

Description

This invention relates to a motor vehicle lift.

Motor vehicle lifts are known. They are constructed in the most various forms and sizes according to their application and operator requirements, with obviously different performance and costs.

A known vehicle lifting device is the so-called "two column lift". It comprises a pair of vertical columns provided with a base for fixing to the floor and/or with members for connecting them together, and a pair of horizontal raisable arms. The two columns are generally positioned at a distance apart which exceeds the maximum width of the vehicles to be lifted, and have their arms hinged to pivots parallel to the column axis. Rubber pads or other conventional members are provided at the opposite end of each arm to lift the vehicle to the required height as a result of the simultaneous raising of the two pairs of arms.

This type of vehicle lifting device is widely used, particularly in vehicle repair shops, as it combines substantially low cost with good operating reliability and the facility for lifting the vehicle to a height which enables the mechanic to work under it.

However, it also has serious limitations, and in particular:

large overall size, in that the two columns, their bases and the relative connections form a fixed installation which when not being used hinders proper vehicle handling within the workshop, whereas during periods of use it hinders the action of the mechanic, who for example can have difficulty in opening the door of the lifted vehicle,

the need for laborious installation in that the columns have to be fixed securely to the floor by fixing members expressly provided for this purpose,

considerable fatigue in carrying out the operations required for lifting the vehicle. In this respect, in order to be usable with vehicles of widely different widths the two columns must be sufficiently spaced apart to allow the widest vehicle to pass, whereas the arms must be of sufficient length to reach the narrowest vehicles. This large arm length means that when they are to be positioned under the body of a wide vehicle, it is very often necessary to carry out this operation in two stages by inserting one arm at a time and moving the vehicle along the ground forwards or backwards before inserting the second arm, to prevent it being hindered by the wheels.

US-A-4 447 042 discloses a "parallelogram" lift, comprising a pair of longitudinal members resting on the ground, a pair of horizontal runways which can be raised relative to the longitudinal members to lift the vehicle disposed on them, and a number of pairs of arms or uprights hinged in the form of a parallelogram to the runways and longitudinal members, and operated by generally hydraulic systems to cause the runways to rise. This known type of lift is widely used, essentially because of its simplicity

of installation, its strength and its reliability of operation. However it has limitations substantially in terms of its bulk and its difficulty of operation under certain conditions of use.

The bulk drawback also applies to its most favourable conditions, in that when the runways are raised, the longitudinal members, the uprights and the inevitable running boards or ramps for driving the vehicle onto the runways not only require a certain space, but represent an obstruction for the mechanics who have to work under the lifted vehicle.

Moreover, when the lift is raised, the fact that the vehicle rests on the runways by means of its wheels makes it impossible to do any work which requires the wheels to freely rotate or to be removed. For these reasons, the runways can be provided with supplementary running boards which allow further lifting of the vehicle above the runways when the lift has already lifted the vehicle above the floor, but on the one hand this inevitably complicates the lift construction, and on the other hand it has not completely solved the problem in that the runways can obstruct access to the lower part of the vehicle in the region of the wheels.

Furthermore this kind of "parallelogram" lift involves a variation of encumbrance in the passage from the lowered to the raised condition, and a longitudinal displacement of the vehicle during its raising.

Also are known lifts of "pantograph" type (see DE-A-2 245 613 and DE-A-3 529 069), where the uprights, instead of being parallel, are articulated to each other. They don't present the drawbacks of the "parallelogram" lifts, but require a more laborious construction and don't allow to reach the height and hoisting power of these lifts. Indeed the necessity of crossing the uprights doesn't allow them to reach the inclination which is reachable with "parallelogram" lifts, and furthermore doesn't allow them to be constructed with the longitudinal edges folded in order to reach high hoisting powers even with limited thickness of metal sheet.

Particularly DE-A-2 245 613 discloses a cross uprights lift, comprising a pair of base longitudinal members for its support on and/or securing to the floor, a pair of second uprights slidably and pivotally supported at their lower ends on the longitudinal members and to the first uprights at an intermediate point thereof, a pair of vehicle lifting runways, each formed as a plurality of separate portions which are substantially aligned when the lift is lowered and which cease to be aligned when the lift is raised, and comprising a portion, intended to support the vehicle, hinged to the upper ends of the first uprights. The lift also comprises actuators acting so to vary the reciprocal contained angle between the first and second uprights.

The lift described in this patent allows, due to the particular position of the articulation point between the crossed uprights, to have the raisable portions of runways with limited length and

therefore to raise vehicles even they have a limited distance between the wheels, although keeping these wheels disengaged from the runways. But the choice of the articulation point in a point displaced towards the upper ends of the uprights causes an increase of longitudinal encumbrance of the lowered lift, with evident inconveniences for workmen.

