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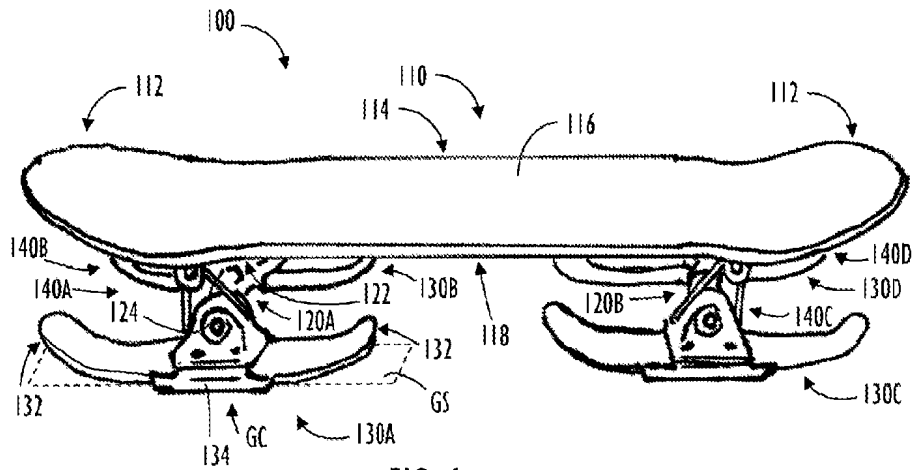


FIG. 1

(57) Abstract: A board (100) with skis, wherein the board (100) comprises a deck (110) as a base of the boarder. Furthermore, the board comprises a first truck (120A) connected to the deck (110). Additionally, the board comprises a second truck (120B) connected to the deck (110). In addition, the board comprises a first ski (130A) and a second ski (130B) connected to the first truck (120A) in a pivoted manner. The board further comprises a third ski (130C) and a fourth ski (130D) connected to the second truck (120B). Furthermore, the first ski (130A) has a curved tip section (132), and the jointing of the first ski (130A) allows for the rotation of the deck (110) against the first ski (130A) such that the board (100) is configured to be controlled by the curved tip section (132) of the first ski (130A).

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Board with skis

Background of the invention

The invention relates to a board that has skis. Particularly, the invention relates to a board which is a skateboard that has skis installed instead of wheels.

5 To a board, such as e.g. a skateboard, it is possible to attach skis in place of wheels.

A problem with the board is, however, that it can be difficult to control the board when performing a trick.

Brief description of the invention

10 An object of the invention is to provide a new kind of a board which comprises skis.

The solution according to the invention is characterised by what is stated in the independent claim.

The basic idea of the invention is that the board comprises a deck as a
15 base for the boarder. The board comprises a first truck connected to the deck. The board comprises a second truck connected to the deck. The board comprises a first ski and a second ski connected to the first truck in a pivoted manner. The board comprises a third ski and a fourth ski connected to the second truck. The first ski has a curved tip section. Furthermore, the jointing of the first ski allows for the
20 rotation of the deck against the first ski such that the board is configured to be controlled by the curved tip section of the first ski.

An advantage of the solution according to the invention is that the board can be controlled such that the weight of the boarder and the board is transmitted to a plane, such as a plane constituted by snow, through the curved tip section of
25 the first ski. The above-mentioned assists the boarder in bringing the board apart from the plane in order to perform the trick.

Some embodiments of the invention are presented in the dependent claims.

Brief description of the drawings

30 The invention will now be described in more detail in connection with preferred embodiments and with reference to the accompanying drawings, in which:

Figure 1 schematically shows an inclined side view of a board with skis, the board being in an operating position,

Figure 1A schematically shows a detail of the board of Figure 1,
Figure 2 schematically and partially shows the board of Figure 1, the
board being in an another operating position, and
Figure 3 schematically shows a ski runner connectable to the board of
5 Figure 1.

For reasons of clarity, some embodiments of the invention are illustrated in the figures in a simplified form. Similar parts are indicated in the figures by the same reference numbers.

Detailed description of the invention

10 Figure 1 schematically shows an inclined side view of a board 100 with skis 130A, 130B, 130C, 130D, the board 100 being in an operating position, wherein the skis of the board are positioned against a plane GS, such as e.g. a plane constituted by snow. Figure 1A schematically shows a detail of a first suspension 140A of the board of Figure 1, Figure 2 schematically and partially shows the board 100 of
15 Figure 1, the board being in another operating position, wherein the first ski 130A of the board is brought to an angle A in relation to the plane GS.

The board 100 of the figures comprises a deck 110 as a base for the boarder. Furthermore, the board 100 comprises a first truck 120A connected to the deck 110. Additionally, the board 100 comprises a second truck 120A connected to
20 the deck 110. In addition, the board 100 comprises a first ski 130A and a second ski 130B connected to the first truck 120A in a pivoted manner. The board 100 further comprises a third ski 130C and a fourth ski 130D connected to the second truck 120B. The first ski 130A has a curved tip section 132, and the jointing of the first ski 130A allows for the rotation of the deck 110 against the first ski 130A such
25 that the board 100 is configured to be controlled by the curved tip section 132 of the first ski 130A.

For example, Figures 1 and 2 show by dashed lines the plane GS with which the various positions of the board and/or the ski have been compared. For clarity, the plane GS is marked only partially at the point of the first ski 130A. In
30 Figure 1, the first ski 130A, the second ski 130B, the third ski 130C, and the fourth ski 130D of the board 100 are positioned against the plane GS. In Figure 2, the first ski 130A and the second ski 130B are against the plane GS, wherein the second ski 130B is not shown in the figure for clarity and, furthermore, in Figure 2, the third ski 130C, and the fourth ski 130D are apart from the plane GS, wherein the third
35 ski 130C and the fourth ski 130D are not shown in Figure 2. The plane GS can be a horizontal plane. The here presented board is typically used on top of snow,

wherein the snow can form said plane GS. That is, the board 100 is used on top of snow, wherein the snow forms the plane GS. The board 100 is configured to be used on top of snow, which snow forms the plane GS. For clarity, it should be mentioned that the plane GS can be inclined or the shape of the plane GS can be varying. Thus, the board can be used on planes that are inclined or varying of their shape. Between the ski of the board and the plane GS, such as snow, is formed a ground contact GC i.e. grip. The ground contact GC i.e. grip is formed between the ski of the board and the plane GS on a section where the ski is in contact with the plane GS.

The board 100 can be used for performing a trick. The trick can refer to e.g. the boarder being able to bring the board apart from the plane GS. The bringing of the board apart from the plane GS is assisted by the boarder being able to control the angle between the board ski/skis and the plane GS and by the boarder being able to control the angle between the board deck and the plane GS.

