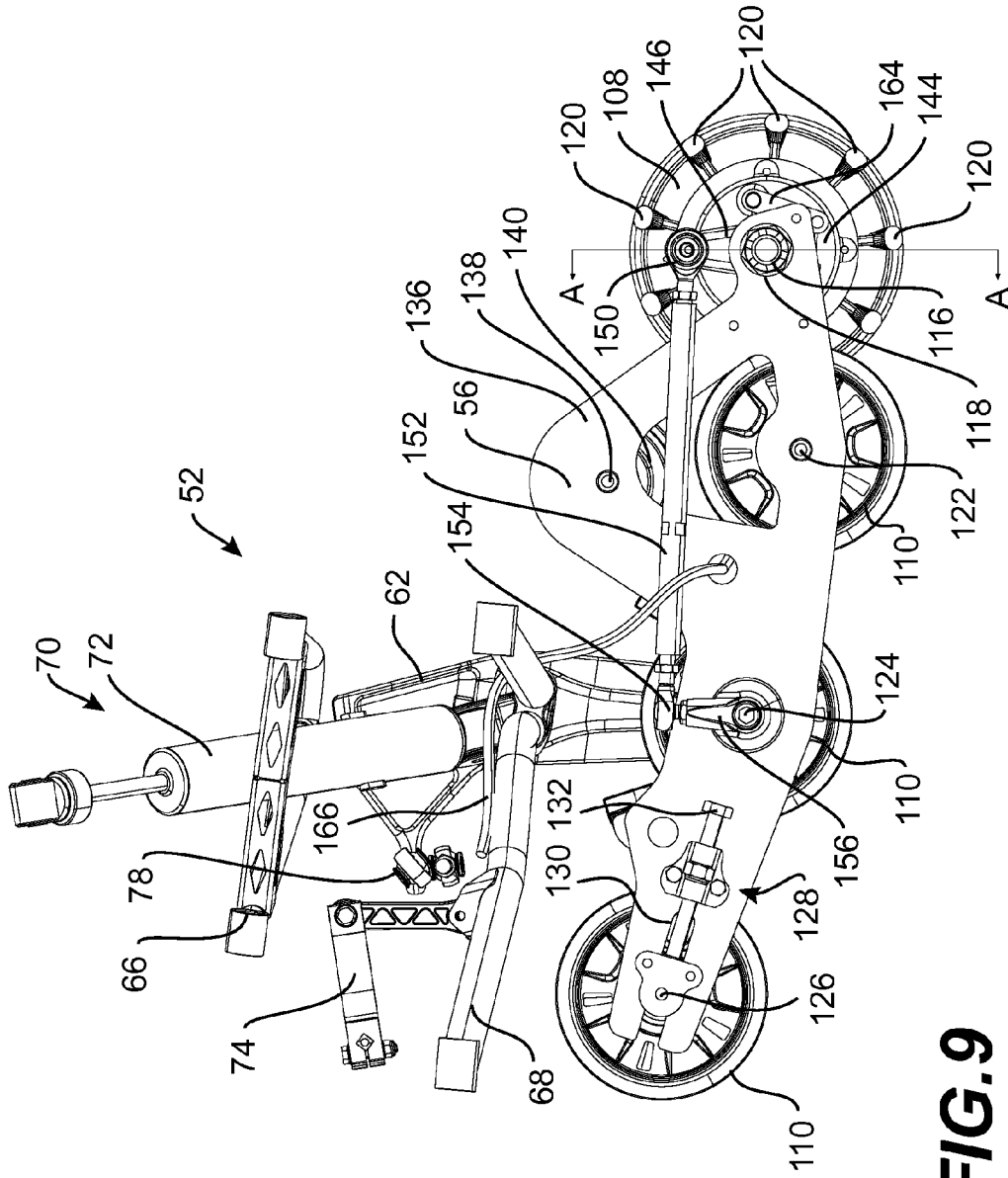


FIG. 9

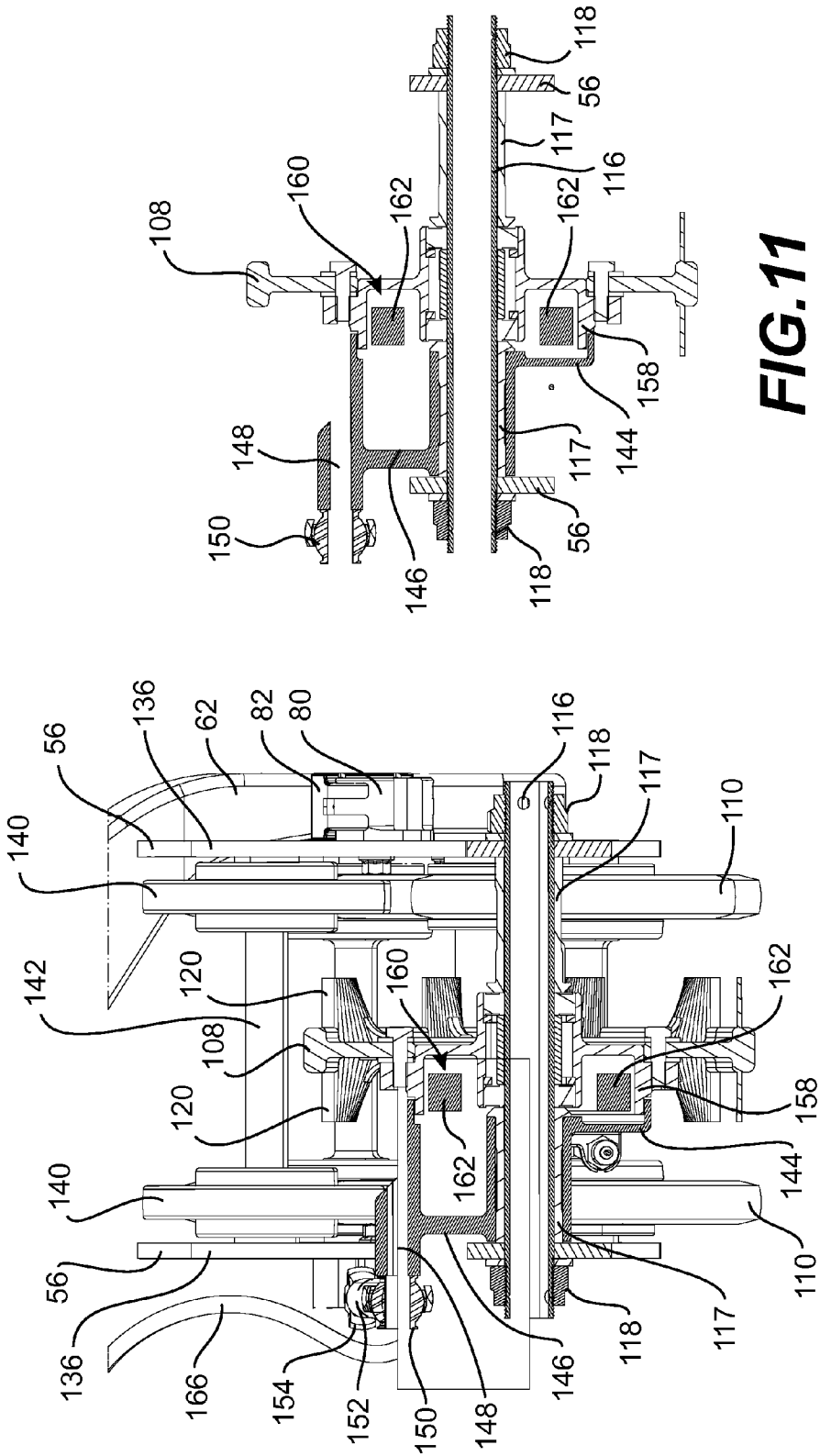


FIG. 11

FIG. 10

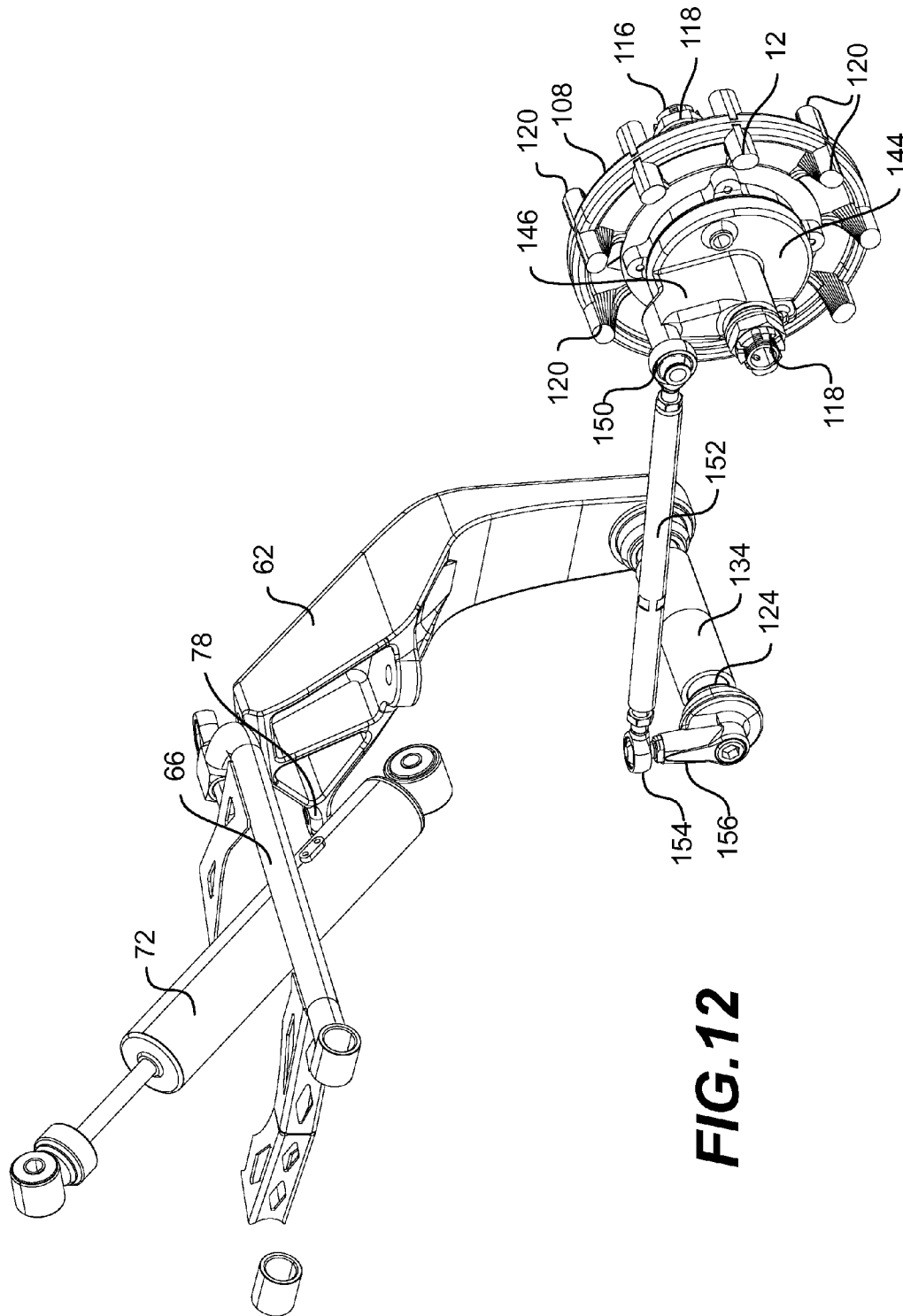


FIG.12

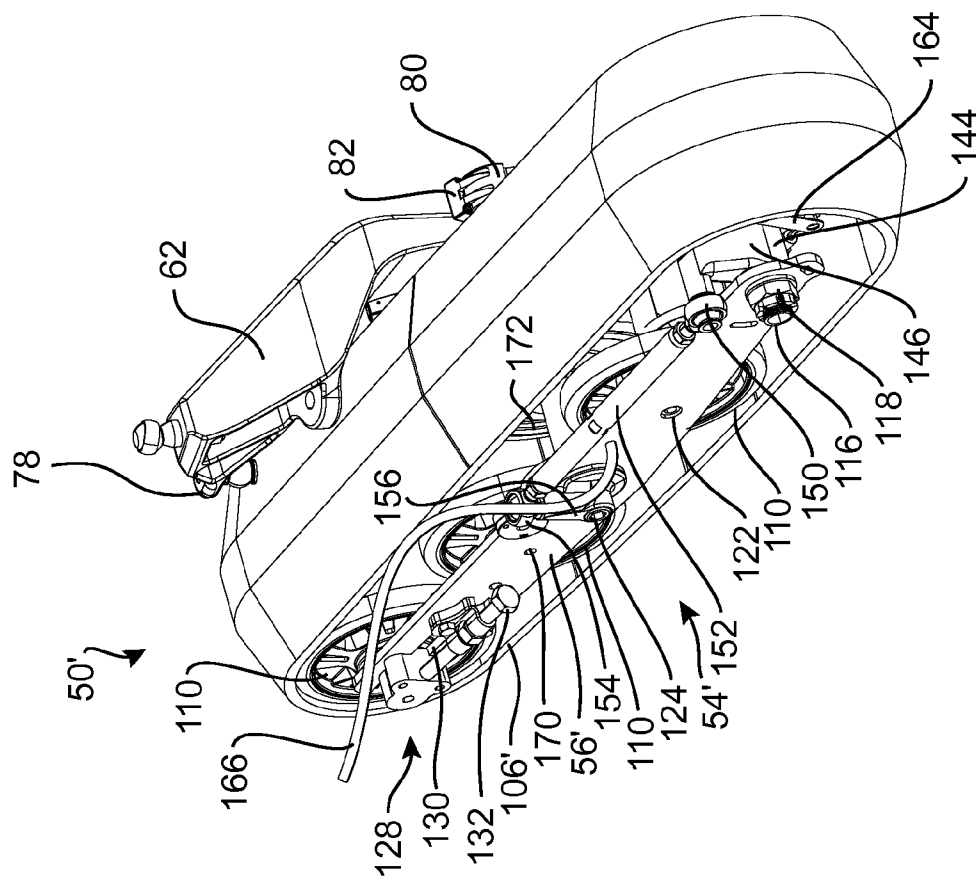


FIG.14

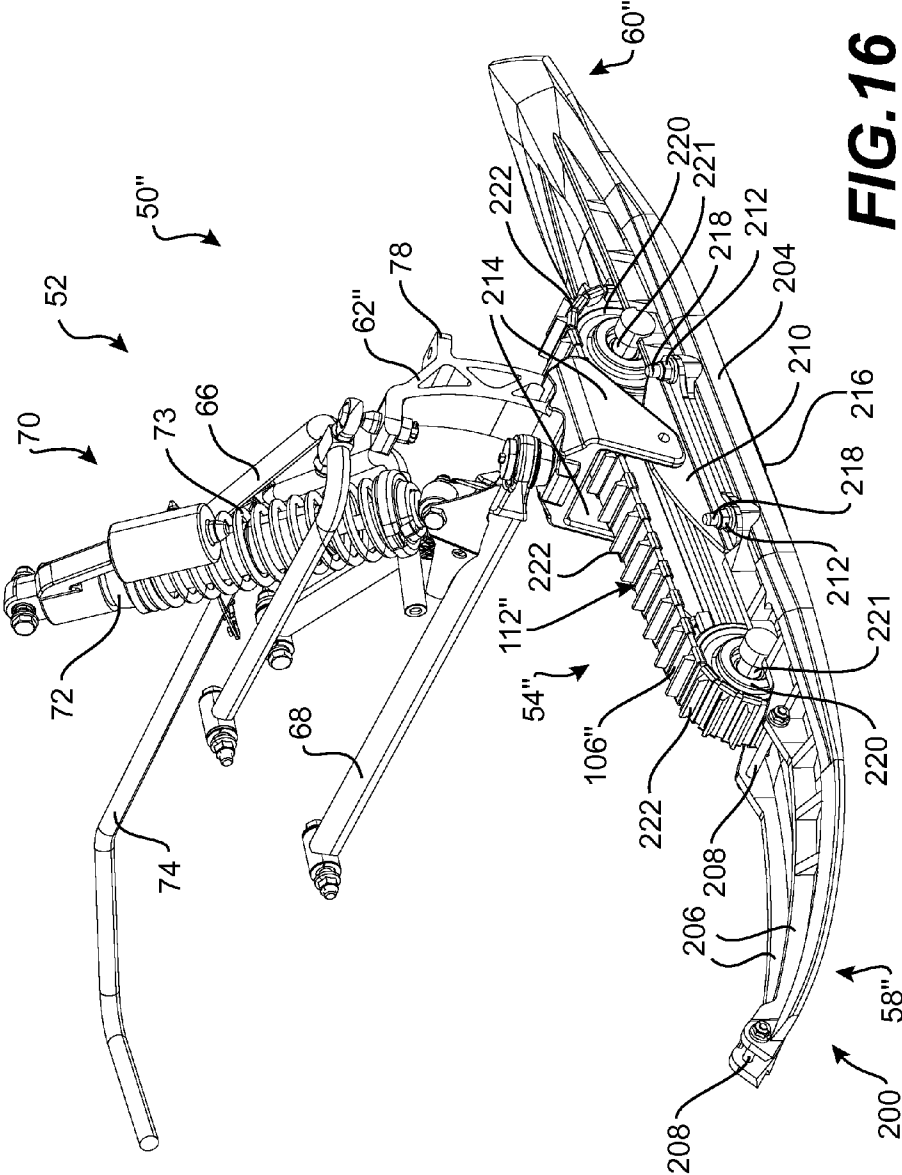


