

Elevator car arrangement for a double-deck elevator, and double-deck elevator

The invention relates to a car arrangement for a double-deck elevator and to a double-deck elevator having such a car arrangement.

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Persons, or, in general, loads, can be transported between different floors or height levels in buildings by means of ordinary single-cabin elevators or by means of double-deck elevators - sometimes also referred to as double-decker elevators. A double-deck elevator is characterized by a car arrangement with a car frame and two cabins arranged one above the other. By means of the two cabins arranged one above the other, two different floors lying one above the other can be approached simultaneously.

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In some buildings, the floors are of different heights, resulting in different vertical distances between the access points to the elevators. So that such floors can be approached without any problem with a double-deck elevator, it has to be possible to adjust the vertical distance between the two cabins of a double-deck elevator to the corresponding floor heights and corresponding distances of the access points. To adjust this vertical distance, at least one of the two cabins is displaceable in the vertical direction relative to the other cabin, and, in general, relative to the car frame. This vertical displacement takes place by means of a displacement device.

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The displacement device can have, for example, one or more screw spindle drives and/or scissor-like connecting elements via which the two cabins are connected to one another. Such a spindle drive has at least one spindle and a toothed rack in which the spindle engages. The spindle can be arranged on the car frame of the car arrangement or on the cabin to be moved. The toothed rack can accordingly be arranged on the cabin to be moved, or the elevator car frame. In the case of a rotation of the spindle generated by means of a drive device, the distance between the cabins changes. As an alternative to the spindle drive, a hydraulic displacement device for displacing the cabin can be provided. The distance between the cabins can be adjusted during travel by means of a controller to the floor distance between the two floors to be approached and the corresponding distance of the accesses.

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EP 3 514 096 A1 describes a double-deck elevator with two cabins, wherein a vertical distance between the cabins can be set by means of a tension chain and several

deflecting elements. The corresponding drive device increases the height of the corresponding car arrangement.

5 US 2020 / 0 239 289 A1 describes a push chain in which chain links of the push chain positively engage with one another under pressure loading such that a force absorption section of the push chain is stable under the pressure load in a direction in which the chain links can be pivoted relative to one another when there is no pressure load.

10 WO 2015/043766 A1 describes an elevator with two cabins, which can be displaced independently of one another in an elevator shaft by means of a drive. The cabins can be temporarily coupled to one another by means of a mechanical coupling element - for example, in the form of a support chain. The distance between the coupled cabins is set by means of the drives assigned to the cabins.

15 When designing an elevator system, the size of the elevator shaft, and in particular its cross-sectional area (footprint), plays a fundamentally important role. In order not to have to additionally enlarge the elevator shaft, the displacement device should have the smallest possible space requirement - in particular, in the horizontal direction. However, both
20 aforementioned displacement devices have a relatively large space requirement - specifically, in the horizontal and vertical directions - wherein in particular the space available in an elevator shaft in the horizontal direction is generally very limited. In addition, the hydraulic displacement device can have a tendency to produce an odor due to the oil used therein, wherein the odor may be perceived as unpleasant in the corresponding cabin.

25 One of the challenges in the design of such double-deck elevators is to make components for displacing and driving a cabin to be moved as light, space-saving, and cost-efficient as possible.

30 There may be a need, *inter alia*, for an elevator car arrangement for a double-deck elevator which makes it possible to adjust the distance between an upper cabin and a lower cabin using a particularly compact and lighter displacement and drive means. Furthermore, there may be a need for a corresponding double-deck elevator.

A need of this kind can be satisfied by the subject matter according to one of the independent claims. Advantageous embodiments are defined in the dependent claims and in the following description.