Figure 2 shows the first ski 130A which is rotated such that an angle A is formed between the first ski 130A and the plane GS. More specifically, the angle A is formed between the longitudinal direction of the first ski 130A and the plane GS or, in other words, the angle A is formed between the straight section 133 of the first ski 130A and the plane GS. Equivalently, the second ski 130B can form the angle A in relation to the plane GS, wherein the angle A is examined between the longitudinal direction of the second ski 130B and the plane GS. Equivalently, the third ski 130C can form the angle A in relation to the plane GS, wherein the angle A is examined between the longitudinal direction of the third ski 130C and the plane GS. Equivalently, the fourth ski 130D can form the angle A in relation to the plane GS, wherein the angle A is examined between the longitudinal direction of the fourth ski 130D and the plane GS.

The deck 110 of the board 100 of the figures forms a base for the boarder, on top of which, the boarder can stand and control the board by their centre of gravity. The deck 110 is a longitudinal piece or, in other words, a board. The deck 110 comprises curved tip sections 112 and a straight section 114 between them. The curved tip section 112 means that a specific section of the deck tip is brought to a curve, in other words, the curved tip section 112 is a tip being curved. Said straight section 114 can be a straight-like section 114. Said straight section 114 can include designs typical to the deck of a skateboard. The boarder can put their feet on top of the straight section 114. Furthermore, the boarder can put their feet on top of the curved tip section 112 e.g. in a situation where the boarder wants to bring the deck 110 of the board 100 at an angle in relation to the plane GS or

where the boarder wants to bring the ski or skis of the board 100 at the angle A in relation to the plane GS. Said deck 110 of the board 100 can be e.g. the deck of a skateboard.

Furthermore, the deck 110 of the board 100 can be manufacture e.g. of
5 sheets of veneer glued to shape or the deck 110 can be manufactured e.g. of composite material.

Additionally, the deck 110 of the board 100 comprises an upper floor 116 and a lower floor 118 located at the opposite side of it. The upper floor 116 of the deck 110 forms a base for the boarder, standing on top of which, the boarder
10 can control the board. The upper floor 116 can comprise non-slip material for forming grip between the boarder and the board 100, which assists in controlling the board 100. The non-slip material can be e.g. tape having an adhesive surface on one side and a grip-forming material on the other side. The non-slip material can be e.g. a 4-mm thick rubber mat, or a rubber foam mat, which is fastened to the
15 deck 110 by glue.

To the deck 110 of the board 100 of the figures is connected the first truck 120A and the second truck 120B. The first truck 120A and the second truck 120B are commonly known and used e.g. in skateboards. Then, said trucks turn depending on how the boarder applies their weight i.e. force through the deck of
20 the board to the trucks. Furthermore, it is possible to connect wheels to said trucks and the board can be used like a skateboard but, in the presented solution, skis are connected to the trucks instead of wheels.

The first truck 120A of the board 100 of the figures is connected to the deck 110. More specifically, the first truck 120A is connected to the lower floor 118
25 of the deck 110. The first truck 120A is connected on the straight section 114 of the deck 110 or, in other words, the first truck 120A is fastened to an area between the curved tip sections 112 of the deck 110. The first truck 120A can be fastened to the board 100 with fastening means, such as e.g. screws or glue. According to an embodiment, the first truck 120A is fastened to the curved tip section 112 of the deck
30 110 of the board 100.

The first truck 120A of the figures consists of the following. The first truck 120A comprises a base plate 122 which is fastened to the deck 110. More specifically, the base plate 122 is connected to the lower floor 118 of the deck 110. The base plate 122 can be fastened to the deck 110 of the board 100 with fastening
35 means, such as e.g. screws or glue. Furthermore, the first truck 120A comprises a hanger 124 which is connected to the base plate 122. To the hanger 124, it is

possible to connect wheels intended for a skateboard but, in the presented solution, the first ski 130A and the second ski 130B can be connected to the hanger 124. The hanger 124 is pivotably, or in a pivoted manner, connectable to the first ski 130A and the second ski 130B. The hanger 124 is pivotably connected to the first ski
5 130A and the second ski 130B. The hanger 124 can include e.g. an axle or an axle-like protrusion thus allowing the rotation of said skis. The presented arrangement allows the rotation of the board deck against the first ski and/or the second ski or, in other words, the presented arrangement allows the rotation of the first ski and/or the second ski against the board deck. The presented arrangement allows
10 the rotation of the hanger in relation to the first ski and/or the second ski of the board. Furthermore, the base plate 122 of the first truck 120A and the hanger 124 are connected to each other by means of connecting pieces, such as a kingpin and a bushing. The presented arrangement allows the rotation of the hanger 124 and the ski in relation to the deck 110 of the board 100 examined from the top of the
15 deck 110. The boarder can control the board 100 by applying weight to a different part of the deck 110 of the board 100 and thus bring the hanger 124 to rotate in relation of the board 100.

The second truck 120B of the board 100 of the figures is connected to the deck 110. More specifically, the second truck 120B is connected to the lower
20 floor 118 of the deck 110. In more detail, the second truck 120B is connected to the straight section 114 of the deck 110 or, in other words, the second truck 120B is fastened to an area between the curved tip sections 112 of the deck 110. The second truck 120B can be fastened to the deck 110 of the board 100 with fastening means, such as e.g. screws or glue. According to an embodiment, the second truck
25 120B is fastened to the curved tip section 112 of the deck 110 of the board 100.

The second truck 120B of the figures is formed in a way similar to the first truck 120A. The second truck 120B comprises a base plate 122 which is fastened to the deck 110. More specifically, the base plate 122 is connected to the lower floor 118 of the deck 110. The base plate 122 can be fastened to the board
30 100 with fastening means, such as e.g. screws or glue. Furthermore, the second truck 120B comprises a hanger 124 which is connected to the base plate 122. To the hanger 124, it is possible to connect wheels intended for a skateboard but, in the presented solution, the third ski 130C and the fourth ski 130D can be connected to the hanger 124. The hanger 124 is pivotably, or in a pivoted manner, connectable
35 to the third ski 130C and the fourth ski 130D. The hanger 124 can include e.g. an axle or an axle-like protrusion thus allowing the rotation of said skis. The presented

arrangement allows the rotation of the hanger in relation to the third ski and/or the fourth ski of the board. The presented arrangement allows the rotation of the board deck against the third ski and/or the fourth ski or, in other words, the presented arrangement allows the rotation of the third ski and/or the fourth ski
5 against the board deck. Furthermore, the base plate 122 of the second truck 120B and the hanger 124 are connected to each other by means of connecting pieces, such as a kingpin and a bushing. The presented arrangement allows the rotation of the hanger 124 and the ski in relation to the deck 110 of the board 100 examined
10 to a different part of the deck 110 of the board 100 and thus bring the hanger 124 to rotate in relation of the board 100.