An intermediate solution between "pantograph" lifts and "parallelogram" lifts is known from FR-A-1 111 799. The lifting device described in this document comprises a pair of longitudinal base members, to which two uprights are articulated, upperly connected to one runway for supporting a motorcycle. However this lifting device is neither foreseen nor could be used to raise vehicles which requires a high hoisting power and an accurate control of the horizontality of the runways during the raising.

According to the present invention, the problem of raising a vehicle, eliminating all the drawbacks and limitations jointly and separately present in the prior art, are obviated by a motor vehicle lift as described in the claim 1.

Four preferred embodiments of the present invention are described in detail hereinafter with reference to the accompanying drawings, in which:

Figure 1 is a side view of a first embodiment of a lift according to the invention supported on the floor and shown in its lowered state;

Figure 2 shows it in its raised state;

Figure 3 shows it in top view;

Figure 4 is a front view thereof on the line IV—IV of Figure 2;

Figure 5 is a longitudinal section view of the enlarged detail of the bond between the lower end of the first uprights and the longitudinal;

Figure 6 shows a second embodiment of a lift in the same view as figure 2;

Figure 7 shows a third embodiment of a lift in the same view as figure 1;

Figure 8 shows it in the same view as figure 2;

Figure 9 shows it in top view;

Figure 10 shows it in front view on the line X—X of figure 8,

Figure 11 shows a four embodiment of a lift in the same view as figure 1, and

Figure 12 shows it in the same view as figure 2.

As can be seen from the figures, the lift according to the invention comprises a pair of longitudinal members 1 essentially of C shape with their opening facing upwards.

These longitudinal members are rested on or bolted to the floor or, in the embodiments shown in Figures 6 to 9, to the base of suitable seats provided therein.

A pair of first uprights 2 are associated with the two longitudinal members 1, and are provided at their lower end with rollers 3 slidable longitudinally within the relative longitudinal member.

To the two longitudinal members 1 there is also hinged the lower end of a pair of second uprights 4, having a length substantially equal to one half the length of the first uprights 2. The two hinge

pins between the longitudinal members 1 and uprights 4 are rigidly connected together by a single torsion bar 5.

The upper end of each upright 4 is hinged to the corresponding uprights 2 on a horizontal axis situated approximately in a central position.

The lift according to the invention also comprises a pair of runways indicated overall by 6 and formed from a substantially C-shaped section having a width slightly greater than the width of the longitudinal members 1 and their opening facing downwards.

In the embodiment shown each runways 6 is in reality divided into four portions 7, 8, 9 and 10. With reference to Figures 1 to 3, the left hand end portion 7 has a skirt 11 welded to its outer end and extending vertically downwards beyond the vertical limits of the runway to act as a stop for the vehicle 12 and as a leg for its resting on the floor. For this latter purpose the skirt 11 is provided at its lower end with a roller 13.

The portion 8, to one end of which the portion 7 is hinged, represents the portion which is to support the vehicle 12 to be lifted. In proximity to that end joined to the portion 7, it is hinged to the upper end of the corresponding upright 2.

The third portion of the runway 9 is in fact not raised by the corresponding base longitudinal member 1. It embraces and is fixed to the lower portion of the corresponding upright 2 and has the fourth terminal portion 10 of the runway 1 hinged to its end close to the longitudinal member 1.

The height of this terminal portion 10 gradually falls to zero in passing from the end connected to the portion 9 to its opposite end, and also forms the drive ramp for the vehicle 12.

The lift according to the invention also comprises a pair of arms 15 which in proximity to one end are hinged to the uprights 2 and at their other end are provided with a roller 16 slidable on the lower surface of the horizontal web of the runway portion 8.

Between each upright 4 and the corresponding upright 2 there is disposed an actuator 17, which in this embodiment is a hydraulic cylinder-piston unit. More precisely the cylinder of the cylinder-piston unit 17 is hinged to the upright 4 about an axis different from the axis on which said upright 4 is hinged to the upright 2, whereas the rod of the cylinder-piston unit 17 is hinged to the same pin by which the arm 15 is hinged to the upright 2. There is also provided a hinged connection between the arm 15 and the relative upright 4, this connection consisting of a rigid rod 18 hinged at one end to the arm 15 on an axis different from the axis on which it is hinged to the upright 2 and situated at the opposite end to the roller 16, and is hinged at its upper end on the same axis as that on which the cylinder-piston unit 17 is hinged to the upright 4.

A further rod 19 is hinged on the same axis as that on which each rod 18 is hinged to the corresponding arm 15 and connects said arm to the end portion 7 of each runway on a hinging

axis different from that on which said portion 7 is connected to the portion 8.

A conventional safety system consisting of a pawl 20 provided at the lower end of each upright 2 and a plurality of teeth 21 provided on the base of the longitudinal member 1 prevent, by conventional criteria, the accidental lowering of the lift should a fault develop in the hydraulic lifting plant.

The operation of the lift according to the invention is as follows:

when in its lowered state (see Figure 1), the two actuators 17 are in their condition of minimum extension. The portion 7 of each runway rests with the end skirt 11 on the floor, and has its other end at a slightly higher level.