5 A first aspect of the invention relates to an elevator car arrangement for a double-deck elevator. The car arrangement has a car frame, a first cabin, a second cabin, a push chain, and a drive device. The first cabin is coupled to the car frame. The second cabin is arranged on the elevator car frame above or below the first cabin. The second cabin is coupled to the car frame in such a way that it is movable, relative to the car frame and relative to the first cabin, in the vertical direction. The push chain is coupled, with a first end of a force
10 absorption section of the push chain, to the first cabin or the elevator car frame. Furthermore, the push chain is coupled, with an opposite, second end of the force absorption section, to the second cabin. The push chain is arranged such that the second cabin exerts a pressure load on the force absorption section of the push chain due to gravity.
15 The drive device is coupled to the push chain and is designed to displace the second cabin in the vertical direction, relative to the first cabin, by means of the push chain.

Thus, by means of the push chain and the drive device, the second cabin, which is arranged to be movable in the vertical direction in the elevator car frame above or below the first cabin,
20 can be displaced in the vertical direction relative to the first cabin, so that the vertical distance between the cabins is adjustable - in particular, as a function of corresponding accesses to the cabins in different floors of a building. The adjustment of the vertical distance takes place in particular by means of a change in a length of the force absorption section, wherein this length takes place through a movement of the push chain by means of the drive device.

25 Possible features and advantages of embodiments of the invention can be regarded, *inter alia* and without limiting the invention, as being based upon the concepts and findings described below.

30 An elevator car can generally be understood as a frame that can be moved between multiple levels or floors, e.g., in an elevator shaft, with at least one cabin, or with at least two cabins in the present case of a double-deck elevator, for transporting people or loads. The elevator car frame can in particular be a frame-like construction for carrying the cabins, and is also referred to as a catch frame, among other things. The elevator car

frame can be guided, for example, along at least one guide rail extending in an elevator shaft. Such guide rails can be arranged on one side or on two opposite sides in the elevator shaft. A catch device can also be integrated into the elevator car frame, which serves to brake the elevator car frame in case of excess speed.

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In the case of a double-deck elevator, the elevator car frame can comprise the two cabins, arranged in double-decked fashion, for approaching the two different floors at the same time. As indicated at the outset, it may be necessary to adjust the vertical distance between the two cabins of the double-deck elevator due to unequal floor distances between the different floors. For this purpose, a displacement device can be arranged by means of which at least one of the two cabins can be displaced in the vertical direction relative to the other cabin, and, in general, relative to the elevator car frame. The aforementioned drive device and the push chain form such a displacement device. In particular, in the approach presented here, it is proposed that the displacement of the second cabin be realized by means of the push chain. The vertical distance between the cabins is here determined by the length of the force absorption section of the push chain. This length can be adjusted by means of the drive unit, whereby the second cabin is displaced relative to the first cabin. As a rule, a guide structure within the car frame in which the two cabins are arranged one above the other is additionally arranged, in order to guide the cabin to be moved during its movement.

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The weight of the second cabin loads the push chain. The second cabin can stand, so to speak, on the push chain. The section of the push chain which the weight force loads and which accordingly carries the weight of the second cabin is the force absorption section. For the length of the force absorption section to be changeable, the push chain must be longer than the force absorption section. The section of the push chain which the weight of the second cabin does not load can be referred to as the residual section of the push chain. The length of the residual section changes as a function of the length of the force absorption section. In particular, the length of the residual section increases, and the length of the force absorption section decreases, and vice versa. The push chain has butting characteristics during the lifting of the second cabin. Therefore, the push chain cannot tear. In addition, the push chain and the drive device driving it have only a relatively small space requirement - in particular, in the horizontal direction - compared to the spindle drive and the hydraulic displacement device.

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The drive device can generally be understood as a motor, by which the push chain is moved in such a way that the length of the force absorption section of the chain changes, so that the corresponding cabin, e.g., the second cabin, can be raised and/or lowered relative to the car frame and the first cabin.

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According to one embodiment, the push chain can be designed in such a way that chain links of the push chain engage positively with one another under a pressure load such that the force absorption section of the push chain is stable under the pressure load in a direction in which chain links of the push chain are pivotable against one another when there is no pressure load.