The first ski 130A, the second ski 130B, the third ski 130C, and the fourth ski 130D of the board 100 of the figures comprise an upper surface 130US and a lower surface 130LS located at the opposite side of the upper surface. The
15 lower surface 130LS of the ski is configured to form a ground contact i.e. grip between the ground and the board 100. The lower surface 130LS of the ski is configured to be against the plane GS for forming grip. A space between the upper surface 130US and the lower surface 130LS of the first ski 130A, the second ski 130B, the third ski 130C, and the fourth ski 130D forms the thickness of said skis, wherein
20 the thickness can be standard or wherein the thickness can vary at different points of the different skis. When viewing from the lateral directions of the skis, said skis have side sections 130SS, wherein the side sections 130SS are located on the side of the ski in an area between the upper surface 130US and the lower surface 130LS.

Furthermore, the first ski 130A, the second ski 130B, the third ski 130C,
25 and the fourth ski 130D of the board 100 are manufactured of e.g. sintered plastic. It is also possible to manufacture the skis in other ways and/or of other materials.

The first ski 130A and the second ski 130B of the board 100 of the figures are connected to the first truck 120A, or in other words, the first ski 130A is connected to the first truck 120A and the second ski 130B is connected to the first
30 truck 120A. In more detail, the first ski 130A and the second ski 130B are connected to the first truck 120A in a pivoted manner, or in other words, the first ski 130A is connected to the first truck 120A in a pivoted manner and the second ski 120B is connected to the first truck 120A in a pivoted manner. The pivoting allows for the first ski 130A and the second ski 130B to rotate around said pivoting. Furthermore,
35 the pivoting allows for the deck 110 rotate around said pivoting.

The third ski 130C and the fourth ski 130D of the board 100 of the figures are connected to the second truck 120B. In more detail, the third ski 130C and the fourth ski 130D are connected to the second truck 120B in a pivoted manner. The pivoting allows for the third ski 130C and the fourth ski 130D to rotate around
5 said pivoting. Furthermore, the pivoting allows for the deck 110 rotate around said pivoting.

The first ski 130A of the figures has a curved tip section 132, or in other words, a specific section of the end of the first ski 130A has been brought to the shape of a curve. In more detail, the first ski 130A has a curved tip section 132 at
10 both ends of the ski. The purpose of the curved tip section 132 is typically to prevent the ski from sinking too deep in the snow. The now presented curved tip section 132 of the first ski 130A is configured to rotate against the plane GS for forming an angle A between the first ski 130A and the plane GS. The pivoting of the first ski 130A allows for the deck 110 to rotate against the first ski 130A such that
15 the board 100 is configured to be controlled by the curved tip section 132 of the first ski 130A, or in other words, the first ski 130A, that is connected in a pivoted manner, allows for the deck 110 to rotate against the first ski 130A such that the board 100 is configured to be controlled by the curved tip section 132 of the first ski 130A. The pivoting of the first ski 130A allows for the curved tip section 132 to
20 rotate against the plane GS for forming an angle A between the first ski 130A and the plane GS, or in other words, the first ski 130A, that is connected in a pivoted manner, allows for the curved tip section 132 to rotate against the plane GS for forming an angle A between the first ski 130A and the plane GS. Said rotation of the curved tip section 132 against the plane GS assists the boarder in performing the
25 trick.

The second ski 130B of the figures has a curved tip section 132, or in other words, a specific section of the end of the second ski 130B has been brought to the shape of a curve. In more detail, the second ski 130B has curved tip sections 132 at both ends of the ski. The purpose of the curved tip section 132 is typically to
30 prevent the ski from sinking too deep in the snow. The now presented curved tip section 132 of the second ski 130B is configured to rotate against the plane GS for forming an angle A between the second ski 130B and the plane GS. The pivoting of the second ski 130B allows for the deck 110 to rotate against the second ski 130B such that the board 100 is configured to be controlled by the curved tip section 132
35 of the second ski 130B, or in other words, the second ski 130B, that is connected in a pivoted manner, allows for the deck 110 to rotate against the second ski 130B

such that the board 100 is configured to be controlled by the curved tip section 132 of the second ski 130B. The pivoting of the second ski 130B allows for the curved tip section 132 to rotate against the plane GS for forming an angle A between the second ski 130B and the plane GS, or in other words, the second ski 130A, that is connected in a pivoted manner, allows for the curved tip section 132 to rotate against the plane GS for forming an angle A between the second ski 130B and the plane GS.

The third ski 130C of the figures has a curved tip section 132, or in other words, a specific section of the end of the third ski 130C has been brought to the shape of a curve. In more detail, the third ski 130C has curved tip sections 132 at both ends of the ski. The purpose of the curved tip section 132 is typically to prevent the ski from sinking too deep in the snow. The now presented curved tip section 132 of the third ski 130C is configured to rotate against the plane GS for forming an angle A between the third ski 130C and the plane GS. The pivoting of the third ski 130C allows for the deck 110 to rotate against the third ski 130C such that the board 100 is configured to be controlled by the curved tip section 132 of the third ski 130C, or in other words, the third ski 130C, that is connected in a pivoted manner, allows for the deck 110 to rotate against the third ski 130C such that the board 100 is configured to be controlled by the curved tip section 132 of the third ski 130C. The pivoting of the third ski 130C allows for the curved tip section 132 to rotate against the plane GS for forming an angle A between the third ski 130C and the plane GS, or in other words, the third ski 130C, that is connected in a pivoted manner, allows for the curved tip section 132 to rotate against the plane GS for forming an angle A between the third ski 130C and the plane GS.

The fourth ski 130D of the figures has a curved tip section 132, or in other words, a specific section of the end of the fourth ski 130D has been brought to the shape of a curve. In more detail, the fourth ski 130D has curved tip sections 132 at both ends of the ski. The purpose of the curved tip section 132 is typically to prevent the ski from sinking too deep in the snow. The now presented curved tip section 132 of the fourth ski 130D is configured to rotate against the plane GS for forming an angle A between the fourth ski 130D and the plane GS. The pivoting of the fourth ski 130D allows for the deck 110 to rotate against the fourth ski 130D such that the board 100 is configured to be controlled by the curved tip section 132 of the fourth ski 130D, or in other words, the fourth ski 130D, that is connected in a pivoted manner, allows for the deck 110 to rotate against the fourth ski 130D such that the board 100 is configured to be controlled by the curved tip section 132

of the fourth ski 130D. The pivoting of the fourth ski 130D allows for the curved tip section 132 to rotate against the plane GS for forming an angle A between the fourth ski 130D and the plane GS, or in other words, the fourth ski 130D, that is connected in a pivoted manner, allows for the curved tip section 132 to rotate against the plane GS for forming an angle A between the fourth ski 130D and the plane GS.

