

- [54] **CORNERING LIGHT SYSTEM FOR TWO-WHEELED VEHICLES**
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- [73] **Assignees:** Marvin H. Kleinberg, Inc.; Richard Morganstern Inc.; Seymour A. Scholnick, all of Beverly Hills, Calif.
- [22] **Filed:** Mar. 24, 1975
- [21] **Appl. No.:** 561,649
- [52] **U.S. Cl.** 240/7.55; 240/7.1 R; 240/8.24
- [51] **Int. Cl.²** B62V 5/00; B60Q 1/12
- [58] **Field of Search** 240/7.1 R, 7.55, 62 R, 240/62.2, 62.4, 58, 8.24

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FOREIGN PATENTS OR APPLICATIONS

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Primary Examiner—George H. Miller, Jr.
Attorney, Agent, or Firm—Seymour A. Scholnick

[57] **ABSTRACT**

A cornering light system has a left beam and a right beam, each having a novel combination of cross sectional shape and orientation with respect to the vehicle. The cross sectional shape and orientation used have been found to provide optimum illumination of the roadway in the direction of turn. A two-wheeled vehicle necessarily leans toward the inside of the turn when cornering. As the vehicle tilts the appropriate beam is tilted into an efficient orientation for illuminating the roadway. An electrical switch activated by tilt of the vehicle is provided to operate the appropriate beam only when the vehicle is actually cornering.

- [56] **References Cited**
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8 Claims, 13 Drawing Figures

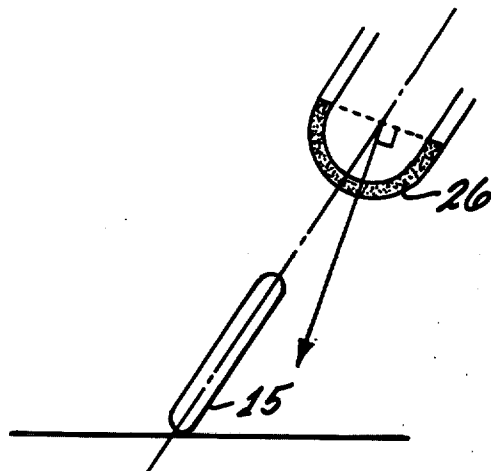
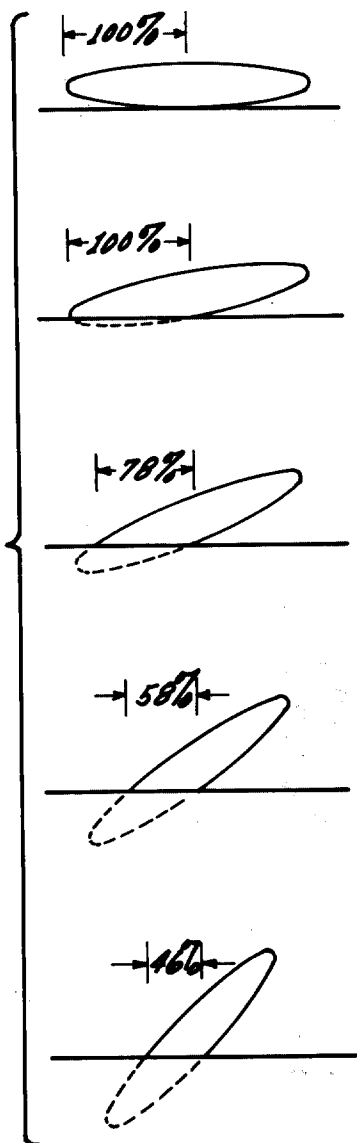


Fig. 1
PRIOR ART



0°, VEHICLE UPRIGHT (NOT TURNING) LATERAL ILLUMINATION IS 100%.

VEHICLE BANKED AT 10° ILLUMINATION INTO TURN NOT AFFECTED.

VEHICLE BANKED AT 22° ILLUMINATION INTO TURN REDUCED BY 22%

VEHICLE BANKED AT 35° ILLUMINATION INTO TURN REDUCED BY 42%

VEHICLE AT 45° PRACTICAL MAXIMUM LEAN ANGLE. ILLUMINATION INTO TURN REDUCED BY 54%.