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In other words, the push chain can always be stable in a first lateral direction, which is perpendicular to a longitudinal direction of the push chain when the push chain is unrolled, and can be unstable, in particular pivotable, and in particular bendable, at the transition of the chain links, in a second lateral direction, which, in the case of an unloaded and/or unrolled push chain, is perpendicular to the longitudinal direction of the push chain and perpendicular to the first lateral direction. In contrast to this, the chain links of the push chain can interlock in a positive manner under the pressure load such that the push chain is stable in the second lateral direction. The push chain can thus hold high pressure loads.

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According to one embodiment, the drive device can be designed and thus coupled to the push chain such that, when the second cabin is displaced in the direction of gravity, the push chain drives the drive device in the manner of a generator.

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In other words, the potential energy stored in the raised second cabin can be converted into electrical energy by means of the push chain and the drive device in the generator operating mode. The weight of the second cabin here acts upon the push chain, which drives the drive device, which in turn acts as a generator and generates the electrical energy. The electrical energy can be stored and can be reused - for example, the next time the second cabin is moved - to supply the drive device with energy.

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According to one embodiment, the drive device can have the motor and an output which is arranged on a shaft of the motor, and is in engagement with the push chain. The output can be formed, for example, by a gear wheel, the teeth of which engage in the chain links of the push chain. The drive device can further comprise a housing and/or a guide for the

residual section, and, optionally, a part of the force absorption section of the push chain. The motor and/or the residual section may optionally be arranged in or on the housing.

According to one embodiment, the drive device can be arranged at the first cabin or at the second cabin, if the push chain is coupled to the first cabin. Alternatively, the drive device can be arranged on the elevator car frame or on the second cabin if the push chain is coupled to the elevator car frame. Thus, the drive device can engage in the push chain at the first end of the force absorption section or at the second end of the force absorption section.

According to one embodiment, the push chain can be arranged such that the residual section of the push chain, which is not the force absorption section, is arranged between the cabins. This is particularly advantageous when the push chain is coupled to the first cabin. For example, the residual section, if the push chain is coupled to the first cabin, can be guided along the cabin on which the drive device is arranged.

According to one embodiment, the push chain can be arranged such that the residual section of the push chain extends at least partially in the horizontal direction. This can contribute to making the vertical space requirement of the displacement apparatus particularly low.

According to one embodiment, if the push chain is coupled to the first cabin, the first cabin can have a first force absorption area, or, if the push chain is coupled to the car frame, the car frame can have the first force absorption area. The second cabin can have a second force absorption area. The push chain can be coupled to the first force absorption area with the first end of the force absorption section and to the second force absorption area with the second end of the force absorption section. The force absorption section can extend from the first force absorption area to the second force absorption area. A vertical distance between the two cabins is dependent upon a length of the force absorption section. The drive device can be designed, in order to displace the second cabin in the vertical direction, to move the push chain in such a way that the length of the force absorption section changes.

The second force absorption area is the area at which the weight of the second cabin is transmitted to the force absorption section of the push chain. The first force absorption area is the area at which the corresponding pressure load is transmitted from the force absorption section to the first cabin or the elevator car frame. The drive device can be

arranged at the first end or at the second end of the force absorption section. The drive device, e.g., its output, can form the corresponding force absorption area at the end of the force absorption section at which the drive device is arranged. Alternatively, a rotatable deflecting device, e.g., a gear wheel, which is in engagement with the push chain, can be arranged at the first end or at the second end of the force absorption section. In this case, the deflecting device can form the corresponding force absorption area.

According to one embodiment, the first cabin can be coupled to the elevator car frame such that it is arranged to be movable, relative to the elevator car frame, in the vertical direction. The car arrangement can have a further push chain which is coupled to the first cabin and the elevator car frame. The elevator car arrangement can have a further drive device which is coupled to the further push chain. The further drive device can be designed to displace the first cabin in the vertical direction relative to the elevator car frame by means of the further push chain.

