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STEERING ASSEMBLY FOR MEANS OF TRANSPORT

The present invention relates to a steering assembly for means of transport.

5 In the field of the means of transport for people, goods and animals, driven by an onboard and/or remote operator or automatically, without an operator, conventional steering systems are used, which are constituted by a set of mechanical and hydraulic elements, such as racks, pinions and/or cylinders, which steer the wheels about vertical axes and allow the means of
10 transport to change direction.

However, these systems are not devoid of drawbacks, including the fact that they do not allow the simultaneous rotation of the wheel pairs of the two or more axles, which are connected to each other with respect to the vertical axis passing through the centerline of each axle.

15 Moreover, the means of transport provided with these steering systems require considerable turning space, since their pairs of front and rear wheels necessarily trace curves having a different radius. In fact, when steering of the front wheels begins, the means of transport advances together with the rear axles, whose wheels therefore do not trace the same curve as the front
20 ones.

The aim of the present invention is to eliminate the above-noted drawbacks of the conventional types of steering system, providing a steering assembly for means of transport which allows the simultaneous steering of
25 two or more axles, allows to trace curves having a constant or variable radius and minimizes turning space requirements.

Within the scope of this aim, an object of the present invention is to provide a structure which is simple, relatively easy to provide in practice, safe in use, effective in operation and has a relatively low cost.

30 This aim and this object are both achieved by the present steering

assembly for means of transport, characterized in that it comprises at least one truck supported by a supporting structure, which is rigidly coupled to the means of transport and has, in an upward region, a central center bearing for the coupling of at least one axle so as to allow rotation about a vertical axis, the axle having, at its two ends, wheels for resting on the ground or on another support, the wheels being provided with electric or hydraulic motors or the like which are controlled by electric and/or electronic control means and are adapted to produce the rotation of the axle.

Further characteristics and advantages of the present invention will become apparent from the following detailed description of a preferred but not exclusive embodiment of a steering assembly for means of transport, illustrated only by way of non-limitative example in the accompanying drawings, wherein:

Figure 1 is a partially sectional front view of the driving axle of a steering assembly for means of transport according to the invention;

Figure 2 is a partially sectional front view of a second axle of the steering assembly according to the invention;

Figure 3 is a partially sectional schematic side view of a truck of the steering assembly according to the invention;

Figure 4 is a partially sectional side view of a portion of the means of transport on which two trucks of the steering assembly according to the invention are fitted;

Figure 5 is a schematic plan view of the chassis of a means of transport provided with two trucks of the steering assembly according to the invention in the configuration for travelling along a bend;

Figure 6 is a schematic plan view of the chassis of the means of transport of Figure 5 in the configuration for travelling along a straight line;

Figure 7 is a partially sectional front view of an alternative embodiment of a truck of the steering assembly according to the invention;

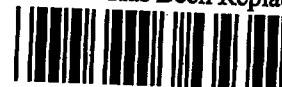


Figure 8 is a plan view of the truck of Figure 7.

With reference to the above-cited figures, 1 generally designates a steering assembly for means of transport.

5 The steering assembly 1 is constituted by one or more trucks 2, each of which is supported by a supporting structure 3 which supports the chassis 4 of the means of transport.

The structure 3 has, in a downward region, a central center bearing 5 for the coupling of a longitudinal member 7 so as to allow rotation about a
10 vertical axis 6; the longitudinal member has a central axis of rotation and has, at its two ends and in a downward region, a front center bearing 8 and a rear center bearing 9.

The two center bearings 8 and 9 are the supports, capable of rotating about the respective vertical axes 10 and 11, of two axles 12 and 13 which
15 rotate about their own centerline and are provided, at their two ends, with respective wheels 14 which rest on the ground or on another support.

The wheels of the first axle 12 have electric motors 15 or, as an alternative, hydraulic motors or the like, which are controlled by electric and/or electronic control means, not shown, which produce the
20 simultaneous rotation of the longitudinal member 7 and of the two axles 12 and 13.

In Figure 4 there are two trucks 2, a front one 2a and a rear one 2b, and the pairs of wheels 14 of the axles of each truck, designated by 12a, 13a and 12b, 13b respectively, trace curves which have the same constant or variable
25 radius.

In each truck 2, the wheels of the first axle 12 are provided with the motors 15 and the axle is coupled to the center bearing 8 by means of a first horizontal pivot 16 which is perpendicular to the axles and allows the axle to oscillate transversely.

30 Advantageously, the wheels of the second axle 13 are provided with

respective braking means 17 which are constituted by conventional disk brakes 18 or the like.

In Figure 2, the axle 13 is rigidly coupled to the center bearing 9, but as an alternative it is possible to provide a second horizontal pivot which is perpendicular to the axles, is similar to the first pivot 16 and allows the transverse oscillation of the second axle 13.

The central center bearing 5 of the truck 2 has, in an upward region, means 19 for coupling to a central pivot 20 which is horizontal and substantially parallel to the axles, is connected to the supporting structure 3 and allows the truck to oscillate on a longitudinal plane.

The propulsion system and the braking system are of course not constrained by the presence of the pivots.

The two axles of each truck 2 are mutually articulated so as to allow each one to rotate about its own vertical axis which is normal to the geometric axis that connects the centers of the wheels 14.

The central center bearing 5 allows the entire truck 2 to rotate with respect to an axis which lies at right angles to, and on the centerline of, the plane traced by the axles.