Fig. 11

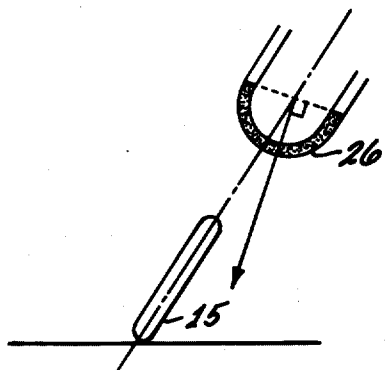
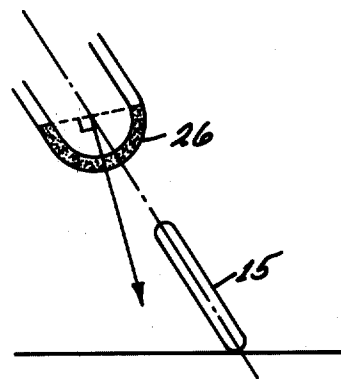


Fig. 12



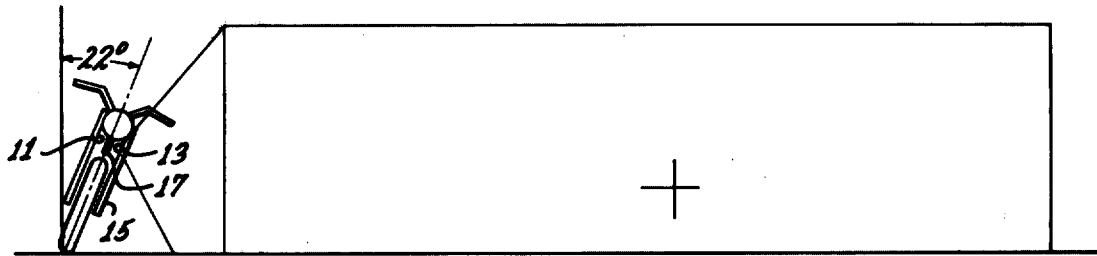
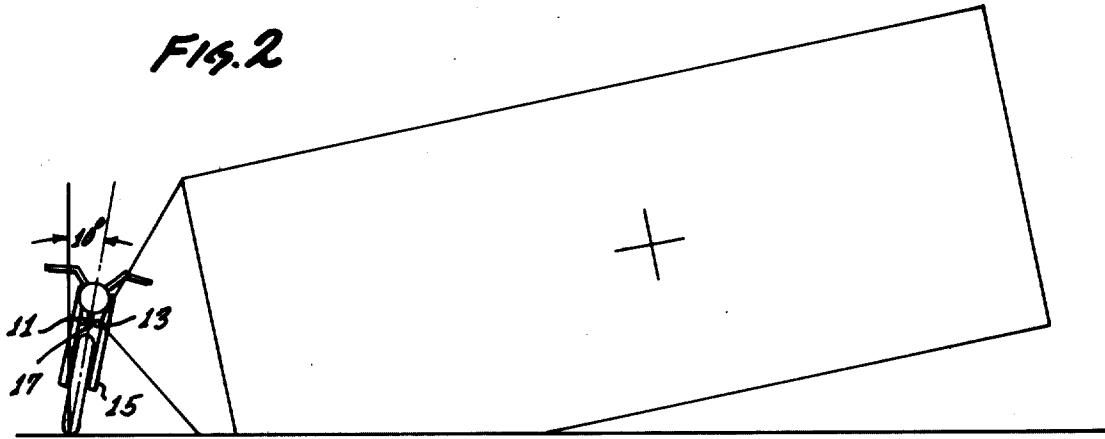