In other words, both cabins can be displaced in the vertical direction relative to the car frame, wherein the further push chain can be arranged for displacing the first cabin. In this context, the further push chain for displacing the first cabin can be referred to as the first push chain, and the push chain for displacing the second cabin can be referred to as a second push chain. The displacement of the first cabin in addition to the displacement of the second cabin enables a larger amount of play and/or a greater speed with respect to the adjustment of the vertical distance between the cabins as a function of the different floor heights.

According to one embodiment, for the vertical displacement of the second cabin, the car arrangement can have exactly one single push chain. Alternatively, two or more push chains, e.g., four push chains, can be arranged in each case for displacing the second cabin and/or the first cabin. In the case of two or more push chains for displacing the corresponding cabin, the drive devices for adjusting the corresponding push chains must be synchronized with one another in order to avoid tilting and/or canting of the corresponding cabin. By contrast, the arrangement of only one single push chain for displacing the second cabin makes it possible to dispense with this synchronization. This contributes to making it possible for the car arrangement to be produced particularly easily and at low cost, in the case of only one single push chain.

In the case of several push chains per cabin, the push chains can act upon two, diametrically-opposite corner sections of the corresponding cabin. For example, a second force absorption area can be arranged on the diametrically-opposite corner sections of the second cabin. Two diametrically-opposite corner sections can be understood to mean two corner sections of the corresponding cabin, each of which lies on a diagonal of an underside of the corresponding cabin. A lifting force can be understood to mean a force for raising and/or lowering the corresponding cabin. This embodiment can minimize twisting of the corresponding cabin due to loads during displacement.

According to one embodiment, the push chain can be fastened to the second cabin in alignment with the center of gravity of the second cabin. In other words, the push chain can engage directly below the center of gravity of the second cabin. This is particularly advantageous if only a single push chain is arranged for displacing the second cabin. In particular, this can contribute to avoiding the tilting and/or canting of the second cabin.

A second aspect of the invention relates to the double-deck elevator. The double-deck elevator has the car arrangement explained above and a control device configured to control the drive device of the car arrangement as a function of the floor distance between a first floor and a second floor, such that, in a stop position of the car arrangement, the first cabin is accessible via the first floor, and the second cabin is accessible via the second floor. Information about the distances between the floors of the corresponding building and/or the corresponding accesses can, for example, be stored on a memory unit of the control device - for example, in the form of a look-up table in which the floors with their distances are assigned to corresponding actuating signals for the drive device.

Embodiments of the invention will be described below with reference to the accompanying drawings, wherein neither the drawings nor the description are intended to be interpreted as limiting the invention.

Fig. 1 shows an embodiment of an elevator car arrangement for a double-deck elevator.

Fig. 2 shows an embodiment of an elevator car arrangement for a double-deck elevator.

Fig. 3 shows an embodiment of an elevator car arrangement for a double-deck elevator.

Fig. 4 shows an embodiment of an elevator car arrangement for a double-deck elevator.

The drawings are merely schematic, and not to scale. In the different figures, identical
5 reference signs denote identical or similar features.

Fig. 1 shows an embodiment of an elevator car arrangement 20 for a double-deck elevator
10 10. The car arrangement 20 has a car frame 22, a first cabin 24, a second cabin 26, a push
chain 30, and a drive device 40. The cabins 24, 26 are arranged one above the other in the
elevator car frame 22 in the vertical direction. For example, in the embodiment shown in
Figure 1, the first cabin 24 is arranged below the second cabin 26.

When the elevator car arrangement 20 is used as intended in an elevator shaft of a building,
the first cabin 24 is accessible via a first access in a first floor 72, and the second cabin 26 is
15 accessible via a second access in a second floor 74. A vertical distance between the cabins
24, 26 can be set by means of a control device 70. Further components of the double-deck
elevator 10, such as a drive device for vertical displacement of the entire car arrangement
20, a counterweight, floor doors, or the like, are not shown for reasons of clarity.