The pivoting of the first ski 130A of the figures allows for the deck 110 to rotate against the first ski 130A for controlling the angle A between the first ski 130A and the plane GS, or in other words, for maintaining and changing the angle A. The curved tip section 132 of the first ski 130A is configured to rotate against the plane GS for forming an angle A between the first ski 130A and the plane GS. The angle A formed between the first ski 130A and the plane GS is configured to be adjustable, the deck 110 being rotated against the first ski 130A and the curved tip section 132 of the first ski 130A being against the plane GS. The boarder can direct force to the deck 110, such as to the curved tip section 112 of the deck 110, and thus bring the deck 110 of the board 100 to rotate against the first ski 130A. Furthermore, said force is transmitted via the deck 110 to the first ski 130A and, depending on where said force is directed, the curved tip section 132 of the first ski 130A forms a ground contact GS against the plane GS. The angle A between the first ski 130A and the plane GS can be controlled, i.e. maintained or changed, by the boarder directing force to a different point of the board or changing the force magnitude. The above-mentioned can assist the boarder to control the board by the curved tip section of the first ski 130A. For clarity, it should be mentioned that the control by said curved tip section assists the boarder to perform such tricks that are typically performed by a skateboard.

Additionally, related to the first ski 130A. The curved tip section 112 of the deck 110 can rotate against the first ski 130A, or in other words, the first ski 130A can rotate against the curved tip section 112 of the deck 110. The deck 110 can rotate against the curved tip section 132 of the first ski 130A, or in other words, the curved tip section 132 of the first ski 130A can rotate against the deck 110. The curved tip section 112 of the deck 110 can rotate against the curved tip section 132 of the first ski 130A, or in other words, the curved tip section 132 of the first ski 130A can rotate against the curved tip section 112 of the deck 110. The deck 110 can rotate against the upper surface 130US of the first ski 130A, or in other words, the upper surface 130US of the first ski 130A can rotate against the deck 110. The tip of the deck 110 can rotate against the upper surface 130US of the first ski 130A, or in other words, the upper surface 130US of the first ski 130A can rotate against

the deck 110. The above-mentioned can assist the boarder to control the board by the curved tip section of the first ski 130A. For clarity, it should be mentioned that the control by said curved tip section assists the boarder to perform such tricks that are typically performed by a skateboard.

5 The pivoting of the second ski 130B of the figures allows for the deck 110 to rotate against the second ski 130B for controlling an angle A between the second ski 130B and the plane GS. The curved tip section 132 of the second ski 130B is configured to rotate against the plane GS for forming an angle A between the second ski 130B and the plane GS. The angle A formed between the second ski
10 130B and the plane GS is configured to be adjustable, the deck 110 being rotated against the second ski 130B and the curved tip section 132 of the second ski 130B being against the plane GS. The boarder can direct force to the deck 110, such as to the curved tip section 112 of the deck 110, and thus bring the deck 110 of the board 100 to rotate against the second ski 130B. Furthermore, said force is transmitted
15 via the deck 110 to the second ski 130B and, depending on where said force is directed, the curved tip section 132 of the second ski 130B forms a ground contact GS against the plane GS. The angle A between the second ski 130B and the plane GS can be controlled, i.e. maintained or changed, by the boarder directing force to a different point of the board or changing the force magnitude. The above-mentioned
20 can assist the boarder to control the board by the curved tip section of the second ski 130B. For clarity, it should be mentioned that the control by said curved tip section assists the boarder to perform such tricks that are typically performed by a skateboard.

 Additionally, related to the second ski 130B. The curved tip section 112
25 of the deck 110 can rotate against the second ski 130B, or in other words, the second ski 130A can rotate against the curved tip section 112 of the deck 110. The deck 110 can rotate against the curved tip section 132 of the second ski 130B, or in other words, the curved tip section 132 of the second ski 130B can rotate against the deck 110. The curved tip section 112 of the deck 110 can rotate against the
30 curved tip section 132 of the second ski 130B, or in other words, the curved tip section 132 of the second ski 130B can rotate against the curved tip section 112 of the deck 110. The deck 110 can rotate against the upper surface 130US of the second ski 130B, or in other words, the upper surface 130US of the second ski 130B can rotate against the deck 110. The tip of the deck 110 can rotate against the upper
35 surface 130US of the second ski 130B, or in other words, the upper surface 130US of the second ski 130B can rotate against the deck 110. The above-mentioned can

assist the boarder to control the board by the curved tip section of the second ski 130B. For clarity, it should be mentioned that the control by said curved tip section assists the boarder to perform such tricks that are typically performed by a skateboard.

5 The pivoting of the third ski 130C of the figures allows for the deck 110 to rotate against the third ski 130C for controlling an angle A between the third ski 130C and the plane GS. The curved tip section 132 of the third ski 130C is configured to rotate against the plane GS for forming an angle A between the third ski 130C and the plane GS. The angle A formed between the third ski 130C and the
10 plane GS is configured to be adjustable, the deck 110 being rotated against the third ski 130C and the curved tip section 132 of the third ski 130C being against the plane GS. The third ski 130C can rotate and extend equivalently as the above-mentioned first ski 130A or second ski 130B. Correspondingly, the pivoting of the fourth ski 130D allows for the deck 110 to rotate against the fourth ski 130D for controlling
15 an angle A between the fourth ski 130D and the plane GS. The curved tip section 132 of the fourth ski 130D is configured to rotate against the plane GS for forming an angle A between the fourth ski 130D and the plane GS. The angle A formed between the fourth ski 130D and the plane GS is configured to be adjustable, the deck 110 being rotated against the fourth ski 130D and the curved tip section 132 of the
20 fourth ski 130D being against the plane GS. The fourth ski 130D can rotate and extend equivalently as the above-mentioned first ski 130A, second ski 130B or third ski 130C. For clarity, it should be mentioned that the third ski 130C and the fourth ski 130D can be controlled at the same time or separately depending on e.g. the shape of the plane.

25 The first ski 130A of the figures comprises a straight section 133 which is configured to be against the plane GS in a use position and which is further configured to be apart from the plane GS in another use position. The curved tip section 132 of the first ski 130A is configured to rotate against the plane GS for forming an angle A between the straight section 133 of the first ski 130A and the plane GS. Said
30 straight section is a straight section 133 between the curved tip sections 132 of the first ski 130A. For clarity, it should be mentioned that said straight section 133 can be a straight-like section or that said straight section 133 can comprise designs typical of the ski. In Figure 1, the straight section 133 of the first ski 130A forms a ground contact GS against the plane GS. In Figure 2, the straight section 133 of the
35 first ski 130A is apart from the plane GS, or in other words, the straight section of the first ski 130A does not form a ground contact GC with the plane.

The second ski 130B of the figures comprises a straight section 133 which is configured to be against the plane GS in a use position and which is further configured to be apart from the plane GS in another use position. The curved tip section 132 of the second ski 130B is configured to rotate against the plane GS for forming an angle A between the straight section 133 of the second ski 130B and the plane GS. Said straight section is a straight section 133 between the curved tip sections 132 of the second ski 130B. For clarity, it should be mentioned that said straight section 133 can be a straight-like section or that said straight section 133 can comprise designs typical of the ski.