FIG. 3

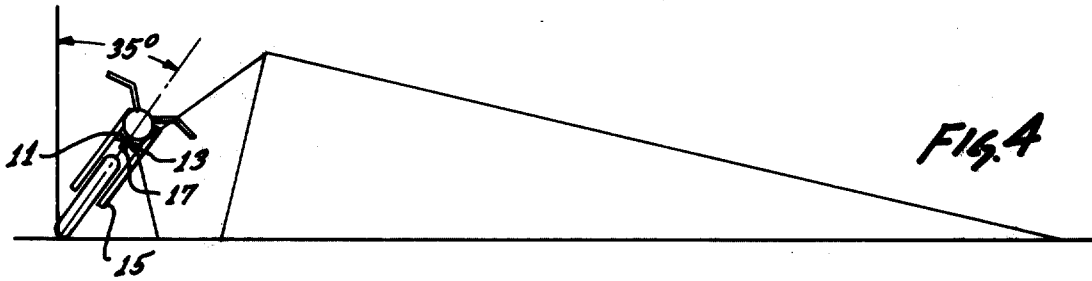


FIG. 4

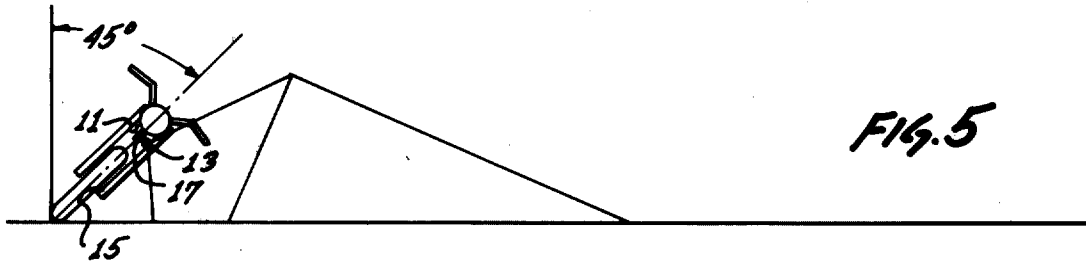
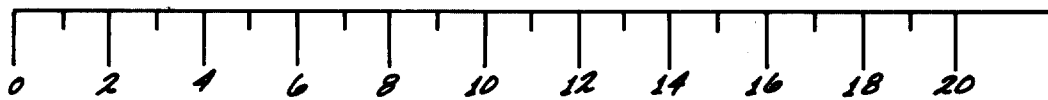
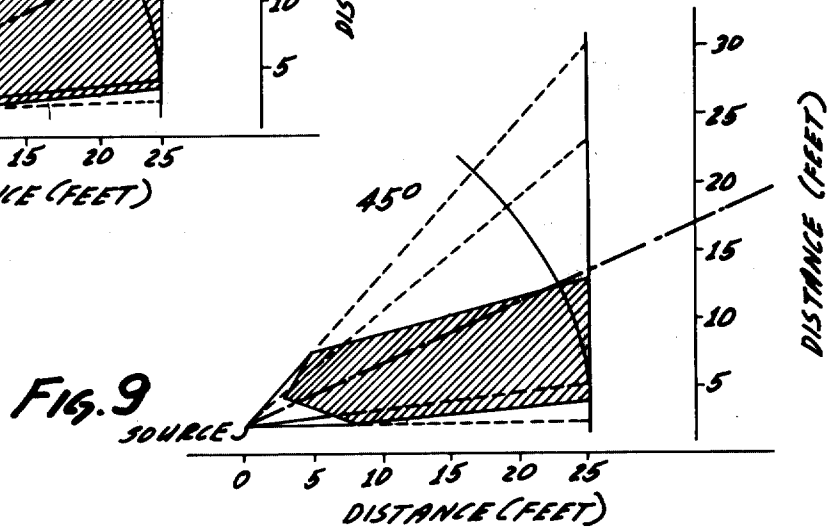
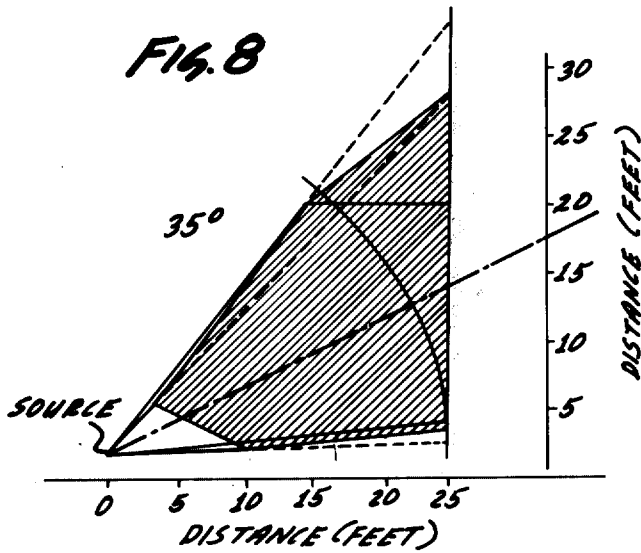
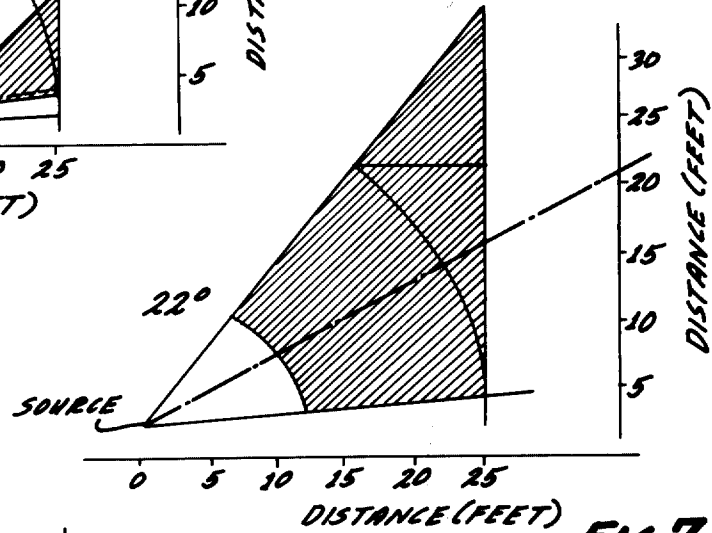
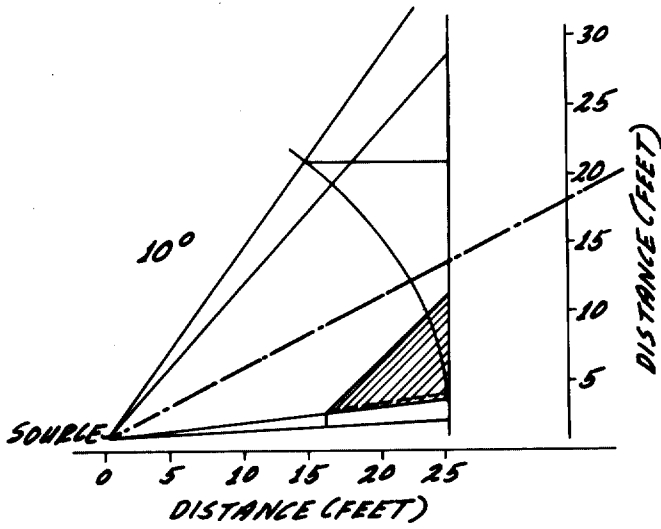