20 The push chain 30 has a force absorption section 32, a first end 34 of the force absorption
section 32 and a second end 36 of the force absorption section 32 opposite the first end 34,
and a residual section 38. The push chain 30 can also be referred to as first push chain 30.
The force absorption section 32 can also be referred to as first force absorption section 32.

25 The push chain 30 has several connected chain links. In the case of a pressure load, the
chain links engage with one another in a positive manner in such a way that the force
absorption section 32 is stable under the pressure load in a direction in which chain
links of the push chain 30 can be pivoted against one another when there is no pressure
load. Thus, the chain links in the unloaded state are pivotable relative to one another in
30 a first lateral direction and are stable in directions perpendicular to the first lateral
direction - in particular, in a second lateral direction and a longitudinal direction of the
push chain 30. By contrast, under the pressure load of the push chain 30, the chain links
engage positively with one another, so that the push chain 30 in the region of the force
absorption section 32 is also stable in the first lateral direction.

The residual section 38 of the push chain 30 is arranged between the two cabins 24, 26. In particular, the residual section 38 is arranged to be substantially horizontal. The residual section 38 can rest, for example, on an upper side of the first cabin 24. The residual section 38 is not loaded with pressure.

The drive device 40 is coupled to the first cabin 24 and the push chain 32. The drive device 40 can also be referred to as first drive device 40. The drive device 40 has a motor and an output which is coupled to the push chain. The output is, for example, a gear wheel which engages in the chain links of the push chain 30. The motor can be an electric motor, for example. Optionally, the drive device 40 has a housing. If necessary, the motor and/or the output can be arranged in or on the housing. Furthermore, a part of the force absorption section 32 and/or the residual section 38 can be arranged in the housing and/or be guided in the housing. In the exemplary embodiment shown in Figure 1, the drive device 40 is arranged on the first cabin 24. Alternatively, the drive device 40 can be arranged on the second cabin 26.

The first cabin 24 has several fastening structures 41, via which it is fixedly coupled to the elevator car frame 22. In other words, in the exemplary embodiment shown in Figure 1, the first cabin 24 is fixed relative to the elevator car frame 22 by means of the fastening structures 41. The second cabin 26 has first holders 42, which are fixedly connected to the rest of the second cabin 26. The second cabin 26 is coupled, via the first holders 42, with a first guide structure 44, which is arranged on the elevator car frame 22, in such a way that the second cabin 26 and in particular the first holders 42 can be moved in the vertical direction relative to the elevator car frame 22.

The weight of the second cabin 26 acts upon the push chain 30. In other words, the second cabin 26 is situated on the push chain 30. Due to the weight force of the second cabin 26, the second cabin 26 exerts a pressure load on the push chain 30, and in particular on the force absorption section 32. Due to this pressure load, the force absorption section 32 is stable in all directions, and in particular in the first lateral direction. The pressure load is transmitted from the force absorption section 32 at the first end 34 to a first force absorption area 46. In the exemplary embodiment shown in Figure 1, the drive device 40, and in particular the output of the drive device 40, has the first force absorption area 46. The weight of the second cabin 26 is transmitted to the push chain 30 at the second end 36 of the

push chain 30 in a second force absorption area 48. In the exemplary embodiment shown in Figure 1, a floor of the second cabin 26 has the second force absorption area 48.

5 If a vertical distance between the first cabin 24 and the second cabin 26 does not match the vertical distance between the first access in the first floor and the second access in the second floor, the second cabin 26 can be displaced in the vertical direction relative to the first cabin 24 by means of the drive device 40 and the push chain 30. In this case, the drive device 40 can drive the push chain 30 such that the length of the force
10 absorption section 32 changes, as a result of which the vertical position of the second cabin 26 relative to the first cabin 24 changes. For example, the second cabin 26 can be pushed upwards or lowered downwards relative to the elevator car frame 22 by means of the push chain 30. For this purpose, the drive device 40 can have a control device or be coupled thereto, wherein the control device is configured to control the drive device
15 40 as a function of the vertical distance between the accesses of the corresponding floors. The control can here take place by means of corresponding actuating signals.