FIG.16

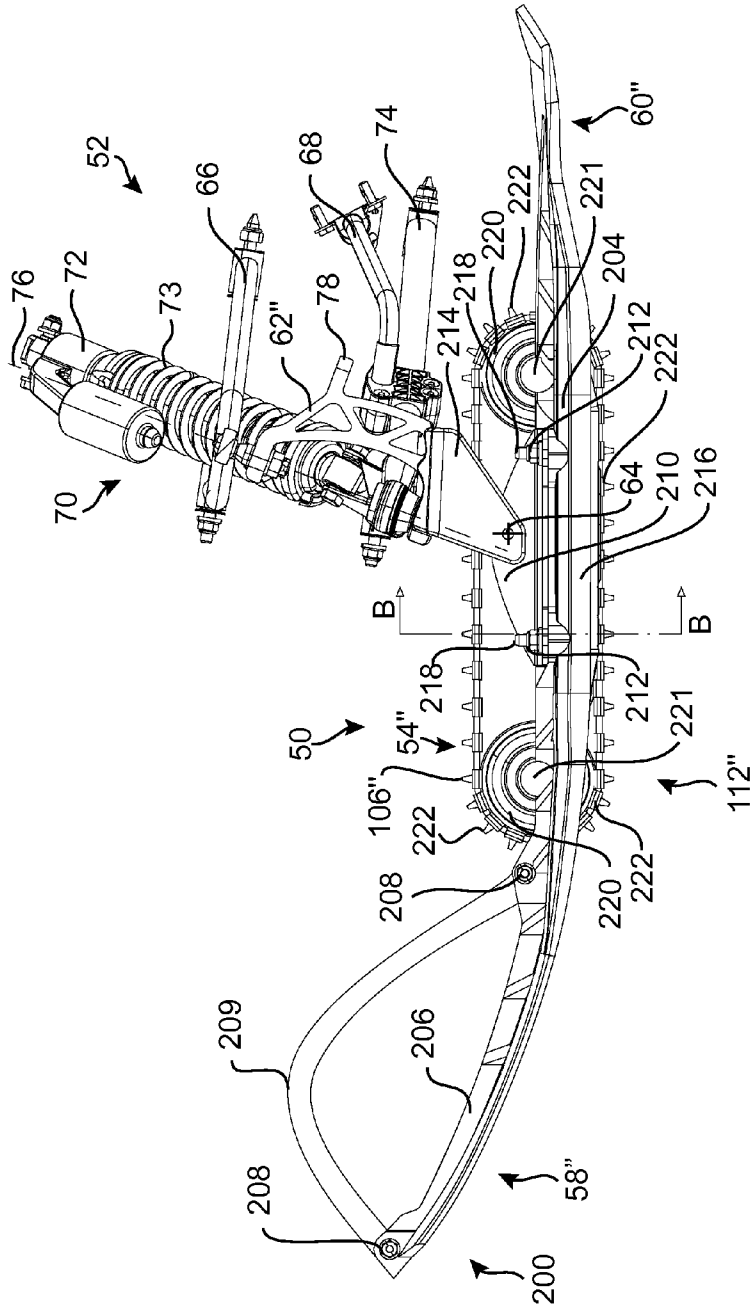


FIG.17

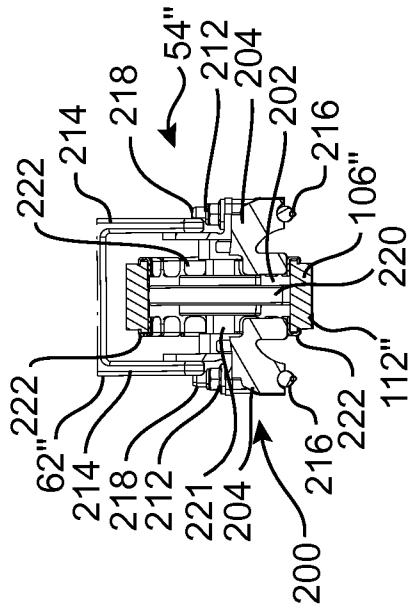


FIG. 18

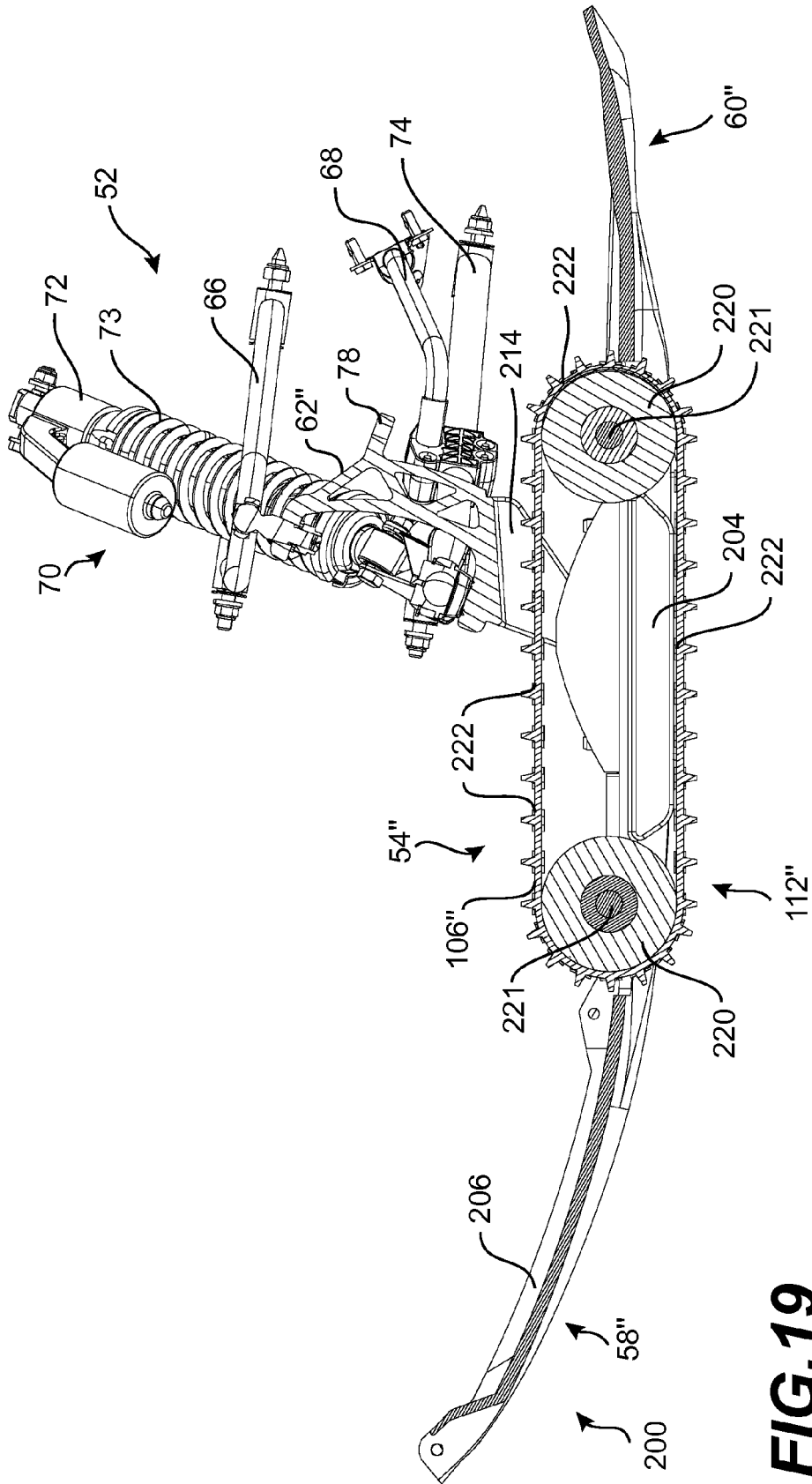


FIG. 19

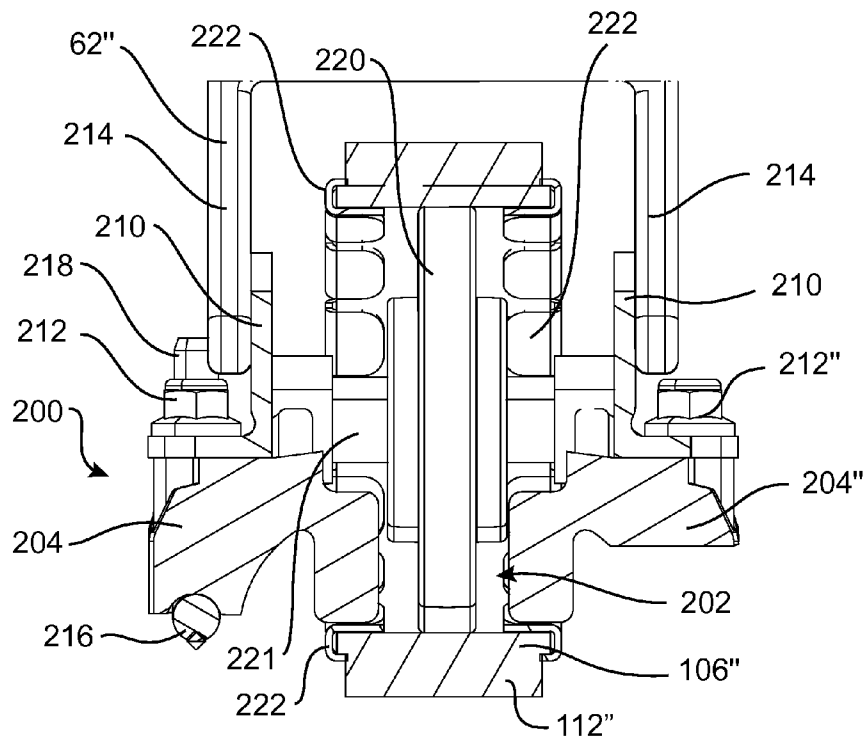


FIG. 20

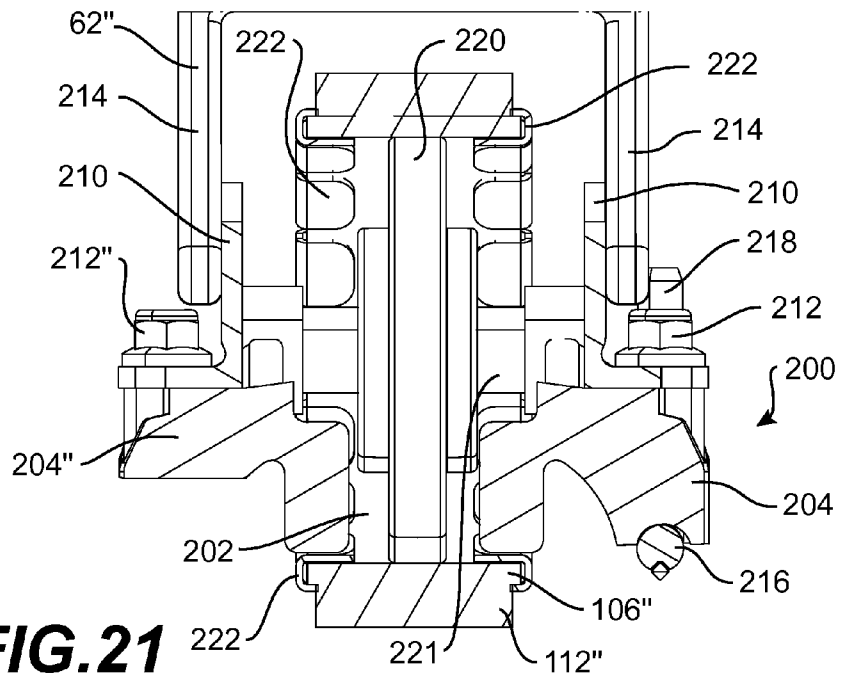