10 The third ski 130C of the figures comprises a straight section 133 which is configured to be against the plane GS in a use position and which is further configured to be apart from the plane GS in another use position. The curved tip section 132 of the third ski 130C is configured to rotate against the plane GS for forming an angle A between the straight section 133 of the third ski 130C and the plane GS. 15 Said straight section is a straight section 133 between the curved tip sections 132 of the third ski 130C. For clarity, it should be mentioned that said straight section 133 can be a straight-like section or that said straight section 133 can comprise designs typical of the ski.

The fourth ski 130D of the figures comprises a straight section 133 20 which is configured to be against the plane GS in a use position and which is further configured to be apart from the plane GS in another use position. The curved tip section 132 of the fourth ski 130D is configured to rotate against the plane GS for forming an angle A between the straight section 133 of the fourth ski 130D and the plane GS. Said straight section is a straight section 133 between the curved tip sections 132 of the fourth ski 130D. For clarity, it should be mentioned that said straight section 133 can be a straight-like section or that said straight section 133 can comprise designs typical of the ski.

The first ski 130A of the figures comprises a keel 134 for forming lateral grip. The keel 134 is configured to form lateral grip, the keel 134 being against the plane GS, or in other words, the keel 134 being in ground contact GS, which for its section prevents the ski from sliding to the side, or seen from another perspective, which for its section assists in controlling the board 100 forwards. The keel 134 is configured to extend to the plane GS, the angle A between the first ski 130A and the plane GS being zero degrees. The keel 134 is configured to extend to the plane GS, 30 the angle A between the first ski 130A and the plane GS being below a determined degree value. The keel 134 is configured to be apart from the plane GS, the angle A 35

between the first ski 130A and the plane GS being above a determined degree value. The keel 134 can be configured to be apart of the plane GS i.e. snow e.g. said angle A being e.g. more than 5 degrees, or e.g. more than 10 degrees, or e.g. more than 15 degrees, or e.g. more than 20 degrees. The keel 134 can be manufactured of e.g. metal, plastic or composite. The above-mentioned assist the boarder to be able to get lateral grip by means of the keel 134 when controlling the board 100 forwards. The above-mentioned assists the boarder to be able to bring the keel 134 apart from the plane GS, such as e.g. snow, to control the board by the tip section of the ski and thus perform e.g. tricks that are typically performed with a skateboard.

10 The second ski 130B of the figures comprises a keel 134 for forming lateral grip. The keel 134 is configured to form lateral grip, the keel 134 being against the plane GS, or in other words, the keel 134 being in ground contact GS, which for its section prevents the ski from sliding to the side, or seen from another perspective, which for its section assists in controlling the board 100 forwards. The keel 15 134 is configured to extend to the plane GS, the angle A between the second ski 130B and the plane GS being zero degrees. The keel 134 is configured to extend to the plane GS, the angle A between the second ski 130B and the plane GS being below a determined degree value. The keel 134 is configured to be apart from the plane GS, the angle A between the second ski 130B and the plane GS being above a 20 determined degree value. The keel 134 can be configured to be apart of the plane GS i.e. snow e.g. said angle A being e.g. more than 5 degrees, or e.g. more than 10 degrees, or e.g. more than 15 degrees, or e.g. more than 20 degrees. The keel 134 can be manufactured of e.g. metal, plastic or composite. The above-mentioned assist the boarder to be able to get lateral grip by means of the keel 134 when controlling the board 100 forwards. The above-mentioned assists the boarder to be able to bring the keel 134 apart from the plane GS, such as e.g. snow, to control the board by the tip section of the ski and thus perform e.g. tricks that are typically performed with a skateboard.

The third ski 130C of the figures comprises a keel 134, wherein said keel 30 134 corresponds to the keel 134 of the first ski 130A or the second ski 130B. The fourth ski 130D of the figures comprises a keel 134, wherein said keel 134 corresponds to the keel 134 of the third ski 130C.

The keel 134 of the first ski 130A of the figures is located in an area between the curved tip sections 132 of the first ski 130A, or in other words, said keel 35 134 is located in the straight section 133 of the first ski 130A. The keel 134 is located in the side sections 130SS of the first ski 130A. The keel 134 extends below

the lower surface 130LS of the first ski 130A. Hence, the keel 134 of the figures is not located in the curved tip section 132 of the first ski 130A.

The keel 134 of the second ski 130B of the figures is located in an area between the curved tip sections 132 of the second ski 130B, or in other words, said
5 keel 134 is located in the straight section 133 of the second ski 130B. The keel 134 is located in the side sections 130SS of the second ski 130B. The keel 134 extends below the lower surface 130LS of the second ski 130B, or in other words, towards the plane GS, such as snow. Hence, the keel 134 of the figures is not located in the curved tip section 132 of the second ski 130B.

10 The keel 134 of the third ski 130C of the figures is equivalently located in the third ski 130C similar to the keel 134 of the first ski 130A in the first ski 130A or the keel 134 of the second ski 130B in the second ski 130B. The keel 134 of the fourth ski 130D is equivalently located in the fourth ski 130D similar to the keel 134 of the first ski 130A in the first ski 130A or the keel 134 of the second ski 130B
15 in the second ski 130B or the keel 134 of the third ski 130C in the third ski 130C.

The first ski 130A, the second ski 130B, the third ski 130C, and the fourth ski 130D comprise runners 136 for connecting said skis to the board. The runner 136 is in other words a ski fastener 136, in other words a ski bracket 136, or in other words a ski joining piece 136. The first ski 130A is connected to the first
20 truck 120A via the runner 136 of the first ski 130A. The second ski 130B is connected to the first truck 120A via the runner 136 of the second ski 130B. The third ski 130C is connected to the second truck 120B via the runner 136 of the third ski 130C. The fourth ski 130D is connected to the second truck 120B via the runner 136 of the fourth ski 130D.

25 Figure 3 shows in more detail the runner 136 to be connected to the first truck 120A and/or the second truck 120B of the board 100. For clarity, it should be mentioned that the runner shown in the figure is a separate section from the ski but the runner can also be integrated to the ski. The runner 136 comprises a frame section 300 and a cover section 310 connectable to the frame section. The
30 frame section has a bottom section which contains first holes 301 for connecting the runner to the ski and/or the keel and, further, for disconnecting the runner from the ski and/or the keel. Furthermore, the frame section has a cylindrical bracket which contains a fastening hole 302 in the middle for connecting the ski to the truck via the runner. Said fastening hole 302 operates for its section as pivoting
35 allowing for the ski to rotate in relation to the board frame or the plane. The above-mentioned flexible string 144 of the first suspension 140A, the second suspension

140B, the third suspension 140C and/or the fourth suspension 140D can be connected to the runner 136 e.g. such that the flexible string 144 is brought between the frame section 300 and the cover section 310 as the frame section 300 and the cover section 310 are connected to each other. The frame section 300 comprises
5 reductions 303 for forming a light construction. The frame section 300 comprises reinforcements 304 for forming as rigid a construction as possible. The cover section 310 is a piece of arc shape which has fastening brackets 311 for fastening the cover section to the frame section 300.