Optionally, the drive device 40 can be designed such that, when the second cabin 26 is lowered relative to the elevator car frame 20, the drive device 40 is driven in the
20 manner of a generator by the push chain 30 and generates electrical energy. In other words, when the second cabin 26 is displaced from top to bottom, the potential energy released during this can be converted into electrical energy by means of the push chain 30 and the drive device 40 in the generator mode. The electrical energy can be temporarily stored in an energy storage device (not shown in the figures) and can be re-
25 used at a later point in time - for example, for lifting the second cabin 26.

In the exemplary embodiment shown in Figure 1, exactly one single push chain 30 is arranged. This single push chain 30 can, for example, be fastened to the second cabin 26 in alignment with the center of gravity of the second cabin 26. Alternatively, two or more push chains, e.g., four push chains, can be arranged for displacing the second cabin 26. In the case
30 of several push chains, the push chains can act on two, diametrically-opposite corner sections of the floor of the second cabin 26. For example, corresponding second force absorption areas 48 can be arranged on the diametrically-opposite corner sections of the second cabin 26.

Fig. 2 shows an embodiment of a car arrangement 20 which corresponds largely to the embodiment shown in Figure 1. Therefore, in order to avoid repetitions, only the differences between the embodiment shown in Figure 2 and the embodiment shown in Figure 1 will be discussed below.

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The elevator car arrangement 20 has two push chains 30 and two drive devices 40. Alternatively, the car arrangement 20 can have more than two push chains 30 and corresponding drive devices 40. The push chains 30 are coupled, at their respective first end 34, to the first force absorption area 46 and, at their respective second end 36, to the second force absorption area 48 - for example, via the first holders 42. The first force absorption area 46 is arranged on the elevator car frame 22, and the second force absorption area 48 is arranged on the second cabin 26, and in particular on the first holders 42. In the exemplary embodiment shown in Figure 2, the drive devices 40 are arranged on the elevator car frame 22. In this case, the drive devices 40 have the corresponding first force absorption areas 46. Alternatively, the drive devices 40 can be arranged on the second cabin 26 - for example, on the first holders 42. In this case, the drive devices 40 have the corresponding second force absorption areas 48.

Fig. 3 shows an embodiment of a car arrangement 20, which largely corresponds to one of the embodiments explained above. Therefore, in order to avoid repetitions, only the differences between the embodiment shown in Figure 3 and the embodiments explained above will be discussed below.

The first cabin 24, which is fixed with respect to the car frame 22, is arranged above the second cabin 26. The push chain 30 and the drive device 40 are arranged, in the vertical direction, between the elevator car frame 22 and the second cabin 26. The first force absorption area 46 is arranged on the elevator car frame 22, and the second force absorption area 48 is arranged on the second cabin 26. The drive device 40 is arranged on the second cabin 26 and has the second force absorption area 48. Alternatively, the drive device 40 can be arranged on the elevator car frame 22 and have the first force absorption area 46. The residual section 38 is guided in the horizontal direction along the second cabin 26 - for example, in the housing of the drive device 40 (not shown in the figures).

In the exemplary embodiment shown in Figure 3, only a single push chain 30 with a corresponding drive device 40 is arranged. Alternatively, two or more push chains 30 and corresponding drive devices 40 can be arranged in the vertical direction between the second cabin 26 and the elevator car frame 22. In addition, the second force
5 absorption area 48 is arranged on an underside of the second cabin 26. Alternatively, the second force absorption area or areas 48 can be arranged on the first holders 42.

Fig. 4 shows an embodiment of an elevator car arrangement 20 that largely corresponds to one of the embodiments explained above. Therefore, in order to avoid repetitions, only
10 the differences between the embodiment shown in Figure 4 and the embodiments explained above will be discussed below.

