



US005829843A

**United States Patent** [19]  
**Eikhoff**

[11] **Patent Number:** **5,829,843**  
[45] **Date of Patent:** **Nov. 3, 1998**

- [54] **WHEEL APPLIQUE AND LOCK**
- [75] Inventor: **Ted E. Eikhoff**, Grosse Pointe, Mich.
- [73] Assignee: **McKechnie Vehicle Components**, Troy, Mich.
- [21] Appl. No.: **863,965**
- [22] Filed: **May 27, 1997**

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**Related U.S. Application Data**

- [60] Provisional application No. 60/029,654, Oct. 28, 1996.
- [51] **Int. Cl.<sup>6</sup>** ..... **B60B 7/06**
- [52] **U.S. Cl.** ..... **301/37.43; 301/37.36**
- [58] **Field of Search** ..... 301/37.1, 37.42, 301/37.43, 37.35, 37.36

**FOREIGN PATENT DOCUMENTS**

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*Primary Examiner*—Russell D. Stormer  
*Attorney, Agent, or Firm*—Bliss McGlynn, P.C.

[56] **References Cited**

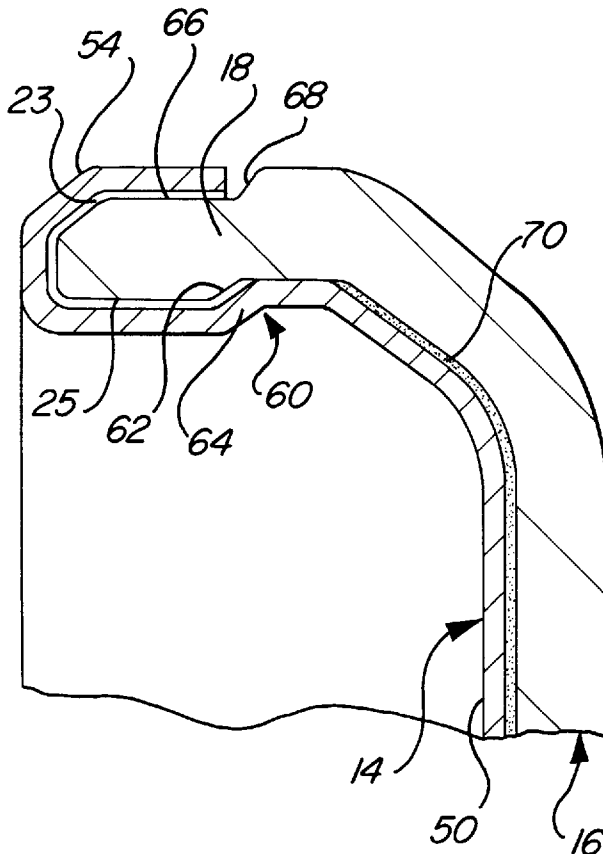
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[57] **ABSTRACT**

A wheel assembly (10) includes a vehicle wheel (12) and an ornamental applique (14) which may be chrome plated, painted, etc. The applique (14) includes an extension flange (54) which extends over the peripheral edge of the rim flange (18). Further, the applique (14) is locked to the rim flange (18) by a shoulder (64) coacting with the rim flange (18).