The board 100 of the figures comprises a first suspension 140A connected to the first ski 130A, wherein/whereby the first ski 130A is configured to
10 rotate in a specific position / at a specific angle in relation to the deck 110 of the board 100, the first ski 130A being apart from the plane GS.

The first suspension 140A of the figures is implemented in the following way. The first suspension 140A comprises a casing piece 142. The casing piece 142
15 is fastened to the deck 110 of the board 100, or in other words, the casing piece 142 is fastened to the lower floor 118 of the deck 110. The casing piece 142 has a casing for connecting a locking piece 146 to be described later to the casing. Furthermore, the casing piece 142 has a path, such as e.g. a through-hole or opening, for connecting a flexible string 144 to be described later to the casing piece 142. The path of
20 the casing piece 142 extends through the casing.

Additionally, the first suspension 140A comprises a flexible string 144 which is configured to bring the first ski 130A to a determined position/angle in relation to the deck 110 of the board 100. The flexible string 144 is configured to stretch and return back depending on the pull force directed to it. The flexible
25 string 144 can comprise e.g. rubber or plastic for forming a spring quality. The flexible string 144 is connected to the casing piece 142 and the first ski 130A. The flexible string 144 is connected to the first ski 130A. The flexible string 144 extends from the first ski 130A to the casing piece 142 and further from the casing piece 142 back to the first ski 130A. In more detail, the flexible string 144 extends from
30 the runner 136 of the first ski 130A to the casing piece 142 and further from the casing piece 142 back to the runner 136 of the first ski 130A. The flexible string 144 extends from the first ski 130A to the path of the casing piece 142, such as a through-hole or opening, further the flexible string 144 extends through said path, and further the flexible string 144 extends from the opposite end of the path back
35 to the first ski 130A. In more detail, the flexible string 144 extends from the runner 136 of the first ski 130A to the path of the casing piece 142, such as a through-hole

or opening, further the flexible string 144 extends through said path, and further the flexible string 144 extends from the opposite end of the path back to the runner 136 of the first ski 130A.

Furthermore, the first suspension 140A comprises a locking piece 146
5 for determining a specific position/angle of the first ski 130A. The locking piece 146 is connected to the casing piece 142, or in more detail, the locking piece 146 is located in the casing of the casing piece 142. The locking piece 146 comprises a closed position configured to lock the flexible string 144 in a determined position in relation to the casing piece 142. The locking piece 142 further comprises an open
10 position configured to allow for the flexible string 144 to slide/skid in relation of the casing piece for changing the determined position/angle of the first ski 130A.

The board 100 of the figures comprises a second suspension 140B connected to the second ski 130B, wherein/whereby the second ski 130B is configured to rotate to a determined position/angle in relation to the deck 110 of the board
15 100, the second ski 130B being apart from the plane GS.

The second suspension 140B of the figures is implemented in the following way. The second suspension 140B comprises a casing piece 142. The casing piece 142 is fastened to the deck 110 of the board 100, or in other words, the casing piece 142 is fastened to the lower floor 118 of the deck 110. The casing piece 142
20 has a casing for connecting a locking piece 146 to be described later to the casing. Furthermore, the casing piece 142 has a path, such as e.g. a through-hole or opening, for connecting a flexible string 144 to be described later to the casing piece 142. The path of the casing piece 142 extends through the casing.

Additionally, the second suspension 140B comprises a flexible string
25 144 which is configured to bring the second ski 130B to a determined position/angle in relation to the deck 110 of the board 100. The flexible string 144 is configured to stretch and return back depending on the pull force directed to it. The flexible string 144 can comprise e.g. rubber or plastic for forming a spring quality. The flexible string 144 is connected to the casing piece 142 and the second ski 130B. The
30 flexible string 144 is connected to the second ski 130B. The flexible string 144 extends from the second ski 130B to the casing piece 142 and further from the casing piece 142 back to the second ski 130B. In more detail, the flexible string 144 extends from the runner 136 of the second ski 130B to the casing piece 142 and further from the casing piece 142 back to the runner 136 of the second ski 130B. The
35 flexible string 144 extends from the second ski 130B to the path of the casing piece 142, such as a through-hole or opening, further the flexible string 144 extends

through said path, and further the flexible string 144 extends from the opposite end of the path back to the second ski 130B. In more detail, the flexible string 144 extends from the runner 136 of the second ski 130B to the path of the casing piece 142, such as a through-hole or opening, further the flexible string 144 extends through said path, and further the flexible string 144 extends from the opposite end of the path back to the runner 136 of the second ski 130B.

Furthermore, the second suspension 140B comprises a locking piece 146 for determining a specific position/angle of the second ski 130B. The locking piece 146 is connected to the casing piece 142, or in more detail, the locking piece 146 is located in the casing of the casing piece 142. The locking piece 146 comprises a closed position configured to lock the flexible string 144 in a determined position in relation to the casing piece 142. The locking piece 142 further comprises an open position configured to allow for the flexible string 144 to slide/skid in relation of the casing piece for changing the determined position/angle of the second ski 130B.

The board 100 of the figures comprises a third suspension 140C connected to the third ski 130C, wherein/whereby the third ski 130C is configured to rotate to a determined position/angle in relation to the deck 110 of the board 100, the third ski 130B being apart from the plane GS.

The third suspension 140C of the figures is implemented in the following way. The third suspension 140C comprises a casing piece 142. The casing piece 142 is fastened to the deck 110 of the board 100, or in other words, the casing piece 142 is fastened to the lower floor 118 of the deck 110. The casing piece 142 has a casing for connecting a locking piece 146 to be described later to the casing. Furthermore, the casing piece 142 has a path, such as e.g. a through-hole or opening, for connecting a flexible string 144 to be described later to the casing piece 142. The path of the casing piece 142 extends through the casing.

Additionally, the third suspension 140C comprises a flexible string 144 which is configured to bring the third ski 130C to a determined position/angle in relation to the deck 110 of the board 100. The flexible string 144 is configured to stretch and return back depending on the pull force directed to it. The flexible string 144 can comprise e.g. rubber or plastic for forming a spring quality. The flexible string 144 is connected to the casing piece 142 and the third ski 130C. The flexible string 144 is connected to the third ski 130C. The flexible string 144 extends from the third ski 130C to the casing piece 142 and further from the casing piece 142 back to the third ski 130C. In more detail, the flexible string 144 extends

from the runner 136 of the third ski 130C to the casing piece 142 and further from the casing piece 142 back to the runner 136 of the third ski 130C. The flexible string 144 extends from the third ski 130C to the path of the casing piece 142, such as a through-hole or opening, further the flexible string 144 extends through said path, and further the flexible string 144 extends from the opposite end of the path back to the third ski 130C. In more detail, the flexible string 144 extends from the runner 136 of the third ski 130C to the path of the casing piece 142, such as a through-hole or opening, further the flexible string 144 extends through said path, and further the flexible string 144 extends from the opposite end of the path back to the runner 136 of the third ski 130C.