FIG. 21

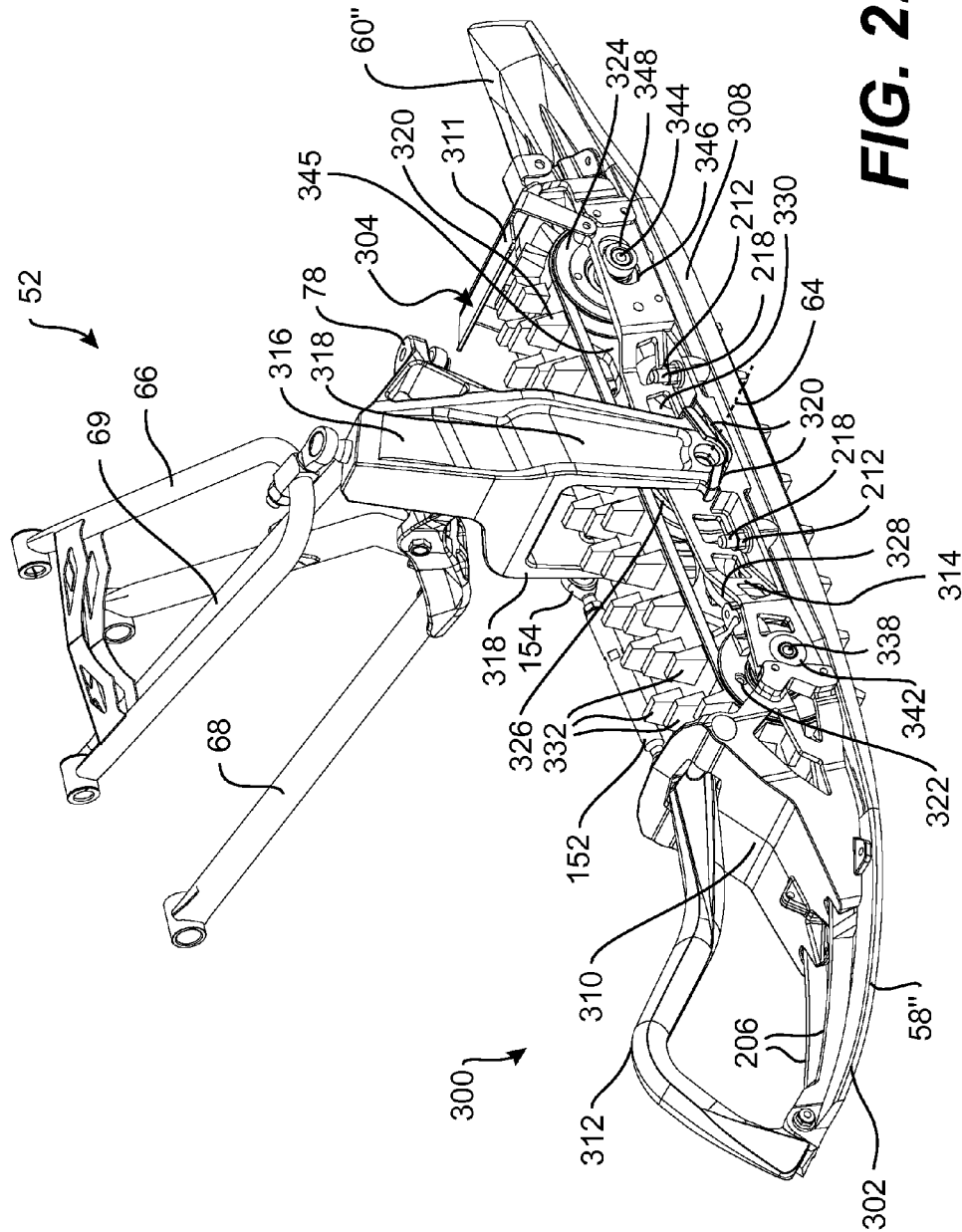


FIG. 22

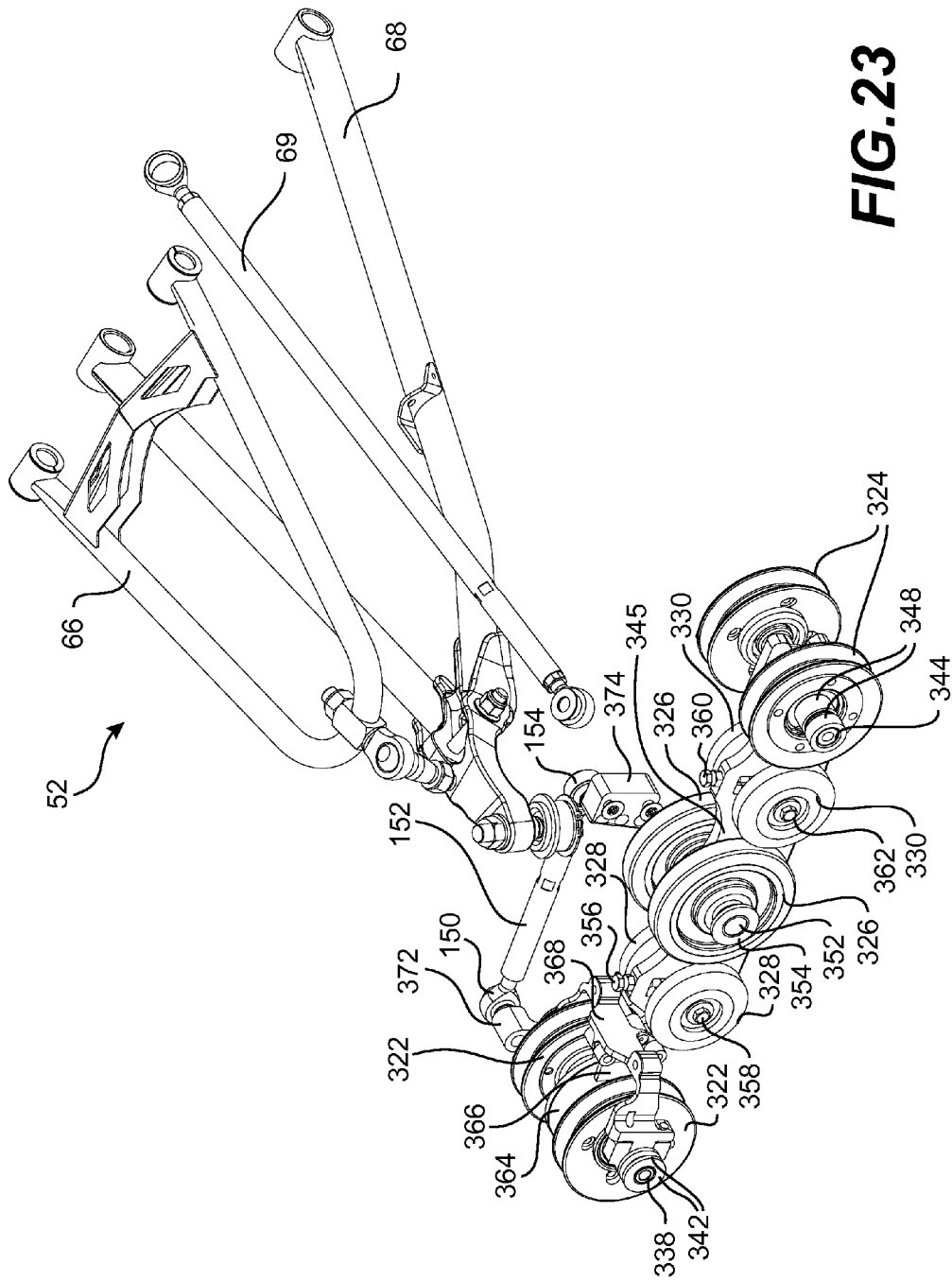


FIG. 23

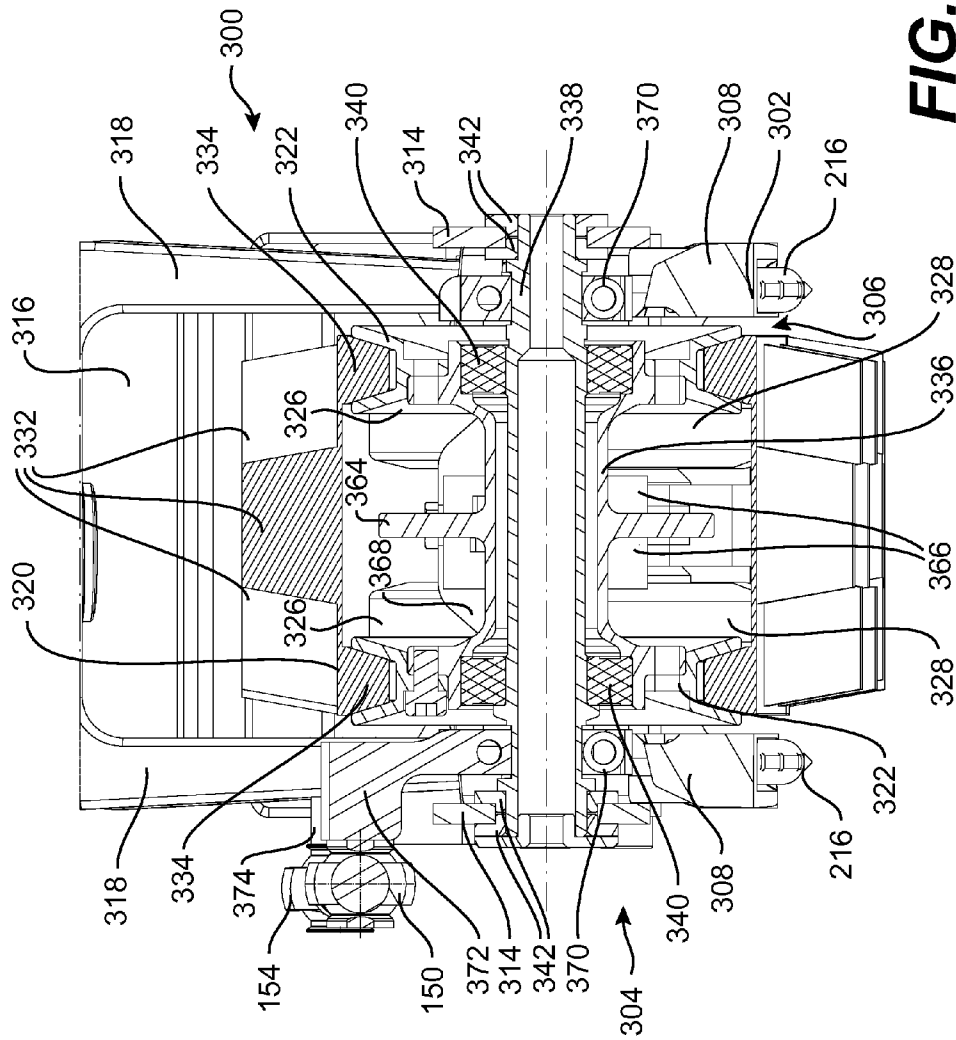


FIG. 24

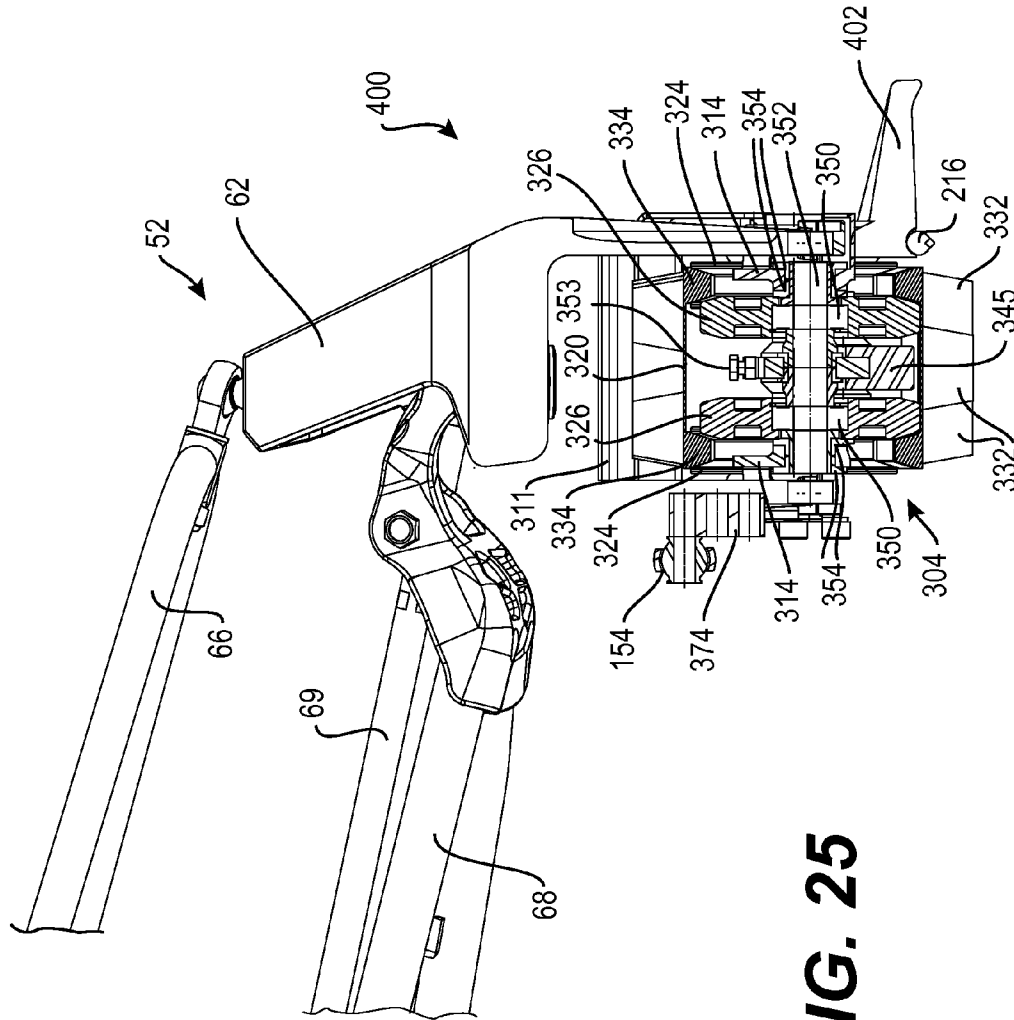


FIG. 25

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SKI AND FRONT TRACK ASSEMBLY FOR A SNOWMOBILE

CROSS-REFERENCE

The present application claims priority to U.S. Provisional Patent Application No. 61/546,239, filed Oct. 12, 2011, the entirety of which is incorporated herein by reference.