The other three portions 8, 9 and 10 of each runway are substantially aligned to form the prolongation of the runway; the portion 8 is substantially horizontal whereas the portions 9 and 10 are inclined with a slope opposite that of the portion 7. In particular, the end edge of each portion 10 rests on the floor to form the drive-on ramp for the vehicle 12.

Under these conditions, a vehicle 12 driven onto the runways 6 via the portions 10 can be positioned with its front wheels against the skirts 11. Because the slope of the portion 7 opposes that of the aligned portions 9 and 10, and by virtue of suitable dimensioning of the various parts and the slopes assigned to them, a vehicle of average size resting with its front wheels against the skirts 11 and with its rear wheels beyond the portions 8 of the runways 6 and substantially at the same level, lies substantially horizontal so that the wheels need not be braked.

Before raising the lift, two conventional hard rubber pads 22 are placed at the two ends of each portion 8 of the runways 6 in correspondence with the scheduled points of the vehicle body by which the vehicle 12 is to rest; operating fluid is then fed into the actuators 17. As these actuators extend, the particular choice of the various hinge points means that the following effects are obtained:

the uprights 4 and 2, which are disposed almost coplanar when the lift is lowered, rotate relative to each other so as to reduce their contained angle. Whereas the uprights 4 are hinged to the longitudinal members 1 and can only rotate about them, the upright 2 can also slide along said longitudinal members so that the pawls 20 jump over the teeth 21 one at a time, to thus attain the various safety position;

the arms 15, which when the lift is in its lowered configuration are practically coplanar with the uprights 2, rotate about these latter, while tending to preserve a condition of substantial parallelism to the uprights 4;

the runway portions 8 rise both because they are hinged to the upper end of the uprights 2 and because they rest on the upper end of the arms 15, which slides below the relative portion 8;

the runway portions 7 connected to the lower end of the arms 15 by the rigid rods 19 incline downwards;

the portions 9 follow the upright 2 and cause the

portions 10 to slide axially on the longitudinal members 1;

as the movement of the portions 7 and 9 on which the wheels rest relative to the portions 8 on which the pads 21 are provided, the vehicle 12 rests with its body on said pads, to leave the wheels free to rotate.

In the final raised lift configuration (see Figure 2):

the runway portions 7 are completely folded down and in no way hinder access from underneath to the front wheels or to the engine compartment of the vehicle 12;

the runway portions 8 lie perfectly horizontal and the vehicle remains resting on them by way of the pads 22;

the runway portions 10 are almost completely superposed on the corresponding portions of the longitudinal members 1, so reducing the space taken up by the lift at floor level to merely the length of the longitudinal members 1 and thus facilitating the movements of the operator below the lift and his access to the entire lower part of the vehicle 12.

On termination of the work, in order to relower the lift it is necessary only to discharge the operating fluid from the actuators 17, the lift then reassuming its lowered configuration, shown in Figure 1, to allow the vehicle to descend from the runways 6.

To make it possible for the lift to be also used for a vehicle of length exceeding the maximum length acceptable by virtue of the lift dimensions, extensions 23 are applied to the end of the runway portions 8, and which when not in use remain totally housed in corresponding tubular guides in the portions 8, but can be extracted outwards when required, in order to support pads 22 at a greater distance from those provided at the opposite end of the portions 8.

Finally in order to retard the rising of the portion 7 while the lift is being lowered (or to anticipate the folding of the portions 7 during the raising of the lift, this amounting to the same thing) the rods 19 instead of being rigid can be of telescopic type, with the facility for undergoing a short idle stroke before offering a rigid reaction to a concentrated load.

In the embodiment shown in figure 6 rather than using a rigid connection between the first uprights 2 and the portions 8 of the runways 6, a variable length connection is used, and in particular a pair of cylinder-piston units 15' which have the function of enabling the inclination of the portions 8 with respect to the floor.

This is very advantageous for the body shops where particular works (for example the applying of the antinoise paint to the vehicle underside) result more comfortable if it is possible to work with the vehicle inclined.

In the embodiment shown in the Figures 7 to 10 the lift is in the "embedded" version in the floor. This is of more simple construction as it does not require the presence of ramps for the vehicle to drive onto the runways. In this case, the runways 6

comprise only the portions 8, 9 which are perfectly horizontal and coplanar with the floor when the lift is lowered.

More precisely the portions 8 are bound to the first uprights 2 and to the members 15 or 15' as shown previously, whereas the portions 9 are hinged, in correspondence of the side end, to appendices 24 soldered to the end of the longitudinal members 1 and are freely raisable for a length necessary to enable the movement of the uprights. A pair of longitudinal engravings provided in the inner end of each portion 9 enables the partial penetration of the uprights 2 in the portions 9 and therefore ensures the horizontality of said portions 9 when the lift is completely raised (fig. 7).

The embodiment shown in figures 11 and 12 differs from the embodiment shown in figures 1 to 4 as it is of two-faced type in order to enable the vehicle to raise from both the ends of the runways 6.