The first cabin 24 is arranged above the second cabin 26 and is coupled to the elevator car frame 22 in such a way that the first cabin 24 can be displaced in the vertical
15 direction relative to the second cabin 26 and relative to the elevator car frame 22. The first cabin 24 has second holders 52 which are fixedly connected to the rest of the first cabin 24. The first cabin 24 is coupled via the second holders 52 to a second guide structure 54, which is arranged on the elevator car frame 22, in such a way that the first cabin 24 can be moved in the vertical direction relative to the elevator car frame 22.

Two further push chains and two corresponding further drive devices are arranged for the vertical displacement of the first cabin 24. In this context, the push chains 30 and drive devices 40 for vertically displacing the second cabin 26 can be referred to as first
20 push chains 30 or first drive devices 40, and the further push chains and further drive devices for vertical displacement of the first cabin 24 can be referred to as second push chains 60 or second drive devices 50.

The second push chains 60 each include a second force absorption section 62 that engages a respective third force absorption area 56 at a respective first end 64 of the corresponding
30 second force absorption section 62, and engages a respective fourth force absorption area 58 at a respective second end 66 of the corresponding second force absorption section 62. The fourth force absorption areas 58 are arranged on the first cabin 24 - in particular, on the second holders 52. Alternatively, the fourth force absorption areas 58 can each be arranged on an underside of the first cabin 24. Furthermore, the third force absorption areas 56 can be

arranged on the second cabin 26, e.g., on an upper side of the second cabin 26 - for example, such that the second push chains 60 and/or the second drive devices 50 are arranged, in the vertical direction, between the first cabin 24 and the second cabin 26.

5 The second drive devices 50 are arranged on the elevator car frame 22 and have the third force absorption areas 56. Alternatively, the second drive devices 50 can be arranged on the first cabin 24 and have the fourth force absorption areas 58.

10 As an alternative to the exemplary embodiment shown in Figure 4, only one second push chain 60 and only one second drive device 50, or more than two second push chains 60 and, correspondingly, more second drive devices 50, can be arranged for the vertical displacement of the first cabin 24.

15 The weight of the first cabin 24 acts upon the second push chains 60. In other words, the first cabin 26 is situated on the second push chains 60. Due to the weight of the first cabin 24, the first cabin 24 exerts a pressure load on the second push chains 60, and in particular on the second force absorption sections 62. Due to the pressure load, the second force absorption sections 62 are stable in all directions, and in particular in the first lateral direction. The pressure load is transmitted from the second force absorption sections 62 on the first ends 64
20 of the second force absorption sections 62 onto the third force absorption areas 56.

25 The invention is not limited to the described exemplary embodiments. For example, the exemplary embodiments indicated can be combined with one another. For example, in the exemplary embodiment shown in Figure 1, similar to the exemplary embodiment shown in Figure 2, two or more push chains 30 and drive devices 40 can be arranged between the first cabin 24 and the second cabin 26. Alternatively or additionally, in the exemplary embodiment shown in Figure 1, the drive device 40 can be arranged on the underside of the second cabin.

30 Finally, it should be noted that terms such as “comprising,” “having,” etc., do not exclude other elements or steps, and terms such as “a” or “an” do not exclude a plurality. Furthermore, it should be noted that features or steps which have been described with reference to one of the above embodiments may also be used in combination with other features or steps of other embodiments described above. Reference signs in the claims should not be considered to be limiting.