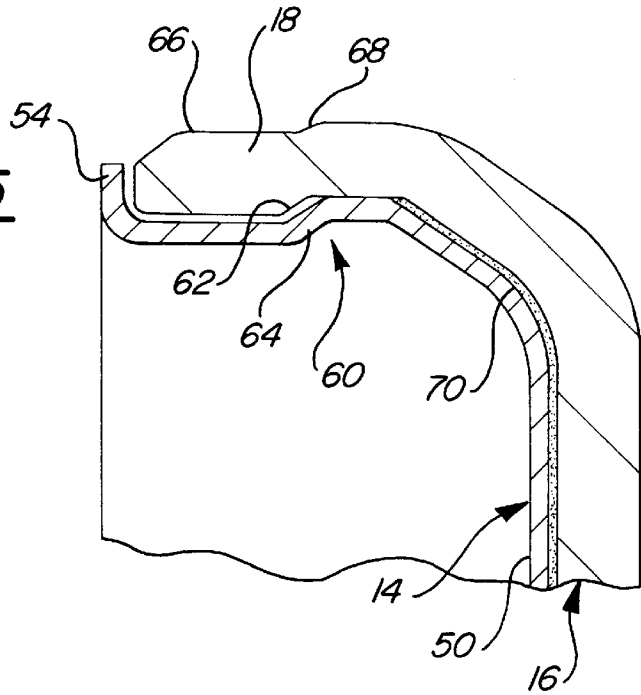
**6 Claims, 3 Drawing Sheets**



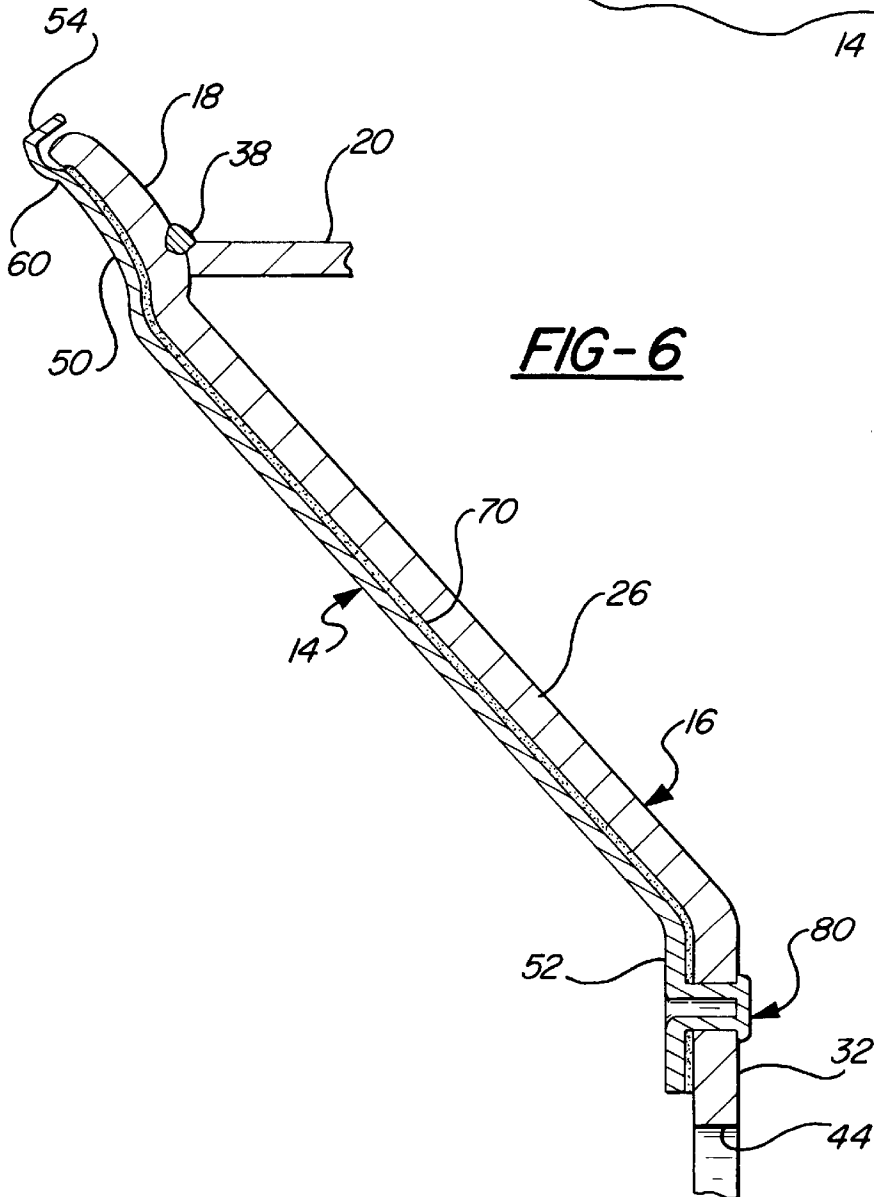




**FIG-5**



**FIG-6**



## WHEEL APPLIQUE AND LOCK

## RELATED APPLICATIONS

This application is a continuation-in-part of U.S. Provisional application Ser. No. 60/029,654 filed Oct. 28, 1996.

## BACKGROUND OF THE INVENTION

## 1. Technical Field

The invention relates to vehicle wheels of the type having an ornamental applique secured over the wheel for aesthetic purposes.

## 2. Related Art

It is becoming more popular to utilize ornamental wheel appliques on vehicle wheels to decorate the external surface thereof to improve the aesthetics of plain steel wheels or any other type of wheel. It is less expensive to place wheel appliques over steel wheels, as compared to the forming and finishing of aluminum alloy wheels.