From the foregoing, it is apparent that the lift according to the invention, independently from the used embodiment, it considerably more advantageous than conventional lifts, in that:

it is of very simple formation, requiring the longitudinal members 1 to be merely rested on or fixed to the floor or to be positioned in suitable seats arranged therein,

its "above floor" version occupies a very small space when in its lowered state, whereas its "embedded" version occupies practically no space at all,

there is practically no limitation on its extent of lifting, and it can therefore be used not only in tyre service stations where only a limited extent of vehicle but also in body shops where the vehicle needs to reach a greater height, and in repair shops in which the operator must be able to work standing up below the lifted vehicle,

it creates no obstacle to the operator working below the lifted vehicle, because of the total absence of impediments on the runways 6, and also because of the reduction in the space taken up in the above-floor version in passing from the lowered configuration to the raised configuration.

it enables other than the raising of the vehicle, also its inclination in the case in which the connection between the portions 8 of the runways 6 and the first uprights 2 is obtained through the cylinder-piston units 15'.

Claims

1. A motor vehicle lift comprising in combination:

a pair of base longitudinal members (1) for its support on and/or securing to the floor,

a pair of first uprights (2) slidably and pivotally supported at their lower ends on said longitudinal members (1),

a pair of second uprights (4) hinged at their lower ends to said longitudinal members (1) and to said first uprights (2) at an intermediate point thereof,

a pair of vehicle runways (6) each formed as a plurality of separate portions which are substantially aligned when the lift is lowered, and which cease to be aligned when the lift is raised, a first portion (8) intended to support the vehicle being hinged to the upper ends of said first uprights (2),

a pair of actuators (17) acting so to vary the reciprocal contained angle of said pairs of first uprights (2) and second uprights (4), for raising the lift,

characterised in that:

said second uprights (4) have their length which is equal to one half the length of said first uprights (2) and are hinged at their upper ends to the central point thereof,

between said first uprights (2) and the first portions (8) of runways (6) hinged to said first uprights (2) are interposed additional members (15, 15'), which are hinged at their lower ends to said first uprights (2) at a point placed between the articulations of the second uprights (4) and of said first portion (8) to these first uprights (2), and which slidably and pivotally support at their upper ends said first portion (8), said additional members (15, 15') being connected to the respective second uprights (4) through rods (18) which are hinged to both of them at points different from their articulation points to said first uprights (2), to maintain the inclination of said first portions (8) during the raising of the lift.

2. A lift as claimed in claim 1 characterised in that each runway (6) comprises a second portion (7) hinged to the first portion (8), supported by the first uprights (2) and by the members (15, 15'), and arranged to fold downwards during the raising of the lift.

3. A lift as claimed in claim 1, characterised in that each second portion (7) is provided at its end with a skirt (11) for halting the vehicle wheels and for resting on the floor.

4. A lift as claimed in claim 1, characterised in that in addition to the first portion (8) supported by the first upright (2) and by the member (15, 15'), each runway (6) comprises further third and fourth portions (9, 10), of which the third (9) is fixed to the lower part of the corresponding part of the first upright (2), and the fourth (10) is hinged to the portion (9) and slides on the respective longitudinal member (1) when the lift is raised, the first, third and fourth runway portions (8, 9, 10) being substantially aligned when the lift is in its lowered configuration.

5. A lift as claimed in claim 4, characterised in that when in the lowered condition the second portion (7) of each runway (6) is slightly inclined, with its free end at a level lower than the axis on which said second portion (7) is hinged to the corresponding first portion (8), and the other three portions (8, 9, 10) are aligned and the third and fourth portions are inclined in the opposite direction, with the end of the fourth portion (10) folded downwards to form the vehicle drive-on ramp.

6. A lift as claimed in claim 1 characterised in



comprise only the portions 8, 9 which are perfectly horizontal and coplanar with the floor when the lift is lowered.

More precisely the portions 8 are bound to the first uprights 2 and to the members 15 or 15' as shown previously, whereas the portions 9 are hinged, in correspondence of the side end, to appendices 24 soldered to the end of the longitudinal members 1 and are freely raisable for a length necessary to enable the movement of the uprights. A pair of longitudinal engravings provided in the inner end of each portion 9 enables the partial penetration of the uprights 2 in the portions 9 and therefore ensures the horizontality of said portions 9 when the lift is completely raised (fig. 7).

The embodiment shown in figures 11 and 12 differs from the embodiment shown in figures 1 to 4 as it is of two-faced type in order to enable the vehicle to raise from both the ends of the runways 6.