FIELD OF THE INVENTION

The present relates to ski and front track assemblies for snowmobiles, and to snowmobiles incorporating such assemblies.

BACKGROUND

A conventional snowmobile is propelled by a rear track that is driven by an engine disposed on the snowmobile. One or two front skis are used to steer the snowmobile. The skis are designed to have a smooth gliding surface in contact with the snow, to provide flotation on the snow and reduce friction while the snowmobile is moving.

When a rider attempts to brake the snowmobile, a braking force is applied to some part of the power transmission between the engine and the rear track, usually to one of the rotating shafts. This braking force causes the rotation of the rear track to slow or stop, which in turn creates drag between the rear track and the snow, reducing the speed of the snowmobile.

During braking, a portion of the weight of the snowmobile is transferred from the rear track to the front skis. However, the front skis do not assist in braking, despite bearing an increased proportion of the weight of the snowmobile, because they are designed to float above the snow and generate as little friction with the snow as possible. It may be desirable in some snowmobiles to provide braking at the front of the snowmobile in view of this weight transfer.

SUMMARY

It is an object of the present invention to ameliorate at least some of the inconveniences of the prior art.

In one aspect, the present invention provides a track assembly for a vehicle having an endless track, a first axle disposed at least in part inside the track, a first wheel disposed inside the endless track and rotationally mounted to the first axle, a second axle disposed at least in part inside the track, a second wheel disposed inside the endless track and rotationally mounted to the second axle, a leg connected to the second axle, a brake assembly operatively connected to the first wheel, and a rigid connection member. The rigid connection member is operatively connected between the brake assembly and one of: the second axle, with the second axle being rotationally fixed relative to the leg; and the leg.

In a further aspect, the rigid connection member is operatively connected between the brake assembly and the second axle, and the second axle is rotationally fixed relative to the leg.

In an additional aspect, a housing is rotationally mounted on the first axle and houses at least in part the brake assembly. The brake assembly is connected to the housing. An arm is connected to the second axle and is rotationally fixed relative to the second axle. The rigid connection member is operatively connected between the housing and the arm.

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In a further aspect, the arm is a first arm and the housing defines a second arm. The rigid connection member is operatively connected between the first and second arms.

In an additional aspect, the second wheel is two second wheels.

In a further aspect, a third axle is disposed at least in part inside the track. A third wheel is disposed inside the endless track and rotationally mounted to the third axle. The second axle is disposed between the first and third axles.

In an additional aspect, the first axle is disposed forwardly of the second axle.

In a further aspect, the third wheel is two third wheels.

In an additional aspect, the rigid connection element is a rod.

In a further aspect, the first wheel is a sprocket wheel.

In an additional aspect, the first wheel is a pulley.

In a further aspect, the first wheel defines a brake drum, and the brake assembly is a brake pad assembly disposed at least in part inside the brake drum.

In an additional aspect, the brake assembly includes a brake disk and at least one brake caliper. The brake disk is rotationally fixed relative to the first wheel.

In another aspect, the present invention provides a snowmobile having a frame defining a tunnel, a motor mounted to the frame, a seat disposed on the tunnel, a first track assembly disposed under the tunnel and being operatively connected to the motor to be driven by the motor, a handlebar mounted to the frame at least in part forwardly of the seat, and at least one second track assembly disposed forwardly of the first track assembly and being operatively connected to the handlebar to be steered by the handle bar. The at least one second track assembly has one or more aspects of the track assembly described above.

In a further aspect, the at least one second track assembly is two second track assemblies disposed on opposite sides of a longitudinal centerline of the snowmobile.

In another aspect, the present invention provides a ski and front track assembly having a track assembly including: an endless track, and at least two wheels disposed inside the track. At least one of the at least two wheels is disposed forwardly of at least one other of the at least two wheels. The ski and front track assembly also has a front ski element connected to the track assembly and extending forwardly therefrom. The front ski element is pivotable about a steering axis together with the track assembly.

In an additional aspect, a rear ski element is connected to the track assembly and extends rearwardly therefrom.

In a further aspect, the at least two wheels are disposed between two side frame members. The front ski element is connected to at least one of the at least two side frame members.

In an additional aspect, at least one of the at least two wheels is rotationally connected to the leg.

In another aspect, the present invention provides a snowmobile having a frame defining a tunnel, a motor mounted to the frame, a seat disposed on the tunnel, a track assembly disposed under the tunnel and being operatively connected to the motor to be driven by the motor, a handlebar mounted to the frame at least in part forwardly of the seat, and at least one ski and front track assembly disposed forwardly of the track assembly and being operatively connected to the handlebar to be steered by the handle bar. The at least one ski and front track assembly has one or more aspects of the ski and front track assembly described above.

In a further aspect, the at least one ski and front track assembly is two ski and front track assemblies disposed on opposite sides of a longitudinal centerline of the snowmobile.

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For purposes of this application, terms related to spatial orientation such as “forwardly”, “rearwardly”, “right” and “left” are defined with respect to a forward direction of travel of the snowmobile, and should be understood as they would be understood by a rider sitting on the snowmobile in a normal riding position.

Embodiments of the present invention each have at least one of the above-mentioned object and/or aspects, but do not necessarily have all of them. It should be understood that some aspects of the present invention that have resulted from attempting to attain the above-mentioned object may not satisfy this object and/or may satisfy other objects not specifically recited herein.

Additional and/or alternative features, aspects, and advantages of embodiments of the present invention will become apparent from the following description, the accompanying drawings, and the appended claims.

BRIEF DESCRIPTION OF THE DRAWINGS

For a better understanding of the present invention, as well as other aspects and further features thereof, reference is made to the following description which is to be used in conjunction with the accompanying drawings, where:

FIG. 1 is a perspective view taken from a front, left side of a snowmobile;

FIG. 2 is a perspective view taken from a front, left side of a left ski and front track assembly of the snowmobile of FIG. 1;

FIG. 3 is a perspective view taken from a front, right side of the assembly of FIG. 2

FIG. 4 is a left side elevation view of the assembly of FIG. 2;

FIG. 5 is a front elevation view of the assembly of FIG. 2;

FIG. 6 is a top plan view of the assembly of FIG. 2;

FIGS. 7A to 7C are left side elevation views of the assembly of FIG. 2, without the ski, with the front track at different positions about a pivot axis of the assembly;

FIG. 8 is a perspective view taken from a front, right side of the assembly of FIG. 2, without the ski and the track;

FIG. 9 is a right side elevation view of the elements of FIG. 8;

FIG. 10 is a cross-sectional view of the elements of FIG. 8, taken through line A-A of FIG. 9;

FIG. 11 is a slice of the elements of FIG. 8, taken through line A-A of FIG. 9;

FIG. 12 is a perspective view taken from a front, right side of the assembly of FIG. 2, without the ski, the track, the frame and some of the wheels;

FIG. 13 is a left side elevation view of an alternative embodiment of a left ski and front track assembly of the snowmobile of FIG. 1;

FIG. 14 is a perspective view taken from a front, right side of the assembly of FIG. 13;

FIG. 15 is a perspective view taken from a front, right side of the assembly of FIG. 13, with the track removed;

FIG. 16 is a perspective view taken from a front, left side of another alternative embodiment of a left ski and front track assembly of the snowmobile of FIG. 1;

FIG. 17 is a left side elevation view of the assembly of FIG. 16;

FIG. 18 is a cross-sectional view of the assembly of FIG. 16, taken through line B-B in FIG. 17;

FIG. 19 is a longitudinal cross-section of the assembly of FIG. 16;

FIG. 20 is a lateral cross-section of an alternative embodiment of the assembly of FIG. 16;

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FIG. 21 is a lateral cross-section of another alternative embodiment of the assembly of FIG. 16;

FIG. 22 is a perspective view taken from a front, left side of another alternative embodiment of a left ski and front track assembly of the snowmobile of FIG. 1;

FIG. 23 is a perspective view taken from a rear, left side of the assembly of FIG. 22, without the ski and the track;

FIG. 24 is a cross-sectional view of the assembly of FIG. 22 taken through the front axle of the assembly; and

FIG. 25 is a cross-sectional view of an alternative embodiment of the assembly of FIG. 22 taken through a central axle thereof.

DETAILED DESCRIPTION

A snowmobile 10, shown in FIG. 1, has a frame 12. The frame 12 includes a tunnel 14. The tunnel 14 supports a seat 16 for a rider. It is contemplated that the seat 16 could be made longer to also accommodate a passenger. Footrests 18 extend on the left and right sides of the tunnel 14 for supporting the feet of the rider. A handlebar 20 is provided forwardly of the seat 14 allow the rider to steer the snowmobile 10. A central endless drive track 22 is disposed toward the rear of the snowmobile 10, along a longitudinal centerline of the snowmobile 10 and generally below the tunnel 14. Wheels 24 are disposed inside the track 22. The wheels 24 are connected to the frame 12 via a suspension assembly (not shown). It is contemplated that the track 22, the wheels 24 and the suspension assembly could be similar to those of International Patent Publication No. WO 2011/075141 A1, published Jun. 23, 2011, the entirety of which is incorporated herein by reference. A braking system (not shown) of the type typically found in snowmobiles is provided for the track 22. The braking system is actuated by a brake lever 168 provided on the left side of the handlebar 20. A motor 28 (shown schematically), which in the present embodiment is an internal combustion engine, is supported on the frame 12 and is operatively connected to the track 22 via a transmission (not shown). A cowl 30, made of multiple parts, encloses the motor 28, thereby protecting the motor 28 and also making the snowmobile 10 more aesthetically pleasing.