Claims

1. Elevator car arrangement (20) for a double-deck elevator, wherein the car arrangement (20) has:
 - 5 - an elevator car frame (22);
 - a first cabin (24) coupled to the car frame (22);
 - a second cabin (26) arranged on the car frame (22) above or below the first cabin (24) and coupled to the car frame (22) such that it is movable in the vertical direction relative to the car frame (22) and relative to the first cabin (24);
 - 10 - a push chain (30) that is coupled, with a first end (34) of a force absorption section (32) of the push chain (30), to the first cabin (24) or the car frame (22), is coupled, with an opposite, second end (36) of the force absorption section (32), to the second cabin (26), and is arranged such that the second cabin (26) exerts a pressure load on the force absorption section (32) of the push chain (30) due to gravity; and
 - 15 - a drive device (40) which is coupled to the push chain (30) and is designed to displace the second cabin (26) in the vertical direction relative to the first cabin (24) by means of the push chain (30).
2. Elevator car arrangement (20) according to claim 1, wherein the push chain (30)
 - 20 is designed such that chain links of the push chain (30) engage in one another in a positive manner under a pressure load in such a way that the force absorption section (32) of the push chain (30) is stable under the pressure load in a direction in which chain links of the push chain (30) are pivotable relative to one another when there is no pressure load.
3. Elevator car arrangement (20) according to one of the preceding claims,
 - 25 wherein the drive device (40) is designed and coupled to the push chain (30) such that, when the second cabin (26) is displaced in the direction of gravity, the push chain (30) drives the drive device (40) in the manner of a generator.
4. Elevator car arrangement (20) according to one of the preceding claims,
 - 30 wherein the drive device (40) has a motor and an output which is arranged on a shaft of the motor and is in engagement with the push chain (30).

5. Elevator car arrangement (20) according to one of the preceding claims, wherein the drive device (40) is arranged on the second cabin (26); or the drive device (40) is arranged on the first cabin (24), and the push chain (30) is coupled to the first cabin (24); or
5 the drive device (40) is arranged on the elevator car frame (22), and the push chain (30) is coupled to the elevator car frame (22).

6. Elevator car arrangement (20) according to one of the preceding claims, wherein the push chain (30) is arranged such that a residual section (38) of the push chain (30) that
10 is not the force absorption section (32) is arranged between the cabins (24; 26).

7. Elevator car arrangement (20) according to claim 6, wherein the push chain (30) is arranged such that the residual section (38) of the push chain (30) extends at least partially in the horizontal direction.
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8. Elevator car arrangement (20) according to one of the preceding claims, wherein, if the push chain (30) is coupled to the first cabin (24), the first cabin (24) has a first force absorption area (46), or, if the push chain (30) is coupled to the car frame (22), the car frame (22) has the first force absorption area (46);
20 the second cabin (26) has a second force absorption area (48); the push chain (30) is coupled, with the first end (34) of the force absorption section (32), to the first force absorption area (46) and, with the second end (36) of the force absorption section (32), to the second force absorption area (48);
25 the force absorption section (32) extends from the first force absorption area (46) to the second force absorption area (48); a vertical distance between the two cabins (24; 26) is a function of a length of the force absorption section (32); and the drive device (40) is designed, for displacing the second cabin (26) in the vertical direction, to move the push chain (30) such that the length of the force absorption section (32) changes.
30

9. Elevator car arrangement (20) according to one of the preceding claims, wherein the first cabin (24) is coupled to the elevator car frame (22) such that it is arranged to be movable, relative to the car frame (22), in the vertical direction,

the car arrangement (20) has a further push chain (60) coupled to the first cabin (24) and the car frame (22),

the car arrangement (20) has a further drive device (50) which is coupled to the further push chain (60), and

5 the further drive device (50) is designed to displace the first cabin (24) in the vertical direction relative to the elevator car frame (22) by means of the further push chain (60).

10. Elevator car arrangement (20) according to one of the preceding claims, wherein the car arrangement (20) has exactly one single push chain (30) for the vertical
10 displacement of the second cabin (26).

11. Elevator car arrangement (20) according to claim 10, wherein the push chain (30) is fastened to the second cabin (26) in a manner aligned with the center of gravity of the second cabin (26).

15

12. Double-deck elevator (10), having:

an elevator car arrangement (20) according to one of the preceding claims; and

a control device (70) configured to control the drive device (40) of the car arrangement (20) as a function of a floor distance between a first floor (72) and a second floor (74)

20 such that, in the stop position of the car arrangement (20), the first cabin (24) is accessible via the first floor (72), and the second cabin (26) is accessible via the second floor (74).