From the foregoing, it is apparent that the lift according to the invention, independently from the used embodiment, it considerably more advantageous than conventional lifts, in that:

it is of very simple formation, requiring the longitudinal members 1 to be merely rested on or fixed to the floor or to be positioned in suitable seats arranged therein,

its "above floor" version occupies a very small space when in its lowered state, whereas its "embedded" version occupies practically no space at all,

there is practically no limitation on its extent of lifting, and it can therefore be used not only in tyre service stations where only a limited extent of vehicle but also in body shops where the vehicle needs to reach a greater height, and in repair shops in which the operator must be able to work standing up below the lifted vehicle,

it creates no obstacle to the operator working below the lifted vehicle, because of the total absence of impediments on the runways 6, and also because of the reduction in the space taken up in the above-floor version in passing from the lowered configuration to the raised configuration.

it enables other than the raising of the vehicle, also its inclination in the case in which the connection between the portions 8 of the runways 6 and the first uprights 2 is obtained through the cylinder-piston units 15'.

Claims

1. A motor vehicle lift comprising in combination:

a pair of base longitudinal members (1) for its support on and/or securing to the floor,

a pair of first uprights (2) slidably and pivotally supported at their lower ends on said longitudinal members (1),

a pair of second uprights (4) hinged at their lower ends to said longitudinal members (1) and to said first uprights (2) at an intermediate point thereof,

a pair of vehicle runways (6) each formed as a plurality of separate portions which are substantially aligned when the lift is lowered, and which cease to be aligned when the lift is raised, a first portion (8) intended to support the vehicle being hinged to the upper ends of said first uprights (2),

a pair of actuators (17) acting so to vary the reciprocal contained angle of said pairs of first uprights (2) and second uprights (4), for raising the lift,

characterised in that:

said second uprights (4) have their length which is equal to one half the length of said first uprights (2) and are hinged at their upper ends to the central point thereof,

between said first uprights (2) and the first portions (8) of runways (6) hinged to said first uprights (2) are interposed additional members (15, 15'), which are hinged at their lower ends to said first uprights (2) at a point placed between the articulations of the second uprights (4) and of said first portion (8) to these first uprights (2), and which slidably and pivotally support at their upper ends said first portion (8), said additional members (15, 15') being connected to the respective second uprights (4) through rods (18) which are hinged to both of them at points different from their articulation points to said first uprights (2), to maintain the inclination of said first portions (8) during the raising of the lift.

2. A lift as claimed in claim 1 characterised in that each runway (6) comprises a second portion (7) hinged to the first portion (8), supported by the first uprights (2) and by the members (15, 15'), and arranged to fold downwards during the raising of the lift.

3. A lift as claimed in claim 1, characterised in that each second portion (7) is provided at its end with a skirt (11) for halting the vehicle wheels and for resting on the floor.

4. A lift as claimed in claim 1, characterised in that in addition to the first portion (8) supported by the first upright (2) and by the member (15, 15'), each runway (6) comprises further third and fourth portions (9, 10), of which the third (9) is fixed to the lower part of the corresponding part of the first upright (2), and the fourth (10) is hinged to the portion (9) and slides on the respective longitudinal member (1) when the lift is raised, the first, third and fourth runway portions (8, 9, 10) being substantially aligned when the lift is in its lowered configuration.

5. A lift as claimed in claim 4, characterised in that when in the lowered condition the second portion (7) of each runway (6) is slightly inclined, with its free end at a level lower than the axis on which said second portion (7) is hinged to the corresponding first portion (8), and the other three portions (8, 9, 10) are aligned and the third and fourth portions are inclined in the opposite direction, with the end of the fourth portion (10) folded downwards to form the vehicle drive-on ramp.

6. A lift as claimed in claim 1 characterised in



that at least one pair of said first or second uprights (2, 4) are connected at their lower end through a torsion bar (5).

7. A lift as claimed in claim 1 characterised in that the actuators (17) are interposed between said first and second uprights (2, 4).

8. A lift as claimed in claim 1 characterised in that the members (15) consist of stiff arms hinged at their ends.

9. A lift as claimed in claim 1 characterised in that the members (15') consist of actuators hinged at their ends.

10. A lift as claimed in claims 1 and 9, characterised in that the actuators (15') are sized and fed in such a manner as to ensure that the portions (8) of runway (6) maintain their horizontal position during their upward travel.

11. A lift as claimed in claim 1, characterised by comprising mechanical safety members to prevent descent of the portions of runway (6) even if the pressure in the hydraulic feed circuit for the actuators (17) falls.

12. A lift as claimed in claim 11 characterised in that the mechanical safety members are incorporated in said actuators (17).

13. A lift as claimed in claim 11 characterised in that the mechanical safety members consist of a pair of teeth (21) applied to the longitudinal members (1) and cooperating with pawls (20) applied to the lower end of the pair of uprights (1) slidable along said longitudinal members (1).

14. A lift as claimed in claim 1 characterised by comprising extensions (23) which, when not in use, remain totally housed in the first portions (8) and can be extracted from these to support vehicles having a length greater than that of the portion (8).

15. A lift as claimed in claim 1 characterised in that the longitudinal members (1) are housed in corresponding seats provided in the floor and each runway (6) comprises two different portions (8, 9) of which one (8) hinged to the first uprights (2) and the other (9) hinged at one end of the longitudinal member (2), said portions (8, 9) being coplanar to the floor when the lift is in lowered condition.