The snowmobile 10 has many other features typically found in snowmobiles, such as for example, but not limited to, an exhaust system, an air intake system and a fuel tank. As these features are believed to be well known, they will not be described in the present application.

As can be seen in FIG. 1, the left and right skis typically found on a snowmobile have been replaced by left and right ski and front track assemblies 50. The left and right ski and front track assemblies 50 are connected to the frame 12 via corresponding left and right front suspension assemblies 52. It is contemplated that in snowmobiles having only a single ski, that the ski could also be replaced by a ski and front track assembly 50.

Turning now to FIGS. 2 to 12, the left ski and front track assembly 50 and its corresponding suspension assembly 52 will be described. The right ski and front track assembly 50 and its corresponding suspension assembly 52 will not be described in detail herein. However, it should be understood that the right ski and front track assembly 50 and its corresponding suspension assembly 52 are mirror images of the left ski and front track assembly 50 and its corresponding suspension assembly 52. It is contemplated that at least some elements of the left and right ski and front track assemblies 50 and their corresponding suspension assembly 52 could differ.

The ski and front track assembly 50 has a track assembly 54 having side frame members 56 to which front and rear ski

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elements **58**, **60** are connected as will be described in greater detail below. It is contemplated that the rear ski portion **60** could be omitted. A leg **62** is pivotally connected to the side frame members **56** about a generally horizontal axis **64** (FIG. 4). The suspension assembly **52** is connected to the leg **62**. The suspension assembly **52** is what is known as a double A-arm suspension. It is contemplated that other types of suspensions could be used, such as for example, but not limited, a swing-arm type suspension.

The suspension assembly **52** includes an upper A-arm **66**, a lower A-arm **68**, and a shock absorber **70**. One end of the upper A-arm **66** is pivotally connected to the frame **12** and the other end is pivotally connected to the upper end of the leg **62**. One end of the lower A-arm **68** is pivotally connected to the frame **12** and the other end is pivotally connected to the leg **62** at a point below the point where the upper A-arm **66** is connected to the leg **62**. The shock absorber **70** consists of a hydraulic cylinder **72** around which a coil spring **73** (not shown in the present embodiment, but shown in the embodiment of FIG. 16) is disposed. The lower end of the shock absorber **70** is pivotally connected to the outer end portion of the lower A-arm **68**. The upper end of the shock absorber **70** is pivotally connected to the frame **12**. A sway-bar **74** is connected between the lower A-arm **68** and the frame **12**.

The ski and front track assembly **50** is steerable about a generally vertical axis **76** (FIG. 4) passing through the connection points between the A-arms **66**, **68** and the leg **62**. A steering linkage **69** (FIG. 2) is operatively connected between the handlebar **20** and a flange **78** protruding from a rear portion of the leg **62**, such that when the handlebar **20** is turned, the ski and front track assembly **50** is steered about the axis **76**.

As can be seen in FIGS. 7A to 7C, the track assembly **54** (and the ski elements **58**, **60**, although not shown in these figures) can pivot clockwise and counterclockwise about the axis **64** as the ski and front track assembly **50** moves over bumps and depressions in the surface over which the snowmobile operates. Stoppers **80** are mounted to the outer side frame member **56**. One stopper **80** is mounted in front of the leg **62** and the other stopper is mounted **80** behind the leg **62**. As can be seen in FIGS. 7B and 7C, the stoppers **80** contact the leg **62** as the track assembly **54** pivots about the axis **64** by a certain amount to limit the rotation of the track assembly **54** about the axis **64**, thus preventing contact between the track assembly **54** and the lower A-arm **68**. The stoppers **80** are provided with polymeric bumpers **82** to soften the impact between the stoppers **80** and the leg **62**.

The front ski element **58** includes a bracket **84**, a ski plate **86**, and a handle **88**. The bracket **84** includes a tapered and curved plate **90** from which two arms **92** extend rearwardly. Each arm **92** is connected to a corresponding one of the side frame member **56** on an outer side thereof as shown. The ski plate **86** is connected to the bottom of the curved plate **90** and is shaped to be congruous therewith. The handle **88** is generally T-shaped and is connected to a front of the plate **90** and to a rear portion of the two arms **92**. The handle **88** can be used to manually lift a front end of the snowmobile **10**.

The rear ski element **60** includes a bracket **94** and a ski plate **96**. The bracket **94** includes a tapered and curved plate **98** from which two arms **100** extend forwardly. A front end **102** of the curved plate **98** is upturned, as best seen in FIG. 4. Each arm **100** is connected to a corresponding one of the side frame member **56** on an outer side thereof as shown. The ski plate **96** is connected to the bottom of the curved plate **98** and is shaped to be congruous therewith. A bracket **104** is connected to the side frame members **56** via the arms **100**, such that each arm **100** is disposed between its corresponding portion of the

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bracket **104** and its corresponding side frame member **56**. As can be seen, the bracket **104** straddles the rear portion of the track assembly **54**.

The track assembly **54** includes an endless track **106** disposed around a sprocket wheel **108** and six wheels **110**. It is contemplated that there could be more or less than six wheels **110**. As the snowmobile **10** moves forward or backward, the track **106** turns around the wheels **108**, **110**. The track **106** has a row of external lugs **112** (only some of which are labeled for clarity) disposed on an outer side thereof. The external lugs **112** each have the same shape and are equally spaced apart from each other. It is contemplated that there could be more than one row of external lugs **112**, that there could be more than one shape of external lugs **112**, and that the spacing between the external lugs **112** could vary. The track **106** also has two rows of equally spaced internal lugs **114** (only some of which are labeled for clarity) disposed on an inner side thereof.

The sprocket wheel **108** is disposed at a front of the track assembly **54**. The sprocket wheel **108** is rotatably mounted on an axle **116**. Bushing **117** (FIG. 10) are disposed on the axle **116** on either sides of the sprocket wheel **108** to keep the sprocket wheel **108** in the center of the track **106**. The axle **116** extends through the side frame members **116** and is fastened by nuts **118**. The sprocket wheel **108** rolls inside the track **106** between the two rows of internal lugs **114**. The sprocket wheel **108** has sprocket teeth **120** (only some of which are labeled for clarity) extending laterally outwardly from both sides thereof. The teeth **120** engage the internal lugs **114** as the track **106** turns around the sprocket wheel **108** and the wheels **110**.

The two front wheels **110** are rotationally mounted on an axle **122** disposed rearwardly of the axle **116**. The axle **122** is connected between the two side frame members **56**. The two middle wheels **110** are rotationally mounted on an axle **124** disposed rearwardly of the axle **122**. The axle **124** extends through the two side frame members **56**. The axle **124** is connected at one end to the leg **62** so as to be rotationally fixed relative to the leg **62**. It is contemplated that the axle **124** could be integrally formed with the leg **62**. The two rear wheels **110** are rotationally mounted on an axle **126** (FIG. 9) disposed rearwardly of the axle **124**. The axle **126** is connected between the two side frame members **56** by track tensioning mechanisms **128**. The track tensioning mechanisms **128** hold the axle **126** inside slots **130** in the side frame members **56**. By turning fasteners **132** of the track tensioning mechanisms **128**, the longitudinal position of the axle **126** can be adjusted, thereby adjusting a tension in the track **106**. The arms **100** and the bracket **104** are connected to the side frame member **56** via the track tensioning mechanisms **128** so as to move together with the axle **126**. The six wheels **110** are arranged so as to roll on the internal surface of the track **106** laterally outwardly of the internal lugs **114**. Bushings **134** (one of which is shown in FIG. 12) are disposed around the axles **122**, **124**, **126** to keep the wheels **110** mounted on a same axle **122**, **124** or **126** spaced apart from each other.

The side frame members **56** are provided with vertical extensions **136** disposed forwardly of the leg **62** and extending above the track **106**. An axle **138** is connected to and extends between the two extensions **136**. Wheels **140** are rotationally mounted on the axle **138** so as to roll on an external surface of the track **106** laterally outwardly of the external lugs **112**, thereby applying a downward pressure on the track **106**. A bushing **142** is disposed around the axle **138** to keep the wheels **140** spaced apart from each other.

A braking system of the track assembly **54** will now be described in detail. The braking system is disposed on a right

side of the track assembly 54, but it is contemplated that it could be mounted on the left side of the track system. The braking system includes a housing 144 rotationally mounted on the right bushing 117. As previously mentioned, the right bushing 117 is mounted on the axle 116 of the sprocket wheel 108. As best seen in FIGS. 10 and 11, the housing 144 is disposed laterally between the right side frame member 56 and the sprocket wheel 108. The housing 144 defines an arm 146 extending upwardly from the axle 116. An upper end of the arm 146 defines an opening 148 through which a fastener (not shown) is inserted to connect a ball joint 150 to the arm 146. A rigid connection member in the form of a rod 152 is connected to the ball joint 150 and extends rearwardly therefrom to another ball joint 154. It is contemplated that the rod 152 could be replaced by other types of bars or rigid connection member. The ball joint 154 is connected to an upper end of an arm 156. The arm 156 extends upwardly from the axle 124. The arm 156 is connected to the axle 124 so as to be rotationally fixed relative to the axle 124. It is contemplated that the arm 156 could be integrally formed with the axle 124. It is contemplated that the arms 146 and 156 could extend downwardly from their respective axles 116 and 124. It is contemplated that the ball joints 150, 154 could be replaced with other types of connectors. It is also contemplated that the rod 152 could be connected directly to the arms 146, 156. As can be seen in FIGS. 10 and 11, the sprocket wheel 108 defines a brake drum 158. A brake pad assembly 160 is received inside the brake drum 158. The brake pad assembly 160 includes brake pads 162, spring(s) (not shown) biasing the brake pads 162 away from the brake drum 158, a mechanically actuated cam (not shown) for biasing the brake pad 162 against the brake drum 158, and other components typically found in brake pad assemblies. The brake pad assembly 160 is connected to the housing 144 such that when the brake pads 162 are biased against the brake drum 158, the torque generated is transferred to the housing 144. The mechanically actuated cam is connected to and activated by a lever arm 164 (FIG. 8) pivotally mounted on an outer side of the housing 144. The end of the lever arm 164 is connected to an end of a cable 166. The other end of the cable 166 is connected to a brake lever 26 (FIG. 1) provided on the right side of the handlebar 20. Braking of track assembly 54 is effected by pressing the brake lever 26 as will be described below. It is contemplated that the two brake levers 26, 168 could be replaced by a single brake lever effecting the braking of the track assemblies 54 and the track 22. It is contemplated that the cable 166 could be replaced by an electric or hydraulic actuator actuating the lever arm 164 in response to actuation of the brake lever 26. It is also contemplated that the cable 166 could be connected to an electric or hydraulic actuator pulling the cable 166 in response to actuation of the brake lever 26. It is contemplated that when an electric or hydraulic actuator is provided that the braking system could also be provided with an electronic controller and sensors to make it operated like an anti-lock braking system (ABS). It is also contemplated that the brake drum 158 could be replaced by a brake disk connected to or formed by the sprocket wheel 108 and that the brake pad assembly 160 could be replaced by a brake caliper assembly. It is also contemplated that the housing 144, brake drum 158, and brake pad assembly could be alternatively provided on one of the axles 122, 126 and a corresponding one of the wheels 110.