One example of a wheel assembly with such an applique is illustrated in U.S. Pat. No. 5,368,370 issued Nov. 29, 1994 in the name of Beam, and assigned to the assignee of the subject invention. The applique follows the contour of the wheel and is adhered to the wheel face by an adhesive. The applique is locked under the rim flange of the wheel to further secure the applique to the wheel.

U.S. Pat. No. 3,726,566 issued Apr. 10, 1973 illustrates a wheel cover which includes lips which circumferentially extend about the entire periphery of the wheel cover end rim.

German Patent DE 28 13 412 discloses a wheel cover with the edges thereof profiled to grip into fitting grooves.

There are general requirements for any wheel assembly having a permanent ornamental surface treatment. There should be access to the lug nuts. Tire mounting/demounting machinery should be able to operate without damaging the ornamental surface treatment. The wheel assembly should be capable of receiving the standard clip-on balance weights at the rim flanges. There can be no loose components which would cause vibration and noise. The ornamental surface treatment should be secured so that it will not become accidentally disassembled or stolen. The wheel assembly should be durable so that it will not rust or corrode. And finally, the permanent ornamental surface treatment should be economical relative to other prior art surface treatments and ornamentation.

## BRIEF DESCRIPTION OF THE DRAWINGS

Other advantages of the present invention will be readily appreciated as the same becomes better understood by reference to the following detailed description when considered in connection with the accompanying drawings wherein:

FIG. 1 is an exploded view of the preferred embodiment of the vehicle wheel assembly with a tire mounted to the rim;

FIG. 2 is an exploded view of alternative embodiment;

FIG. 3 is a cross-sectional view of the applique and wheel taken along line 3—3 of FIG. 1;

FIG. 4 is an enlarged view of the rim flange and extension member;

FIG. 5 is an enlarged view of an alternative embodiment of the rim flange and extension member; and

FIG. 6 is a cross-sectional view of a second alternative of the wheel assembly.

## DESCRIPTION OF THE PREFERRED EMBODIMENT(S)

A vehicular wheel assembly according to the subject invention is generally shown at **10** in the Figures. Throughout the different embodiments, like members are shown with like reference numerals, different embodiments being distinguished by the use of primed numerals. The wheel assembly **10** includes a wheel **12** and an applique **14** which provides a permanent ornamental surface treatment, such as chrome-plated stainless steel.

The wheel **12** includes an annular rim **16**, defining a central axis A. The rim **16** includes a pair of rim flanges **18** (See FIG. 3) spaced on opposite sides of a well portion **20**, over which a standard tube-type or tubeless tire **22** is mounted. A bead seat radius **24** is interposed between each of the rim flanges **18** and the well portion **20** for retaining the tire beads (not shown) of the tire **22**. U.S. Pat. No. 5,368,370, assigned to the assignee hereof, is incorporated by reference to provide additional information of common wheel designs and basic teachings of the applique. The bead seat radius is on the inward side **23** of the rim flanges **18** with the outward side **25** provided on the wheel face.

A spider **26** is concentrically fixed within the rim **16** for connecting to a rotating hub **28**. The spider **26** generally includes a plurality of spokes **30** which radiate from a center section **32** to a spoke flange **34**. Venting spaces **36** are interposed between adjacent spokes **30**. The spoke flange **34** interconnects with the rim **16**. However, well-established distinctions may become somewhat obscured in some type of wheels, such as the cast "full face" type, with the spider **26** extending integrally into the outer rim flange **18**. However, any type of wheel face design can be used. In the illustrated embodiment of FIGS. 1 and 2, an aluminum wheel is shown, though any material wheel may be used with the subject invention.

With some wheel types, a weld line **38** may be present at the outer bead seat radius **24**, such as in a steel wheel of the full face type, as illustrated in an alternative embodiment of FIG. 6. The effect of the weld line is that considerable surface disturbance is created on the visible side of the wheel assembly **10**, in the area of the rim flange **18** and the spoke flange **34**. In conventional prior art chrome plating situations, extensive surface preparation of this area of the wheel would be required due to the trauma induced by the weld line. Because chrome plating inherently amplifies all surface flaws, extra care would normally be required to prepare this area adjacent the weld line **38** prior to chrome plating the wheel.

The center section **32** of the spider **26** includes a center hole **40** for receiving the protruding portion of the hub **28** and its dust cap. As shown in FIGS. 1 and 2, various cap or cover **42** options are available for aesthetically trimming the center hole **40**. In FIG. 1, the cover **42** for a steel wheel is generally frustoconical. In FIG. 2, the cover **42** for an aluminum wheel is a flat plate-like member. It should also be appreciated that different designs of wheel appliques **14** may not require or utilize a hub **28**.