16. A lift as claimed in claim 2 characterised in that each second portion (7) is connected to an extension of the corresponding member (15, 15') by a rod (19) which during the raising of the lift causes said second portion (7) to fold downwards.

Patentansprüche

1. Eine Fahrzeughebebühne, welche in Kombination enthält:

Ein Paar von sich längserstreckenden Stützelementen (1) für ihre Unterstützung durch den und/oder ihre Befestigung am Boden,

ein Paar von ersten Stehern (2), welche an ihren unteren Enden in den genannten, sich längserstreckenden Stützelementen (1) verschiebbar und verschwenkbar gehalten sind,

ein Paar von zweiten Stehern (4), welche an

ihren unteren Enden an den genannten, sich längserstreckenden Stützelementen (1) und an den genannten ersten Stehern (2) in einem mittleren Punkt derselben angelenkt sind,

ein Paar von Laufschiene (6) für die Hebebühne, welche jeweils als eine Vielzahl von einzelnen Abschnitten ausgebildet sind, die sich im wesentlichen in einer Linie befinden, wenn die Bühne abgesenkt ist, und sich nicht mehr in einer Linie befinden, wenn die Bühne angehoben ist, wobei ein erster Abschnitt (8), der dazu dient, das Fahrzeug zu unterstützen, an die oberen Enden der genannten ersten Steher (2) angelenkt ist,

ein Paar von Betätigungseinrichtungen (17) um den gegenseitigen Winkel der genannten Paare der ersten Steher (2) und der zweiten Steher (4) zu verändern, um die Bühne anzuheben dadurch gekennzeichnet,

daß die genannten zweiten Steher (4) eine Länge aufweisen, welche der halben Länge der genannten ersten Steher (2) gleich ist, und an deren oberen Enden in einem mittleren Punkt derselben angelenkt sind,

wobei zwischen die genannten ersten Stehere (2) und die ersten Abschnitte (8) der Laufschiene (6), welche an die ersten Steher (2) angelenkt sind, zusätzliche Glieder (15, 15'), eingeschaltet sind, welche an ihren unteren Enden an einem Punkt, welcher sich zwischen den Gelenken der zweiten Steher (4) und den genannten ersten Abschnitten (8) an diesen ersten Stehern (2) befindet, angelenkt sind und welche mit ihren oberen Enden den genannten ersten Abschnitt (8) gleitend und verschwenkbar unterstützen, wobei die genannten zusätzlichen Glieder (15, 15') mit den zugeordneten zweiten Stehern (4) mittels Stangen (18) verbunden sind, welche an beiden derselben an Punkten, welche von den Gelenkpunkten an den genannten ersten Stehern (2) unterschiedlich sind, angelenkt sind, um die Neigung der genannten ersten Abschnitte (8), während des Anhebens der Bühne aufrecht zu erhalten.

2. Eine Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß jede Laufschiene (6) einen zweiten Abschnitt (7) aufweist, welcher an den ersten Abschnitt (8), der durch die ersten Steher (2) und durch die Glieder (15, 15') getragen ist, angelenkt ist und sich während des Anhebens der Hebebühne nach abwärts verschwenkt.

3. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß jeder zweite Abschnitt (7) an seinem Ende mit einer Schürze (11) für das Halten der Fahrzeugräder und für die Abstützung am Boden ausgebildet ist.

4. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß zusätzlich zum ersten Abschnitt (8), welcher durch den ersten Steher (2) und durch die Glieder (15, 15') getragen ist, jede Laufschiene (6) weitere dritte und vierte Abschnitte (9, 10) umfaßt, wobei der dritte (9) mit dem unteren Teil des zugeordneten Teiles des ersten Stehers (2) verbunden ist und der vierte (10) an den Abschnitt (9) angelenkt und im zugeordneten, sich längserstreckenden Element (1)



gleitet, sobald die Bühne angehoben wird, wobei die ersten, dritten und vierten Abschnitte (8, 9, 10) der Laufschiene im wesentlichen in einer Linie liegen, wenn sich die Hebebühne in ihrer abgesenkten Stellung befindet.

5. Hebebühne nach Anspruch 4, dadurch gekennzeichnet, daß in der abgesenkten Stellung der zweite Abschnitt (7) jeder Laufschiene (6) leicht geneigt ist, wobei sich dessen freie Ende in einer Höhe unter der Achse, an welcher der genannte zweite Abschnitt (7) am zugeordneten ersten Abschnitt (8) angelenkt ist, befindet und daß die anderen drei Abschnitte (8, 9, 10) sich in einer Linie befinden und die dritten und vierten Abschnitte in unterschiedlicher Richtung geneigt sind, wobei das Ende des vierten Abschnittes (10) nach unten abgeschwenkt ist, um die Auffahrtsrampe für das Fahrzeug zu bilden.

6. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß zumindest ein Paar der genannten ersten und zweiten Steher (2, 4) an ihren Enden durch eine Torsionsstange (5) verbunden sind.

7. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß die Betätigungseinrichtungen (17) zwischen den genannten ersten und zweiten Stehern (2, 4) angeordnet sind.

8. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß die Glieder (15) aus steifen Hebeln bestehen, welche an ihren Enden angelenkt sind.

9. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß die Glieder (15') aus Betätigungseinrichtungen bestehen, welche an ihren Enden angelenkt sind.

10. Hebebühne nach einem der Ansprüche 1 und 9, dadurch gekennzeichnet, daß die Betätigungseinrichtungen (15) in solcher Weise bemessen und gespeist sind, um zu gewährleisten, daß die Abschnitte (8) der Laufschiene (6) während ihrer Aufwärtsbewegung deren horizontale Lage einhalten.

11. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß sie mechanische Sicherheitsglieder enthält, um ein Absinken der Abschnitte der Laufschiene (6) auch dann, wenn der Druck im hydraulischen Speisekreis für die Betätigungseinrichtungen (17) abfällt, zu verhindern.

12. Hebebühne nach Anspruch 11, dadurch gekennzeichnet, daß sich die mechanischen Sicherheitseinrichtungen in den genannten Betätigungseinrichtungen (17) befinden.

13. Hebebühne nach Anspruch 11, dadurch gekennzeichnet, daß die mechanischen Sicherheitseinrichtungen aus einem Paar von Zähnen (21) bestehen, welche an den sich längserstreckenden Gliedern (1) angeordnet sind und mit Nocken (20), welche am unteren Ende der gegenüber den genannten, sich längserstreckenden Gliedern (1) verschiebbaren Paaren der Steher (1) angeordnet sind, zusammenwirken.

14. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß sie Fortsätze (23) aufweist, welche wenn sie nicht verwendet werden, voll-

ständig von den ersten Abschnitten (8) umschlossen sind und aus diesen so herausgezogen werden können, um ein Fahrzeug, welches eine Länge aufweist, die größer ist als diejenige des Abschnittes (8), zu unterstützen.

15. Hebebühne nach Anspruch 1, dadurch gekennzeichnet, daß die sich längserstreckenden Elemente (1) in zugeordneten Lagern, welche im Boden vorgesehen sind, angeordnet sind und daß jede Laufschiene (6) zwei unterschiedliche Abschnitte (8, 9) aufweist, von welchen einer (8) an die ersten Steher (2) angelenkt ist und der andere (9) an ein Ende der sich längserstreckenden Elemente (2) angelenkt ist, wobei sich diese Abschnitte (8, 9) in der Ebene des Bodens befinden, wenn die Hebebühne in die abgesenkte Stellung gebracht ist.

16. Hebebühne nach Anspruch 2, dadurch gekennzeichnet, daß jeder zweite Abschnitt (7) mittels einer Stange (19) mit einem Fortsatz des zugeordneten Gliedes (15, 15') verbunden ist, welche während des Anhebens der Hebebühne den zweiten Abschnitt (7) veranlaßt, nach unten zu schwenken.

Revendications

1: Un pont élévateur pour véhicules comprenant, en combinaison:

une paire d'éléments longitudinaux de base (1) pour le supporter et/ou le fixer au sol,

une paire de premiers montants (2) supportés de manière coulissante et pivotante à leurs extrémités inférieures sur lesdits éléments longitudinaux (1),

une paire de seconds montants (4) articulés, au niveau de leurs extrémités inférieures, sur lesdits éléments longitudinaux (1) et sur lesdits premiers montants (2) en un point intermédiaire de ces derniers,

une paire de pistes de roulement de levage de véhicule (6) formées chacune par une pluralité de portions séparées qui sont sensiblement alignées lorsque le pont est élevé, une première portion (8), destinée à supporter le véhicule étant articulée sur les extrémités supérieures desdits premiers montants (2).

une paire de dispositifs d'actionnement (17) agissant pour faire varier l'angle réciproque compris entre lesdits premiers montants (2) et seconds montants (4) pour lever le pont, caractérisé en ce que:

lesdits seconds montants (4) ont une longueur qui est égale à la moitié de la longueur desdits premiers montants (2) et sont articulés, au niveau de leurs extrémités supérieures, sur le point central de ces derniers,

entre lesdits premiers montants (2) et les premières portions (8) des pistes de roulement (6) articulées sur lesdits premiers montants (2) sont intercalés des éléments additionnels (15, 15') qui sont articulés, au niveau de leurs extrémités inférieures, sur lesdits premiers montants (2) en un point placé entre les articulations des seconds montants (4) et de ladite première portion (8) sur



ces premiers montants (2), et qui supportent de manière coulissante et pivotante, au niveau de leurs extrémités supérieures, ladite première portion (8), ledits éléments additionnels (15, 15') étant connectés aux seconds montants respectifs (4) par l'intermédiaire de tiges (18) qui sont articulées sur eux deux en des points différents de leurs points d'articulation sur lesdits premiers montants (2), pour maintenir l'inclinaison desdites premières portions (8) pendant le levage du pont.