Furthermore, the third suspension 140C comprises a locking piece 146 for determining a specific position/angle of the third ski 130C. The locking piece 146 is connected to the casing piece 142, or in more detail, the locking piece 146 is located in the casing of the casing piece 142. The locking piece 146 comprises a closed position configured to lock the flexible string 144 in a determined position in relation to the casing piece 142. The locking piece 142 further comprises an open position configured to allow for the flexible string 144 to slide/skid in relation of the casing piece for changing the determined position/angle of the third ski 130C.

The board 100 of the figures comprises a fourth suspension 140D connected to the fourth ski 130D, wherein/whereby the fourth ski 130D is configured to rotate to a determined position/angle in relation to the deck 110 of the board 100, the fourth ski 130D being apart from the plane GS.

The fourth suspension 140C of the figures is implemented in the following way. The fourth suspension 140B comprises a casing piece 142. The casing piece 142 is fastened to the deck 110 of the board 100, or in other words, the casing piece 142 is fastened to the lower floor 118 of the deck 110. The casing piece 142 has a casing for connecting a locking piece 146 to be described later to the casing. Furthermore, the casing piece 142 has a path, such as e.g. a through-hole or opening, for connecting a flexible string 144 to be described later to the casing piece 142. The path of the casing piece 142 extends through the casing.

Additionally, the fourth suspension 140D comprises a flexible string 144 which is configured to bring the fourth ski 130D to a determined position/angle in relation to the deck 110 of the board 100. The flexible string 144 is configured to stretch and return back depending on the pull force directed to it. The flexible string 144 can comprise e.g. rubber or plastic for forming a spring quality. The flexible string 144 is connected to the casing piece 142 and the fourth ski 130D. The

flexible string 144 is connected to the fourth ski 130C. The flexible string 144 extends from the fourth ski 130D to the casing piece 142 and further from the casing piece 142 back to the fourth ski 130D. In more detail, the flexible string 144 extends from the runner 136 of the fourth ski 130D to the casing piece 142 and further from the casing piece 142 back to the runner 136 of the fourth ski 130D. The flexible string 144 extends from the fourth ski 130D to the path of the casing piece 142, such as a through-hole or opening, further the flexible string 144 extends through said path, and further the flexible string 144 extends from the opposite end of the path back to the fourth ski 130D. In more detail, the flexible string 144 extends from the runner 136 of the fourth ski 130D to the path of the casing piece 142, such as a through-hole or opening, further the flexible string 144 extends through said path, and further the flexible string 144 extends from the opposite end of the path back to the runner 136 of the fourth ski 130D.

Furthermore, the fourth suspension 140D comprises a locking piece 146 for determining a specific position/angle of the fourth ski 130D. The locking piece 146 is connected to the casing piece 142, or in more detail, the locking piece 146 is located in the casing of the casing piece 142. The locking piece 146 comprises a closed position configured to lock the flexible string 144 in a determined position in relation to the casing piece 142. The locking piece 142 further comprises an open position configured to allow for the flexible string 144 to slide/skid in relation of the casing piece for changing the determined position/angle of the fourth ski 130D.

The locking piece 146 can be implemented in the following way, for instance. The locking piece 146 comprises two pieces, manufactured of e.g. plastic, through which the flexible string 144 is configured to extend. The locking piece 146 further comprises a spring, such as e.g. coil spring, which spring is configured to bring said two pieces towards each other and thus towards the flexible string, which prevents the flexible string 144 from sliding in the locking piece 144. When said two pieces of the locking piece 146 are being brought away from each other, no force providing locking is no longer applied to the flexible string 144 at a determined point, which allows for the flexible strings 144 changing its position in relation to the locking piece 146.

According to an embodiment, wheels are fastened to the first truck 120A or the second truck 120B instead of skis.

Those skilled in the art will find it obvious that, as technology advances, the basic idea of the invention may be implemented in many different ways. The

invention and its embodiments are thus not restricted to the examples described above but may vary within the scope of the claims.

Claims

1. A board (100) with skis, wherein the board (100) comprises a deck (110) as a base of the boarder, a first truck (120A) connected to the deck (110),
5 a second truck (120B) connected to the deck (110), a first ski (130A) and a second ski (130B) connected to the first truck (120A) in a pivoted manner, and a third ski (130C) and a fourth ski (130D) connected to the second truck (120B), **characterized** in that
10 the first ski (130A) has a curved tip section (132), and that the jointing of the first ski (130A) allows for the rotation of the deck (110) against the first ski (130A) such that the board (100) is configured to be controlled by the curved tip section (132) of the first ski (130A).
2. A board (100) according to claim 1, **characterized** in that the first ski
15 (130A) of the board (100) has a curved tip section (132) at both ends of the first ski (130A), and that the first ski (130A) has a straight section (133) between the curved tip sections (132).
3. A board (100) according to claim 1 or 2, **characterized** in that the first ski (130A) comprises a keel (134) for forming lateral grip, which keel (134) is
20 located in an area between the curved tip sections (132) of the first ski (130A).
4. A board (100) according to any one of claims 1-3, **characterized** in that the board (100) further comprises a first suspension (140A) connected to the first ski (130A), whereby the first ski (130A) is configured to rotate to a specific position in relation to the deck (110) of the board (100).
- 25 5. A board (100) according to claim 4, **characterized** in that the first suspension (140A) comprises a casing piece (142) connected to the deck (110), a flexible string (144) extending from the first ski (130A) to the casing piece (142) and further from the casing piece (142) back to the first ski (130A), and
30 a locking piece (146) for determining a specific position of the first ski (130A), which locking piece (146) is connected to the casing piece (142), and which locking piece (146) is further disconnectably connected to the flexible string (142) for changing the specific position of the first ski (130A).
6. A board (100) according to any one of claims 1-5, **characterized** in
35 that the deck (110) comprises curved tip sections (112) and a straight section (114) between them.

7. A board (100) according to any one of claims 1-6, **characterized** in that

the deck (110) of the board (100) comprises an upper floor (116) and a lower floor (118) located at the opposite side of it,

5 to the lower floor (118) of the deck (110) is connected the first truck (120A), and that

to the lower floor (118) of the deck (110) is connected the second truck (120B).

8. A board (100) according to any one of claims 1-7, **characterized** in that

10 the board (100) is for being used on top of snow, wherein the snow forms a plane (GS), and that

the presented curved tip section (132) of the first ski (130A) is configured to rotate against the plane (GS) for forming an angle (A) between the first ski (130A) and the plane (GS).