The two axles 12 and 13 of each truck are mutually connected mechanically or by way of other systems, such as sets of teeth and the like, having the same function, so that their rotation occurs reciprocally and simultaneously: i.e. while one axle turns in one direction, the other axle simultaneously turns in the opposite direction by the same angle and with the same speed, acceleration or deceleration.

Conveniently, the articulation of the two axles to the supporting surface 21 of the means of transport is such that the steering of the two axles is fully independent of the position of the surface.

The electric, hydraulic or other motors 15 can be connected to the wheels of both axles of each truck 2 (one motor for each wheel); direction changing, i.e. steering, is provided with simultaneous control of the torque

and of the rotation rate of the motors 15, differentiating the speeds by means of an electric and/or electronic control of the analog and/or digital type.

In an alternative embodiment, not shown, between the front center bearing 8 and the rear center bearing 9 of each truck 2 it is possible to insert one or more additional center bearings which are the supports of respective
5 axles which can rotate about the vertical axes that pass through the centerline.

The mechanical connection between the axles of a same truck allows to align the geometric axes of each pair of wheels of each axle with the radii of
10 the curve being traced, so as to allow minimal dragging of the wheels on the ground, since the path of the wheels is normal to the radius of the curve being traced.

In the case of a means of transport with two or more trucks 2, management of the movement of the axles allows, with an adapted electric
15 and/or electronic control program, to position the wheels 14 in order to perform combined advancement and rotary motions.

Figures 7 and 8 illustrate an alternative embodiment of a truck 2 of the steering assembly 1; in this case, the truck does not have the longitudinal member and the central center bearing supports a single rotating axle 22.

20 The axle 22 is coupled to the center bearing 5 by means of a horizontal pivot 23 and has, at its two ends, wheels 24 which are in turn provided with motors 25 for the rotation of the axle.

In practice it has been observed that the above-described invention achieves the intended aim and object, i.e. to allow steering of the means of
25 transport by virtue of electric, hydraulic or other motors which directly actuate one or more pairs of wheels without using mechanical devices, to allow to simultaneously turn the mutually connected axles and to allow rotations of the means of transport along bends, minimizing space occupation and wheel dragging.

30 Another characteristic of the invention is that the axles can be connected

to the supporting structure so as to create degrees of freedom between the axles and the structure.

The steering assembly according to the invention can further be applied to means of transport with a driver, to remotely controlled means of transport, and to means of transport provided with an automatic driverless control system.

The invention thus conceived is susceptible of numerous modifications and variations, all of which are within the scope of the inventive concept.

All the details may further be replaced with other technically equivalent ones.

In practice, the materials employed, as well as the shapes and the dimensions, may be any according to requirements without thereby abandoning the scope of the protection of the appended claims.



CLAIMS

1. A steering assembly for means of transport, comprising at least one truck (2) supported by a supporting structure (3) which is rigidly coupled to the means of transport and which has, in an upward region, a central center bearing (5) for the coupling of at least one axle (12, 13) so as to allow rotation about a vertical axis (10, 11), at least one axle (12, 13) having, at its two ends, wheels (14) which rest on the ground, or on another support, said wheels (14) being provided with electric or hydraulic motors (15) or the like, controlled by electric and/or electronic control means and are adapted to produce the rotation of said at least one axle (12, 13).

2. The steering assembly according to claim 1, characterized in that said central center bearing (5) supports a longitudinal member (7) which has, in a downward region and at its two ends, at least one front center bearing (8) and at least one rear center bearing (9) for supporting two respective axles (12, 13) so as to allow rotation about vertical axes (10, 11) which pass through the centerline, at least the wheels (14) of the first one (12) of said axles (12, 13) being provided with said electric or hydraulic motors (15) or the like, which are adapted to produce the combined and coordinated rotation of the longitudinal member (7) and of the two axles (12, 13).

3. The assembly according to claim 1, characterized in that there are two trucks (2a, 2b), a front one (2a) and a rear one (2b), the pairs of wheels (14) of the axles (12a, 13a, 12b, 13b) of each truck (2a, 2b) being adapted to trace curves having the same or different constant or variable radii of curvature.

4. The assembly according to one or more of the preceding claims, characterized in that in each truck (2a, 2b) the first axle (12a, 12b) has wheels (14) provided with motors (15) and is coupled to the respective center bearing (5), with a first horizontal pivot (16) which is perpendicular thereto and allows its transverse oscillation, and in that the wheels (14) of





the second axle (13a, 13b) are provided with braking means (17).

5 5. The assembly according to claim 4, characterized in that said second axle (13, 13a, 13b) is coupled to the respective center bearing (5) with a second horizontal pivot which is perpendicular thereto and allows its transverse oscillation.

6. The assembly according to claim 1, characterized in that said central center bearing (5) has, in an upward region, means (19) for coupling to a central pivot (20) which is horizontal and substantially parallel to the axles (12, 13) and allows oscillations of the truck (2) on a longitudinal plane.

10 7. The assembly according to one or more of the preceding claims, characterized in that said electric and/or electronic control means are adapted to differentiate the torques and the rotation rates of the motors (15) of the wheels (14) of said axles (12, 13), producing the clockwise or counterclockwise rotation of the axles (12, 13).

15 8. The assembly according to claim 1, characterized in that between said front center bearing (8) and said rear center bearing (9) it is possible to insert one or more additional center bearings for rotary support about vertical axes (10, 11) which pass through the centerline of respective axles (12, 13).

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