Disposed circumferentially about the center hole **40** are a plurality of lug stud holes **44**. Standard threaded lug studs **46** extending from the hub **28** pass through the holes **44**. As commonly known, lug nuts **48** are threaded onto the studs **46** to secure the wheel assembly **10** to the hub **28**.

Preferably, the rim **16** and the spider **26** sections of the assembly **10** are manufactured from fabricated or cast aluminum as illustrated in both FIGS. 1 and 2. Alternatively, as shown in FIG. 6, the rim **16** and spider **26** sections can be

manufactured from fabricated steel or any other material commonly known in the art.

The wheel assembly 10 includes the ornamental applique 14 formed of a uniform thickness material, such as sheet steel or stainless steel. The applique 14 overlaps the rim 16, the spider 26 and rim flange 18 to present an ornamental surface treatment to the visible outer portions of the assembly 10. The applique 14 has an annular outer connecting portion 50 disposed adjacent the outer rim flange 18 and the spoke flange 34 of the spider 26. The applique 14 also includes an annular inner connecting portion 52 generally overlying at least a portion of the center section 32. The applique 14 also includes an extension flange portion 54 which wraps around the rim flange 18.

Further, the applique 14 includes a plurality of vent openings 56 aligned between the spokes 34 of the spider 26. The vent openings 56 are radially positioned between the inner 52 and the outer 58 connecting portions. Preferably, the vent openings 56 correspond with the vent spaces 36 of the wheel 12. The vent openings 56 may vary from the spoke 24 configuration so that different and unique ornamental designs can be achieved. In some cases, the number of vent openings 40 need not be equal to the number of vent spaces 36.

The applique 14 further includes a locking member 60 in the outer connecting portion 50 for mechanically locking the applique 14 to the rim flange 18. The locking member 60 maintains the applique 14 in pressing, compressive contact with adhesive 70 to ensure proper adhesion and thereby prevent the applique 14 from becoming disconnected from the rim 16 and spider 26 during operation. The locking members 60 also maintains the applique 14 to the wheel 12 when little or no adhesive 70 is utilized.

The locking member 60 includes an annular rim catch or shoulder 62 formed in the outward side 25 of the rim flange 18. An annular locking shoulder 64 of the outer connecting portion 50 of the applique 14 engages the annular rim catch 62 to hold the applique 14 in place while the adhesive 70 cures, and thereafter. Preferably, the locking shoulder 64 is forced into engagement behind the catch 62 so that a spring-like pressure is exerted against the adhesive 70 by the applique 14.

Extending from the locking shoulder 64 is the extension flange portion 54 which extends along the rim 16, through a bend, and extends at least over the top or peripheral rim edge of the rim 16 to the inward side 23 (L-shaped) thereof as illustrated in FIG. 5, and alternatively, extends over the top of the rim flange 18 to encase the rim flange 14 (U-shaped) as illustrated in FIG. 4. In this latter embodiment, the edge of the extension flange portion 54 abuts or lies within a rim relief area 66 and adjacent a rim shoulder 68, provided in the inward side 23 to provide a somewhat flush or level surface between the extension flange 54 and inner rim 16. The extension flange 54 provides further decorative appearance of the spider and rim by disallowing the edge of the rim flange 18 to be visually exposed. In the prior art, the rim 16 in this portion may discolor or corrode (rust) distorting the decorative appearance of the wheel applique or applique 14. In this manner, the wheel applique 14 may be slid over the wheel and pressed to allow the locking shoulder 64 to snap against the catch 62 to retain the applique 14, with the extension flange portion 54 encasing the rim flange 18.

The applique 14 may also include a plastically deformed section 80 (See FIG. 6) in the inner connecting portion 52 as discussed in U.S. Pat. No. 5,368,370 issued Nov. 29, 1994, and incorporated by reference herein.

The inner connecting portion 52 of the applique 14 may or may not extend radially inwardly as far as the lug and stud holes 44. If the inner connecting portion 52 extends over the lug stud holes 44, corresponding apertures 72 are aligned over each of the lug stud holes 44 to permit passage of the studs 46. The specific configuration of the cap 42 determines the inward extent of the inner connecting portion 52. FIG. 2 shows an embodiment of the invention where the inner connecting portion 52 does not extend over the lug stud holes 44, because the cap 42 completely covers the lug nuts 48.