To brake the track assembly 54, the rider of the snowmobile 10 pulls on the brake lever 26. As a result, the cable 166 pulls on the lever 164, which turns the mechanically actuated cam of the brake pad assembly 160. The cam pushes the brake pads 162 against the brake drum 158, thus braking the

sprocket 108, which in turn brakes the track 106. The braking torque generated is transferred via the arm 146, ball joint 150, rod 152 and ball joint 154 to the arm 156. As mentioned above, the arm 156 is rotationally fixed relative to the axle 124 that is rotationally fixed relative to the leg 152. As such, a torque countering at least in part the braking torque generated about the axle 116 of the sprocket wheel 108 is generated about the axle 124. This counter torque counters, at least in part, the tendency that the track assembly 54 would otherwise have of rotating about the axle 124 when the brake system is actuated.

Turning now to FIGS. 13 to 15 an alternative embodiment of a left ski and front track assembly 50' of the snowmobile 10 will be described. For simplicity, elements of the ski and front track assembly 50' that are similar to those of the ski and front track assembly 50 described above have been labeled with the same reference numerals and will not be described again in detail herein.

The ski and front track assembly 50' is not provided with a rear ski element 60 and a bracket 78 described above. However, it is contemplated that one or both of these could be provided. The track assembly 54' has a side frame members 56' that are similar to the side frame members 56 described above except that they are not provided with the extensions 138. As such, the track assembly 54' also does not have the wheels 140 and their associated elements. The track assembly 54' includes a track 106', which as shown, is free of external and internal lugs. However, it is contemplated that the track 106' could have external lugs.

The sprocket wheel 108 described above is replaced by a wheel 108'. The wheel 108' has a larger diameter than the wheels 110. In the track assembly 54', the middle wheels 110 described above are rotationally mounted on an axle 170 disposed rearwardly of the axle 124. The axle 170 is connected between the two side frame members 56'. A wheel 172 is rotationally mounted to the axle 124. The wheel 172 has a larger diameter than the wheels 110 such that a top and bottom of the wheel 172 contact the internal side of the track 106'. Bushings 174 maintain the wheel 172 laterally centered relative to the track 106'.

The ski and front track assembly 50' has the same braking system as the ski and front track assembly 50 described above.

Turning now to FIGS. 16 to 19 an alternative embodiment of a left ski and front track assembly 50" of the snowmobile 10 will be described. For simplicity, elements of the ski and front track assembly 50" that are similar to those of the ski and front track assembly 50 and 50' described above have been labeled with the same reference numerals and will not be described again in detail herein.

The ski and front track assembly 50" includes a ski 200 and a front track assembly 54". The ski 200 defines an aperture 202 (FIG. 18) to receive the track assembly 54" therein. The ski 200 has front and rear ski elements 58" and 60" that extend forwardly and rearwardly of the track assembly 54" respectively. The ski 200 also has two side portions 204 located on each side of the track assembly 54". As such, the track assembly 54" is surrounded on all sides by the ski 200. The front ski element 58", the rear ski element 60", and the two side portions 204 are integrally formed. It is contemplated that the front ski element 58", the rear ski element 60", and the two side portions 204 could be connected to each other by other means. The front ski element 58" is upturned and has two generally longitudinally extending ridges 206. Front and rear fasteners 208 extend through both ridges 206 as shown. The fasteners 208 are provided to attach a handle 209 (shown only in FIG. 17) to the ski 200. Each side portion 204 of the ski 200

has a bracket **210** connected thereto by nuts **212** as will be described below. The track assembly **54**" is located laterally between the brackets **210**. A fastener (not shown) pivotally connects upwardly extending portions of the brackets **210** to downwardly extending tabs **214** of a leg **62**" about the axis **64** (FIG. 17). The central and upper portions of the leg **62**" connect the ski and front track assembly **50**" to the suspension assembly **52** in a manner similar to the one described above with respect to the leg **62**.

As best seen in FIG. 18, each one of the side portions **204** is provided with a runner **216** on a bottom side thereof. The runners **216** each have two upwardly extending threaded rods **218** passing through their corresponding side portions **204** and brackets **210**. The nuts **212** are fastened onto the rods **218** above the brackets **210** to connect the runners **216** and the brackets **210** to their respective side portions **204**. It is contemplated that the ski **200** could only have one runner **216**. As can be seen in an alternative embodiment of the ski and front track assembly **50**" shown in FIG. 20, the ski **200** has a left side portion **204** having a runner **216** and a right side portion **204**" without a runner **216** and having a flat bottom. As can be seen in another alternative embodiment of the ski and front track assembly **50**" shown in FIG. 21, the ski **200** has a right side portion **204** having a runner **216** and a left side portion **204**" without a runner **216** and having a flat bottom. As can be seen in FIGS. 20 and 21, on the side portion **204**" that does not have the runner **216**, the nuts **212** have been replaced with threaded fasteners **212**" to connect the corresponding bracket to the side portion **204**"

The track assembly **54**" includes an endless track **106**" disposed around two wheels **220**. It is contemplated that there could be more than two wheels **220**. As the snowmobile **10** moves forward or backward, the track **106**" turns around the wheels **220**. The wheels **220** are rotationally mounted on axles **221** that are connected to the ski **200**.

The track **106**" has a row of external lugs **112**" disposed on an outer side thereof. The external lugs **112**" each have a trapezoidal cross-section and are equally spaced apart from each other. It is contemplated that there could be more than one row of external lugs **112**", that there could be more than one shape of external lugs **112**", and that the spacing between the external lugs **112**" could vary. The track **106**" is vertically positioned and the height of the external lugs **112**" selected such that the external lugs **112**" at the bottom of the track **106**" extends about 1 inch (2.54 cm) below the runners **216**.

A cleat **222** is connected to each one of the external lugs **112**". For clarity, only some of the cleats **222** have been labeled in the figures. Each cleat **222** has an aperture used to insert each cleat **222** over its corresponding external lug **112**" such that each cleat **222** rests on the external side of the track **106**". Once a cleat **222** is inserted over its corresponding external lug **112**", the ends of each cleat **222** are bent around the edges of the track **106**" so as to extend along the internal side of the track **106**" as can be seen in FIG. 18. As can also be seen in FIG. 18, the central portion of the aperture **202** in the ski **200** is narrower than the track **106**". As such, the ends of the cleats **222** located on the bottom of the track **106**" about the bottom of the side portions **208**. This provides rigidity to the portion of the track **106**" that is in contact with the ground.

Turning now to FIGS. 22 to 24 an alternative embodiment of a left ski and front track assembly **300** of the snowmobile **10** will be described. For simplicity, elements of the ski and front track assembly **300** that are similar to those of the ski and front track assembly **50**, **50**" and **50**" described above have been labeled with the same reference numerals and will not be described again in detail herein.

The ski and front track assembly **300** includes a ski **302** and a front track assembly **304**. The ski **302** defines an aperture **306** (FIG. 24) to receive the track assembly **304** therein. The ski **302** has front and rear ski elements **58**" and **60**" that extend forwardly and rearwardly of the track assembly **304** respectively. The ski **302** also has two side portions **308** located on each side of the track assembly **304**. As such, the track assembly **304** is surrounded on all sides by the ski **302**. The front ski element **58**", the rear ski element **60**", and the two side portions **308** are integrally formed. It is contemplated that the front ski element **58**", the rear ski element **60**", and the two side portions **308** could be connected to each other by other means. A cover **310** is fastened to the front ski element **58**" and the front track assembly **304**. The cover **310** covers a front portion of the front track assembly **304**. A cover **311** is fastened to the rear ski element **60**" and the front track assembly **304**. The cover **311** covers a rear portion of the front track assembly **304**. The front ski element **58**" is upturned and has two generally longitudinally extending ridges **206**. A handle **312** is fastened at its front to the front of the ridges **206** and at its rear to the cover **310**.

Each side portion **308** of the ski **302** is fastened by nuts **212** to horizontal portions of the side frame members **314** of the track assembly **304**. As best seen in FIG. 24, each one of the side portions **308** is provided with a runner **216** on a bottom side thereof. The runners **216** each have two upwardly extending threaded rods **218** passing through their corresponding horizontal portions of the side frame members **314**. The nuts **212** are fastened onto the rods **218** above the horizontal portions of the side frame members **314** to connect the runners **216** and the horizontal portions of the side frame members **314** to their respective side portions **308**. It is contemplated that the ski **302** could only have one side portion **308**.

A leg **316** has a pair of downwardly extending tabs **318**. The side frame members **314** of the track assembly **304** are disposed between the tabs **318**. Each tab **318** is pivotally connected to its corresponding side frame member **314** about a generally horizontal axis **64**. It is contemplated that the leg **316** could have only one tab **318**. The suspension assembly **52** is connected to the leg **316**. The side frame members **314** have angled surfaces **320** that act as stoppers to limit the pivoting of the ski and front track assembly **304** about the axis **64**.

The track assembly **54** includes an endless track **320**. The endless track **320** is disposed around a pair of front pulleys **322**, a pair of rear pulleys **324**, a pair of central wheels **326**, front idler wheels **328** and rear idler wheels **330**. It is contemplated that there could be more or less wheels and pulleys. As the snowmobile **10** moves forward or backward, the track **320** turns around the pulleys **322**, **324** and the wheels **326**, **328**, **330**. The track **320** has three rows of external lugs **332** (only some of which are labeled for clarity) disposed on an outer side thereof. The external lugs **332** each have the same shape. In each row of external lugs **332**, the lugs **332** are equally spaced apart from each other. As can be seen the external lugs **332** of the left and right rows are longitudinally aligned with each other and the external lugs **332** of the central row are longitudinally offset from those of the other two rows. It is contemplated that there could be more or less than three rows of external lugs **332**, that there could be more than one shape of external lugs **332**, and that the spacing between the external lugs **332** could vary. As best seen in FIG. 24, the track **320** also has two belts **334** disposed on an inner side thereof. The belts **334** each have a trapezoidal cross-section. The belts **334** are received in the pulleys **322**, **324**.