9. A board (100) according to any one of claim 3, **characterized** in that the board (100) is for being used on top of snow, wherein the snow forms the plane (GS),

20 a keel (134) is configured to extend to the plane (GS), the angle (A) between the first ski (130A) and the plane (GS) being less than a determined degree value, and that

the keel (134) is further configured to be apart from the plane (GS), the angle (A) between the first ski (130A) and the plane (GS) being more than a determined degree value.

25 10. A board (100) according to claim 9, **characterized** in that the keel (134) extends below a lower surface (130LS) of the first ski (130A).

11. A board (100) according to any one of claims 1-10, **characterized** in that the first truck (120A) comprises

30 a base plate (122) which is fastened to the deck (110), and a hanger (124) which is connected to the base plate (122), wherein the hanger (124) is connected in a pivoted manner to the first ski (130A) and the second ski (130B), and wherein the base plate (122) of the first truck (120A) and the hanger (124) are connected to each other by means of connecting pieces.

12. A board (100) according to any one of claims 1-11, **characterized** in that

the second ski (130B) has curved tip sections (132) at the both ends of the ski, and that the second ski (130B) comprises a straight section, wherein said straight section is a straight section (133) between the curved tip sections (132) of the second ski (130B).

5 13. A board (100) according to claim 4, **characterized** in that the board (100) further comprises a second suspension (140B) connected to the second ski (130B), whereby the second ski (130B) is configured to rotate to a specific position in relation to the deck (110) of the board (100).

10 14. A board (100) according to any one of claims 1–13, **characterized** in that the first ski (130A), the second ski (130B), the third ski (130C), and the fourth ski (130D) comprise runners (136) for connecting said skis to the board (100), wherein the first ski (130A) is connected to the first truck (120A) via the runner (136) of the first ski (130A), the second ski (130B) is connected to the first truck (120A) via the runner (136) of the second ski (130B), the third ski (130C) is
15 connected to the second truck (120B) via the runner (136) of the third ski (130C), and the fourth ski (130D) is connected to the second truck (120B) via the runner (136) of the fourth ski (130D).

20 15. A board (100) according to any one of claims 1–14, **characterized** in that the third ski (130C) and the fourth ski (130D) are connected to the second truck (120B) in a pivoted manner.

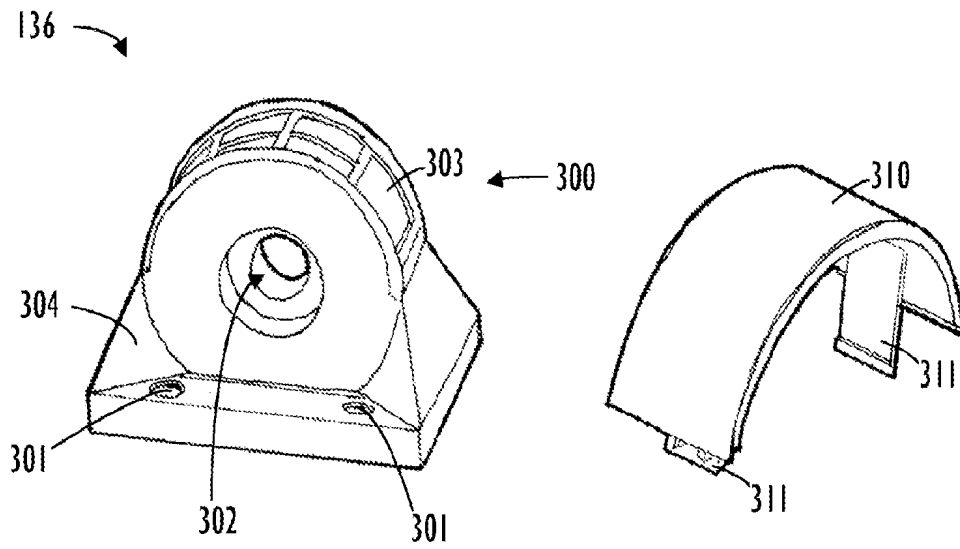


FIG. 3

INTERNATIONAL SEARCH REPORT

International application No
PCT/FI2024/050054

A. CLASSIFICATION OF SUBJECT MATTER
INV. A63C5/03 A63C17/01
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
A63C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 2007/120335 A1 (BIRDSELL BRAD [US] ET AL) 31 May 2007 (2007-05-31) paragraph [0016] - paragraph [0020]; claims; figures -----	1-4, 7-15
X	US 2002/050693 A1 (LINK MARK [US]) 2 May 2002 (2002-05-02) paragraph [0041] - paragraph [0084]; figures -----	1-4, 6, 7, 9, 11-15
X	US 7 040 634 B1 (ELKINS JR PAUL [US]) 9 May 2006 (2006-05-09) column 4, line 49 - column 8, line 52; figures -----	1, 2, 4, 6-8, 11-15
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Further documents are listed in the continuation of Box C. See patent family annex.

* Special categories of cited documents :

"A" document defining the general state of the art which is not considered to be of particular relevance	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention
"E" earlier application or patent but published on or after the international filing date	"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)	"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art
"O" document referring to an oral disclosure, use, exhibition or other means	
"P" document published prior to the international filing date but later than the priority date claimed	"&" document member of the same patent family

Date of the actual completion of the international search 29 April 2024	Date of mailing of the international search report 21/05/2024
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Name and mailing address of the ISA/ European Patent Office, P.B. 5818 Patentlaan 2 NL - 2280 HV Rijswijk Tel. (+31-70) 340-2040, Fax: (+31-70) 340-3016	Authorized officer Endrizzi, Silvio
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INTERNATIONAL SEARCH REPORT

International application No

PCT/FI2024/050054

C(Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT		
Category	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	<p>Rom1330: "3d printed ski for snow skate", , 18 January 2021 (2021-01-18), pages 1-3, XP093157058, Retrieved from the Internet: URL:https://www.youtube.com/watch?v=CxRrxj GO8tw&t=1s [retrieved on 2024-04-29] the whole document</p> <p>-----</p>	1-3, 6-9, 11, 12, 14, 15
A	<p>US 2005/212226 A1 (LANDRY SYLVAIN [CA]) 29 September 2005 (2005-09-29) paragraph [0037] - paragraph [0060]; figures</p> <p>-----</p>	5
X,P	<p>FI 13 349 Y1 (SLEDE OY [FI]) 21 March 2023 (2023-03-21) the whole document</p> <p>-----</p>	1-15
T	<p>Sledesnowsk8: "Slede - game changer in the market", , 30 March 2023 (2023-03-30), pages 1-12, XP093157085, Retrieved from the Internet: URL:https://www.youtube.com/watch?v=RD9K4b PGQOk [retrieved on 2024-04-29] the whole document</p> <p>-----</p>	1-15

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No PCT/FI2024/050054
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			US 2005212226 A1 29-09-2005
			WO 2005077476 A1 25-08-2005

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