height direction and the transverse direction. The trajectory curve can be circular, elliptical or oval. This means that the trajectory curve can be part of a circle, an ellipse or an oval.

According to another embodiment, the two second axes of rotation of the swing arm elements are positioned between the two first axes of rotation of the swing arm elements and the instantaneous center as viewed in the height direction.

Seen in the transverse direction, the instantaneous center lies, especially in the starting position, centrally between the two second axes of rotation and between the two first axes of rotation. Here the two second axes of rotation are located between the two first axes of rotation. In the deflection position or in the deflection positions, the instantaneous center is preferably off-center as viewed in the transverse direction.

According to another embodiment, the two first axes of rotation of the swing arm elements are positioned at the same height as viewed in the height direction, the two second axes of rotation of the swing arm elements being positioned at the same height as viewed in the height direction in a starting position of the pendulum cross beam.

In particular, the first two axes of rotation are fixed and do not change their position in the height and transverse directions when the pendulum cross beam is deflected. Since the second axes of rotation are provided on the pendulum cross beam, they change their position in the height direction as well as in the transverse direction when the pendulum cross beam is deflected from its starting position to any deflection position.

According to another embodiment, in each case two first swing arm elements and two second swing arm elements are provided, the pendulum cross beam being

torsionally rigid superstructure 8. The introduction of high torsional forces into the superstructure 8 is also prevented.

As shown in Fig. 6, the two second axes of rotation 33, 33', 37, 37' of the swing arm elements 21A, 21B, 22A, 22B are positioned between the two first axes of rotation 30, 35 and the instantaneous center 41, 41' when viewed in the height direction H. The first two axes of rotation 30, 35 are positioned at the same height as viewed in the height direction H. Furthermore, the second axes of rotation 33, 37 are also positioned at the same height in the starting position P1, as viewed in the height direction H. In the deflection position P2, however, the two second axes of rotation 33', 37' are positioned at different heights when viewed in the height direction H.

The pendulum cross beam 12 in turn is arranged between the swing arm elements 21A, 21B, 22A, 22B, viewed in the longitudinal direction L. The swing arm elements 21B, 22B, viewed in the longitudinal direction, are arranged between the pendulum cross beam 12 and the chassis frame 3, in particular the connecting beam 32 of the chassis frame 3. The two axle elements 31, 36 are guided past the pendulum cross beam 12. In particular, the two axle elements 31, 36 are passed between the two side sections 19, 20. The first two axes of rotation 30, 35 can be arranged below the support sections 14, 15, viewed in the height direction H.

Fig. 9 shows a schematic rear view of another embodiment of a commercial vehicle 1. The commercial vehicle 1 as shown in Fig. 9 differs from commercial vehicle 1 as shown in Fig. 1 only in that an alternatively designed pendulum cross beam 12 is provided. Fig. 10 shows a schematic perspective view of the commercial vehicle 1 according to Fig. 9. Fig. 11 shows a schematic perspective view of an embodiment of a chassis 2 for the commercial vehicle 1 according to Fig. 9. In the following, reference is made to Figs. 9 to 11 simultaneously.

AMENDED CLAIMS

1. Chassis (2) for a commercial vehicle (1), in particular for a military commercial vehicle, comprising

a chassis frame (3) extending along a longitudinal direction (L) of the chassis (2),

a cross beam (11) configured to be firmly connected to the chassis frame (3) for supporting an interchangeable superstructure (8) which can be placed on the chassis (2),

a pendulum cross beam (12, 12') configured to be pivotably mounted on the chassis frame (3) for supporting the superstructure (8),

a first swing arm element (21A, 21A', 21B) which is configured to be rotatably mounted on the chassis frame (3) about a first axis of rotation (30) and which is configured to be rotatably mounted on the pendulum cross beam (12, 12') about a second axis of rotation (33, 33'), and

a second swing arm element (22A, 22A', 22B) which is configured to be rotatably mounted on the chassis frame (3) about a first axis of rotation (35) and which is configured to be rotatably mounted on the pendulum cross beam (12, 12') about a second axis of rotation (37, 37'),

wherein the chassis is configured for an extension (39, 39') of the first swing arm element (21A, 21A', 21B) and an extension (40, 40') of the second swing arm element (22A, 22A', 22B) to intersect one another at an instantaneous center (41, 41') which is configured to be positioned below the pendulum cross beam (12, 12'), as viewed in a height direction (H) of the chassis (2), and

wherein the chassis is configured for the two second axes of rotation (33, 33', 37, 37') of the swing arm elements (21A, 21A', 21B, 22A, 22A', 22B) to be positioned between the two first axes of rotation (30, 35) of the swing arm elements (21A, 21A', 21B, 22A, 22A', 22B) and the instantaneous center (41, 41') as viewed in the height direction (H).