FIG. 5



FEET FROM VEHICLE LONGITUDINAL AXIS AT
POINT OF WHEEL CONTACT



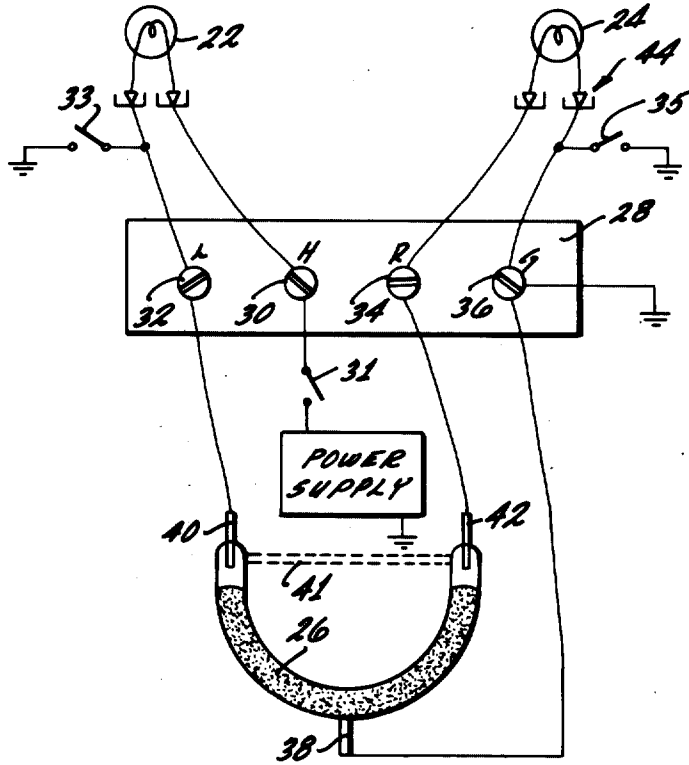


FIG. 10

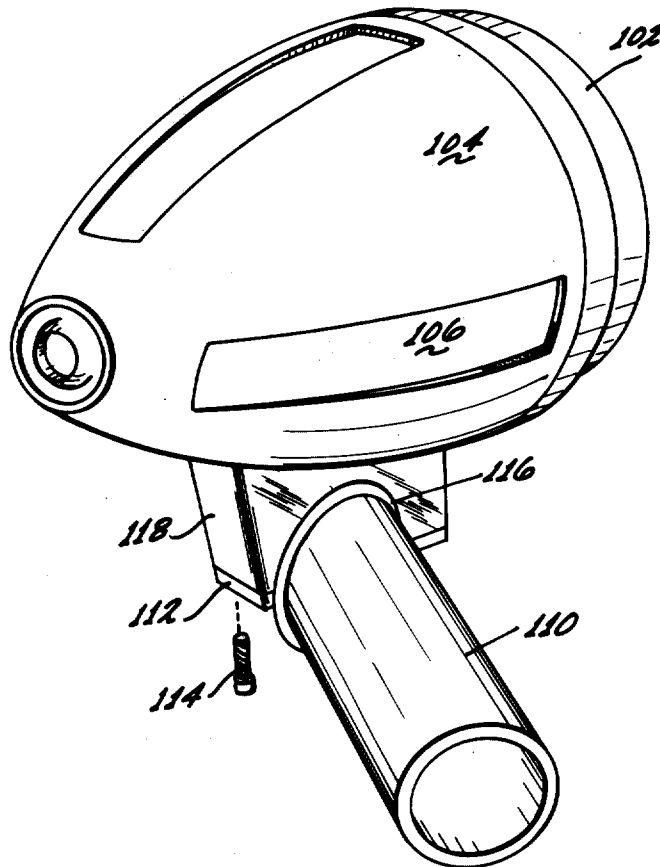


FIG. 13

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