In FIG. 3, a cross section of one spoke 30 is shown with the overlying portion of the applique 14. The applique 14 extends into the vent opening 40, radially inwardly of the spokes 30. In other words, the entire outboard or visible surface of the wheel is covered by the applique 34 in the preferred embodiment. However, for aesthetic purposes, it may be desirable to cover only a portion of the wheel 12. This construction further rigidifies the applique 14, eliminates sharp edges to prevent cuts, and also helps seal or protect the adhesive 70 from direct contact with debris and the elements. This further helps prevent the applique 14 from rotating upon the spider 26 and assists in the alignment of the applique 14 over the spider 26 during assembly.

The adhesive 70 of substantially uniform thickness is provided for permanently bonding the applique 14 to the rim 16 and the spider 26 along overlapping surface areas. Preferably, the adhesive 70 is an epoxy material applied in a tacky, uncured condition between the wheel 12 and applique 14. When the adhesive 70 comprises an epoxy material, there is naturally a required drying or curing time. In practice, the adhesive 70 may be applied to the inner surface of the applique 14 or the outer surface of the wheel face, i.e. the rim 16 and spider 26. Favorable results have been achieved when the thickness of the adhesive 70 is less than twice the thickness of the applique 34. When the adhesive 70 is applied and the applique 14 assembled to the wheel 12, the locking member 60 compresses the adhesive between the applique 14 and wheel 12 to allow curing of the adhesive 70 and for further securement thereof. Alternatively, instead of using a glue type substance, the adhesive 70 may comprise double-sided tape or the like. Regardless of the specific adhesive 70 employed, it must be heat resistant so that its holding power is not compromised under high heat conditions.

The adhesive 70 is generally provided in the area of the inner and outer connecting portions 52, 50. However, the extension flange portion 54 may or may not utilize adhesive 70 which will not effect the securement of the applique 14 to the wheel. Alternatively, a bead of adhesive 70 may be placed at the tip of the rim flange 18 near the inside and/or outside corners thereof (see FIG. 4) which is compressed upon assembly.

The subject wheel assembly 10 is formed by the steps of forming the annular rim 16 with a pair of rim flanges 18, forming the spider 26 with a plurality of spokes 30 and interposed venting spaces 36, supporting the spider 26 concentrically within the rim 16, pre-forming an ornamental applique 14 with annular outer and inner connecting portions 50, 52 and the extension flange portion 54, applying an adhesive 70 between the applique 14 and rim 16, positioning the applique 14 centrally over the spider 26 and the rim 16 and around the rim flanges 18 while aligning the applique vent openings 56 in the spaces between the spokes 30, compressing the adhesive 70 into a substantially uniformly thick space between the applique 14 and the spider 26, and mechanically maintaining the compressing step until the adhesive 70 is set.

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The steps of forming the applique **14** includes forming the inner and outer connecting portions **52**, **50** with the vent openings **56** and forming the extension flange **54** as a generally L or U-shape to slide over the rim flange **18**. Thereafter, the applique **14** is snapped onto the wheel **12**.

The step of mechanically maintaining the adhesive **70** in compression between the applique **14** and the spider **26** and the rim **16** includes forming an annular catch **62** in the outer rim flange **18**, and force fitting the locking shoulder **64** of the applique **14** into the catch **62**.

The method further includes plating the applique **14** with a metallic composition containing a percentage of chromium prior to positioning the applique over the spider **26** and rim **16**. This plating step is accomplished using well-known electro-plating technology.

The subject wheel assembly **10** as constructed in accordance with the preferred embodiment described above creates a functional and durable composite wheel assembly **10** having a permanent ornamental chromium surface treatment at a relatively low cost. The wheel assembly **10** is constructed to permit access of tire mounting equipment and the normal inclusion of balance weights about the rim flanges **18**. Further, the assembly **10** is permanently fixed so as to preclude theft of components or accidental loss of the applique **14**. Further, the full surface adhesive **70** fixation technique creates an assembly **10** which will not vibrate between the applique **14** and the remainder of the assembly **10**.

In the subject design, the ornamental applique **34** may be of steel or other metal material, but may also be of plastic with a finished decorative outer surface. Such plastic surfaces have been either chrome plated, painted, etc.