The front pulleys **322** are disposed at a front of the track assembly **304**. As best seen in FIG. 24, the pulleys **322** are mounted on and fastened to a hollow shaft **336**. The hollow

shaft 336 is rotatably mounted on an axle 338 via bearings 340. The axle 338 extends through the side frame members 314. Retaining disks 342 are disposed between the axle 338 and the side frame members 314. A bolt (not shown) passes through the axle 338 and has a nut (not shown) that is fastened on its end to fasten the axle 338 to the side frame members 314. The front pulleys 322 roll and engage the belts 324 as the track 320 turns.

The rear pulleys 324 are disposed at a rear of the track assembly 304. The pulleys 324 rotatably mounted on an axle 344 via bearings (not shown). The axle 344 passes through a centrally positioned rail 345. The axle 344 extends through oblong openings 346 in the side frame members 314. Retaining disks 348 are disposed between the axle 344 and the side frame members 314. A bolt (not shown) passes through the axle 344 and has a nut (not shown) that is fastened on its end to fasten the axle 344 to the side frame members 314. The tension in the endless track 320 can be adjusted by changing the position of the axle 344 in the slot of the rail 345 and the openings 346. The rear pulleys 324 roll and engage the belts 324 as the track 320 turns.

The two central wheels 326 are rotationally mounted via bearing 350 (see the embodiment of FIG. 25) on an axle 352 disposed between the axle 338 and 344. The wheels 326 have a slightly smaller diameter than the pulleys 322, 324. The axle 352 extends through the rail 345 and the two side frame members 314. The axle 352 is coaxial with the axis 64. A fastener 353 (see the embodiment of FIG. 25) fastens the axle 352 to the rail 345. The axle 352 is connected to the tabs 318 of the leg 316. Retaining disks 354 are disposed between the axle 352 and the side frame members 314. A bolt (not shown) passes through the tabs 318 and the axle 352 and has a nut (not shown) that is fastened on its end to fasten the axle 352 to the leg 316. The central wheels 326 are disposed laterally inwardly of the belts 324. The outer sides of the wheels 326 abut the inner sides of the belts 324 at the top and bottom of the track 320. The central wheels 326 roll along the inner surface of the bottom of the track 320 as the track 320 turns.

The front idler wheels 328 are rotationally mounted via bearings (not shown) on an axle (not shown) passing through the rail 345 and disposed between the axles 338 and 352. The idler wheels 328 have a smaller diameter than the central wheels 326. A fastener 356 fastens the axle to the rail 345. A bolt 358 passes through the axle and has a nut (not shown) that is fastened on its end to retain the idler wheels 328 on the axle. The idler wheels 328 are disposed laterally inwardly of the belts 324 and are laterally aligned with the central wheels 326. The outer sides of the idler wheels 328 abut the inner sides of the belts 324 at the bottom of the track 320. The idler wheels 328 roll along the inner surface of the bottom of the track 320 as the track 320 turns.

The rear idler wheels 330 are rotationally mounted via bearings (not shown) on an axle (not shown) passing through the rail 345 and disposed between the axles 344 and 352. The idler wheels 330 have a smaller diameter than the central wheels 326. A fastener 360 fastens the axle to the rail 345. A bolt 362 passes through the axle and has a nut (not shown) that is fastened on its end to retain the idler wheels 330 on the axle. The idler wheels 330 are disposed laterally inwardly of the belts 324 and are laterally aligned with the central wheels 326. The outer sides of the idler wheels 330 abut the inner sides of the belts 324 at the bottom of the track 320. The idler wheels 330 roll along the inner surface of the bottom of the track 320 as the track 320 turns.

A braking system of the track assembly 304 will now be described with respect to FIGS. 23 and 24. The braking system is disposed on a right side of the track assembly 304, but

it is contemplated that it could be mounted on the left side of the track system. The braking system includes a brake disk 364 integrally formed with the hollow shaft 336. It is contemplated that the brake disk 364 could be separate from the shaft 336 and be fixedly connected to the shaft 336. As can be seen, the brake disk 364 is disposed laterally between the front pulleys 322. Brake calipers 366 are disposed on either side of the brake disk 364 behind the hollow shaft 336. A suitable actuation mechanism, such as, for example, a hydraulic piston, is operatively connected to the brake calipers 366 to allow the calipers 366 to squeeze the brake disk 364 therebetween. The actuation mechanism is operatively connected to the brake lever 26, such that when the driver of the snowmobile 10 actuates the brake lever 26, the brake calipers 366 apply a braking force to the brake disk 364. The brake calipers 366 are held on a bracket 368 rotationally mounted on the axle 338 via bearing 370. When the brake calipers 366 squeeze the brake disk 364, the torque generated is transferred to the bracket 368. The bracket 368 defines an upwardly extending arm 372. An upper end of the arm 372 defines an opening through which a fastener (not shown) is inserted to connect a ball joint 150 to the arm 370. A rigid connection member in the form of a rod 152 is connected to the ball joint 150 and extends rearwardly therefrom to another ball joint 154. The ball joint 154 is connected to an upper end of an arm 374. The arm 374 is connected to the right tab 318 of the leg 316 above the axle 352.

To brake the track assembly 304, the rider of the snowmobile 10 pulls on the brake lever 26. As a result, the actuation mechanism causes the calipers 366 to squeeze the brake disk 364 therebetween, thus braking the hollow shaft 336 and the front pulleys 322, which in turn brakes the track 320. The braking torque generated is transferred via the arm 372 of the bracket 368, ball joint 150, rod 152 and ball joint 154 to the arm 374. As mentioned above, the arm 374 is fixed relative to the leg 316. As such, a torque countering at least in part the braking torque generated about the axle 338 is generated about the axle 352. This counter torque counters, at least in part, the tendency that the track assembly 304 would otherwise have of rotating about the axle 352 when the brake system is actuated.

In an alternative embodiment of the ski and front track assembly 300 shown in FIG. 25, a ski and track assembly 400 has a ski 402 disposed to the left of the front track assembly 304. The ski 402 has a single runner 216 disposed on a right side of the ski near the front track assembly 304. As can be seen, the leg 316 has been replaced with the leg 62. In another alternative embodiment (not shown), the ski is disposed to the right of the front track assembly 304. In such an embodiment, a single runner 216 is disposed on a left side of the ski near the front track assembly 304.

Modifications and improvements to the above-described embodiments of the present invention may become apparent to those skilled in the art. The foregoing description is intended to be exemplary rather than limiting. The scope of the present invention is therefore intended to be limited solely by the scope of the appended claims.

What is claimed is:

1. A track assembly for a vehicle comprising:
 - an endless track;
 - a frame member;
 - a first axle connected to the frame member and disposed at least in part inside the track;
 - a first wheel disposed inside the endless track and rotationally mounted to the first axle;
 - a second axle connected to the frame member and disposed at least in part inside the track;

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- a second wheel disposed inside the endless track and rotationally mounted to the second axle;
 a leg connected to the second axle and being pivotably connected to the frame member;
 a brake assembly operatively connected to the first wheel;
 and
 a rigid connection member operatively connected between the brake assembly and one of:
 the second axle, wherein the second axle is rotationally fixed relative to the leg; and
 the leg,
 the rigid connection member providing a torque against pivoting of the leg with respect to the frame member upon actuation of the brake assembly.
2. The track assembly of claim 1, wherein the rigid connection member is operatively connected between the brake assembly and the second axle, and the second axle is rotationally fixed relative to the leg.
3. The track assembly of claim 2, further comprising:
 a housing rotationally mounted on the first axle and housing at least in part the brake assembly, the brake assembly being connected to the housing; and
 an arm connected to the second axle and being rotationally fixed relative to the second axle;
 wherein the rigid connection member is operatively connected between the housing and the arm.
4. The track assembly of claim 3, wherein:
 the arm is a first arm;
 the housing defines a second arm; and
 the rigid connection member is operatively connected between the first and second arms.
5. The track assembly of claim 1, wherein the second wheel is two second wheels.
6. The track assembly of claim 1, further comprising:
 a third axle connected to the frame member and disposed at least in part inside the track; and
 a third wheel disposed inside the endless track and rotationally mounted to the third axle;
 wherein the second axle is disposed between the first and third axles.
7. The track assembly of claim 6, wherein the first axle is disposed forwardly of the second axle.
8. The track assembly of claim 6, wherein the third wheel is two third wheels.
9. The track assembly of claim 1, wherein the rigid connection element is a rod.
10. The track assembly of claim 1, wherein the first wheel is a sprocket wheel.
11. The track assembly of claim 1, wherein the first wheel is a pulley.
12. The track assembly of claim 1, wherein:
 the first wheel defines a brake drum; and
 the brake assembly is a brake pad assembly disposed at least in part inside the brake drum.
13. The track assembly of claim 1, wherein the brake assembly includes a brake disk and at least one brake caliper, the brake disk being rotationally fixed relative to the first wheel.
14. A snowmobile comprising:
 a frame defining a tunnel;

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- a motor mounted to the frame;
 a seat disposed on the tunnel;
 a first track assembly disposed under the tunnel and being operatively connected to the motor to be driven by the motor;
 a handlebar mounted to the frame at least in part forwardly of the seat; and
 at least one second track assembly disposed forwardly of the first track assembly and being operatively connected to the handlebar to be steered by the handle bar, the at least one second track assembly being the track assembly of claim 1.
15. The snowmobile of claim 14, wherein the at least one second track assembly is two second track assemblies disposed on opposite sides of a longitudinal centerline of the snowmobile.
16. A ski and front track assembly comprising:
 a track assembly including:
 an endless track; and
 at least two wheels disposed inside the track, at least one of the at least two wheels being disposed forwardly of at least one other of the at least two wheels; and
 a front ski element connected to the track assembly and extending forwardly therefrom, the front ski element being pivotable about a steering axis together with the track assembly.
17. The ski and front track assembly of claim 16, further comprising a rear ski element connected to the track assembly and extending rearwardly therefrom.
18. The ski and front track assembly of claim 16, further comprising two side frame members;
 wherein the at least two wheels are disposed between the two side frame members; and
 wherein the front ski element is connected to at least one of the at least two side frame members.
19. The ski and front track assembly of claim 16, further comprising a leg, at least one of the at least two wheels being rotationally connected to the leg.
20. A snowmobile comprising:
 a frame defining a tunnel;
 a motor mounted to the frame;
 a seat disposed on the tunnel;
 a track assembly disposed under the tunnel and being operatively connected to the motor to be driven by the motor;
 a handlebar mounted to the frame at least in part forwardly of the seat; and
 at least one ski and front track assembly disposed forwardly of the track assembly and being operatively connected to the handlebar to be steered by the handle bar, the at least one ski and front track assembly being the ski and front track assembly of claim 16.
21. The snowmobile of claim 20, wherein the at least one ski and front track assembly is two ski and front track assemblies disposed on opposite sides of a longitudinal centerline of the snowmobile.
22. The ski and track assembly of claim 16, wherein the front ski element comprises a ski plate and a bracket connecting the ski plate to the track assembly.

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