2. Chassis according to claim 1,
characterized in that
the chassis is configured for the two first axes of rotation (30, 35) of the swing arm elements (21A, 21A', 21B, 22A, 22A', 22B), viewed in a transverse direction (Q) of the chassis (2), to be arranged at a greater distance from one another than the two second axes of rotation (33, 33', 37, 37') of the swing arm elements (21A, 21A', 21B, 22A, 22A', 22B) so that the first swing arm element (21A, 21A', 21B) and the second swing arm element (22A, 22A', 22B) are positioned obliquely to each other.

3. Chassis according to claim 2,
characterized in that
the chassis is configured for the first swing arm element (21A, 21A', 21B) and the second swing arm element (22A, 22A', 22B) to be positioned obliquely with respect to one another such that the first swing arm element (21A, 21A', 21B) and the second swing arm element (22A, 22A', 22B) run towards one another.

4. Chassis according to one of claims 1 - 3,
characterized in that
the chassis is configured for the two first axes of rotation (30, 35) of the swing arm elements (21A, 21A', 21B, 22A, 22A', 22B) to be positioned at the same height as viewed in the height direction (H), and for the two second axes of rotation (33, 37) of the swing arm elements (21A, 21A', 21B, 22A, 22A', 22B) to be positioned at the same height as viewed in the height direction (H) in a starting position (P1) of the pendulum cross beam (12, 12').

5. Chassis according to one of claims 1 - 4,
characterized in that
the chassis is configured, in each case two first swing arm elements (21A, 21A', 21B) and two second swing arm elements (22A, 22A', 22B) are provided, for the

pendulum cross beam (12, 12') to be arranged, as viewed in the longitudinal direction (L), in each case between the two first swing arm elements (21A, 21A', 21B) and between the two second swing arm elements (22A, 22A', 22B).

6. Chassis according to one of claims 1 - 5,
characterized in that
the chassis is configured for the first swing arm element (21A, 21A', 21B) to be mounted rotatably about its first axis of rotation (30) on a first axle element (31) attached to the chassis frame (3), and for the second swing arm element (22A, 22A', 22B) to be mounted rotatably about its first axis of rotation (35) on a second axle element (36) attached to the chassis frame (3).

7. Chassis according to claim 6,
characterized in that
the chassis is configured for the first axle element (31) and the second axle element (36), as viewed in the longitudinal direction (L), to be guided past or through the pendulum cross beam (12, 12').

8. Chassis according to claim 7,
characterized in that
the chassis is configured for the pendulum cross beam (12, 12') to comprise a first side section (19), a second side section (20) and a base section (16) to be arranged between the first side section (19) and the second side section (20), for the first side section (19) and the second side section (20) to extend out over an upper side (18) of the base section (16), and for the first axle element (31) and the second axle element (36) to be passed between the first side section (19) and the second side section (20) past the pendulum cross beam (12, 12').

9. Chassis according to claim 7,
characterized in that

the chassis is configured for the pendulum cross beam (12, 12') to comprise a first opening (46) for the first axle element (31) to pass therethrough and a second opening (47) for the second axle element (36) to pass therethrough.

10. Chassis according to one of claims 1 - 9,
characterized in that
configured for the cross beam (11) to be arranged at the front on the chassis frame (3), and for the pendulum cross beam (12, 12') to be arranged at the rear of the chassis frame (3).

11. Chassis according to one of claims 1 - 10,
further comprising
a spring and/or damping apparatus (50) configured for arrangement between the chassis frame (3) and the pendulum cross beam (12, 12').

12. Commercial vehicle (1), in particular military commercial vehicle, comprising a chassis (2) according to one of claims 1 - 11.

13. Commercial vehicle according to claim 12,
further comprising
an interchangeable superstructure (8), configured to be placed on the cross beam (11) and on the pendulum cross beam (12, 12').