2. Un pont comme revendiqué dans la revendication 1, caractérisé en ce que chaque piste de roulement (6) comprend une seconde portion (7) articulée, sur la première portion (8) supportée par les premiers montants (2) et par les éléments (15, 15'), et disposée pour se plier vers le bas lors du levage du pont.

3. Un pont comme revendiqué dans la revendication 1, caractérisé en ce que chaque seconde portion (7) est munie, à son extrémité, d'une patte (11) pour arrêter les roues du véhicule et pour reposer sur le sol.

4. Un pont comme revendiqué dans la revendication 1, caractérisée en ce que, en plus de la première portion (8) supportée par le premier montant (2) et par l'élément (15, 15'), chaque piste de roulement (6) comprend également des troisième et quatrième portions (9, 10) dont la troisième (9) est fixée à la pièce inférieure de la pièce correspondante du premier montant (2), et la quatrième (10) est articulée sur la portion (9) et coulisse sur l'élément longitudinal respectif (1) lorsque le pont est levé, les premiers, troisième et quatrième portions de piste de roulement (8, 9, 10) étant sensiblement alignées lorsque le pont est en position abaissée.

5. Un pont comme revendiqué dans la revendication 4, caractérisé en ce que, lorsqu'il est à l'état abaissé, la seconde portion (7) de chaque piste de roulement (6) est légèrement inclinée, son extrémité libre se trouvant à un niveau inférieur à l'axe sur lequel ladite seconde portion (7) est articulée sur la première portion (8) correspondante, et les trois autres portions (8, 9, 10) sont alignées et les troisième et quatrième portions sont inclinées dans la direction opposée, l'extrémité de la quatrième portion (10) étant pliée vers le bas pour former la rampe d'accès de véhicule.

6. Un pont comme revendiqué dans la revendication 1, caractérisé en ce qu'au moins une paire desdits premiers ou seconds montants (2, 4) est connectée, au niveau de son extrémité inférieure, par l'intermédiaire d'une barre de torsion (5).

7. Un pont comme revendiqué dans la revendication 1, caractérisé en ce que les dispositifs d'actionnement (17) sont interposés entre lesdits premiers et seconds montants (2, 4).

8. Un pont comme revendiqué dans la revendication 1, caractérisé en ce que les éléments (15) consistent en des bras rigides articulés au niveau de leurs extrémités.

9. Un pont comme revendiqué dans la revendication 1, caractérisé en ce que les éléments (15') consistent en des dispositifs d'actionnement articulés au niveau de leurs extrémités.

10. Un pont comme revendiqué dans les revendications 1 et 9, caractérisé en ce que les dispositifs d'actionnement (15') sont dimensionnés et alimentés de façon à garantir que les portions (8) de piste de roulement (6) conservent leur position horizontale lors de leur course vers le haut.

11. Un pont comme revendiqué dans la revendication 1, caractérisé en ce qu'il comprend des éléments de sécurité mécaniques pour empêcher la descente des portions de piste de roulement (6), même si la pression dans le circuit hydraulique d'alimentation des dispositifs d'actionnement (17) tombe.

12. Un pont comme revendiqué dans la revendication 11, caractérisé en ce que les éléments de sécurité mécaniques sont intégrés dans lesdits dispositifs d'actionnement (17).

13. Un pont comme revendiqué dans la revendication 11, caractérisé en ce que les éléments de sécurité mécaniques consistent en une paire de dents (21) appliquées sur les éléments longitudinaux (1) et coopérant avec des cliquets (20) appliqués sur l'extrémité inférieure de la paire de montants (1) pouvant coulisser le long desdits éléments longitudinaux (1).

14. Un pont comme revendiqué dans la revendication 1, caractérisé en ce qu'il comprend des extensions (23) qui, lorsqu'elles ne sont pas utilisées, restent totalement logées dans les premières portions (8) et peuvent en être extraites pour supporter un véhicule ayant une longueur supérieure à celle de la portion (8).

15. Un pont comme revendiqué dans la revendication 1, caractérisé en ce que les éléments longitudinaux (1) sont logés dans des sièges correspondants prévus dans le sol et chaque piste de roulement (6) comprend deux portions différentes (8, 9), dont l'une (8) est articulée sur les premiers montants (2) et l'autre (9) est articulée sur l'une des extrémités de l'élément longitudinal (2), lesdites portions (8, 9) étant coplanaires au sol lorsque le pont est à l'état abaissé.

16. Un pont conforme à la revendication 2, caractérisé en ce que chaque seconde portion (7) est connectée à une extension de l'élément correspondant (15, 15') par une tige (19) qui, lors du levage du pont, fait plier ladite seconde portion (7) vers le bas.