In the preferred embodiment, the applique **14** is fabricated from a uniform thickness material in a stamping or die forming operation. It will be readily appreciated that such a forming technique is quick, easy and relatively inexpensive. The extension flange portion **54** and locking shoulder **64** may be formed in the same die forming operation with tools and dies. Alternatively, the outer and inner connecting portions **50**, **52** may be die formed and the locking shoulder **64** and bent extension flange being contoured by a spun forming process. Various types of surface finishing may be utilized, such as chrome plating, painting, metal brushing, etc. Furthermore, the adhesive **70** may be used, but it is also possible to omit the adhesive **70** due to the locking shoulder **64**. The adhesive **70** is useful also in sealing the area behind the wheel applique **14** and to the spider **20**. The shape and decorative design of the wheel applique or skin **14** may vary and may either cover some of the wheel apertures or vents, as desired. Furthermore, additional fasteners may be utilized to fasten the wheel applique to the wheel directly at the center. In this case, the inner connecting portion **52** extends inwardly as far as the lug stud holes, and provides clearance for the lug stud fasteners **48**. Also, separate fasteners may be placed through apertures between the lug stud holes from the backside into apertures in the wheel applique to secure the wheel applique to the wheel directly. It is to be appreciated

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that other designs of wheel appliques would be encompassed within the teachings herein.

Though the invention has been described with an applique **14** which follows the contour of the wheel **12**, the subject invention may also be used with an applique which has a different contour than the wheel, as disclosed in U.S. Ser. No. 098/739,035 filed Oct. 28, 1996. A structural insert between the applique and wheel may be used to modify the contour of the final wheel from the wheel contour, while still using the extension flange and locking member.

The present invention has been described in an illustrative manner. It is to be understood that the terminology which has been used is intended to be in the nature of words of description rather than of limitation.

Many modifications and variations of the present invention are possible in light of the above teachings. Therefore, within the scope of the appended claims, the present invention may be practiced other than as specifically described.

I claim:

**1.** A method of making a vehicle wheel assembly having an ornamental surface treatment, the method including the steps of:

providing a vehicle wheel having an annular rim and a rim flange with a spider concentrically fixed between the rim for connecting to a rotating hub;

forming an applique having an annular outer connecting portion to be disposed adjacent the rim flange, and having an inner connecting portion;

forming a locking shoulder in the outer connecting portion to be snapped against the rim flange;

forming an extension flange from the outer annular connecting portion having a bend to extend over a peripheral edge of the rim flange;

and placing the formed applique over the vehicle wheel and locking the shoulder against the rim flange with the extension flange overlapping the peripheral edge of the rim flange.

**2.** A method as set forth in claim **1** further including forming an annular catch in the rim flange for receiving and retaining the locking shoulder.

**3.** A method as set forth in claim **2** further including providing the rim flange having the peripheral rim edge separating an inward side adjacent a tire and an outward side receiving the applique, and forming the extension flange to extend around the outward side and about the peripheral rim edge to the inward side of the rim flange.

**4.** A method as set forth in claim **3** further including forming the extension flange to extend over the inward side of the rim flange.

**5.** A method as set forth in claim **1** further including applying an adhesive to one of the rim or applique, prior to placing the applique over the wheel.

**6.** A method as set forth in claim **4** further including forming a relief on the inward side of the rim flange extending to a rim shoulder, and placing the extension flange with the relief and adjacent the rim shoulder.

\* \* \* \* \*

UNITED STATES PATENT AND TRADEMARK OFFICE  
**CERTIFICATE OF CORRECTION**

PATENT NO. : 5,829,843  
DATED : November 3, 1998  
INVENTOR(S) : Ted E. Eikhoff

Page 1 of 1

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

Column 1,

Line 60, delete "taken along line 3-3 of Figure 1".

Column 2,

Line 22, after "radius" insert -- 24 --.

Column 3,

Line 16, delete "34" and insert -- 30 --.

Line 18, delete "58" and insert -- 50 --.

Line 21, delete "24" and insert -- 30 --.

Line 23, delete "40" and insert -- 56 --.

Line 23, delete "40" and insert -- 56 --.

Column 4,

Line 14, delete "34" and insert -- 14 --.

Line 34, delete "34" and insert -- 14 --.

Column 5,

Line 42, delete "bent extension flange" and insert -- extension flange 54 --.

Line 48, delete "20" and insert -- 26 --.

Line 54, after "holes" insert -- 44 --.

Signed and Sealed this

Eighth Day of October, 2002

Attest:



Attesting Officer

JAMES E. ROGAN  
Director of the United States Patent and Trademark Office