

Description

This invention relates to a control linkage and, more particularly, to one for interacting, in use, between two or more input functions such that actuation of one input function limits the amount of actuation of one or more other input functions.

Many operating systems use two independently operated actuators to perform equally important, but opposite, functions. As an example, in an hydrostatic transmission for driving a track-laying vehicle, two independent foot treads are provided for steering the vehicle, one treadle controlling the speed of one track and the second treadle controlling the speed of the other track. When either treadle is in the fully depressed condition, the track controlled by that treadle will reverse for a maximum steer position or a spot turn.

It is undesirable for both treadles to be fully depressed at the same time for this would not steer the vehicle, but instead would result in the direction of drive of the vehicle being reversed.

US-A-4100738 discloses a control linkage comprising a pivotally mounted first lever having an arm; a pivotally mounted second lever having an arm; means for connecting a pair of input functions to respective ones of the arms; and, means for linking a pair of output functions to respective ones of the levers. This type of control linkage will hereinafter be referred to as of the kind described. Whilst the disclosed linkage is for use in steering a track-laying vehicle, it is not capable of preventing simultaneous depression of both treadles.

In accordance with the present invention, a control linkage of the kind described is characterized in that the linkage further comprises a bracket having an apertured hub extending there-through; a sleeve pivotally mounted in the hub, the first lever being attached to the sleeve and the sleeve being arranged to be connected to the respective output function; a pivot shaft pivotally mounted in the sleeve, the second lever being attached to the shaft and the shaft being arranged to be connected to the respective output function; lever means having an intermediate portion pivotally mounted on the bracket and having a first leg and second leg of which the first leg is longer than the second leg, the first leg having first stop means positioned in the path of movement of the first lever; and, a link extending between a mid-portion of the second lever and the second leg, whereby the extent of movement of each of the levers is limited in response to movement of the other one of the levers. The toggle linkage provided by the lever means and the link enables one lever to automatically limit the degree of actuation allowed to the other lever.

The control linkage will now be described in relation to a pair of control treadles on a hydraulically driven vehicle where turning of the vehicle is accomplished by depressing one or the other or, to varying degrees, both of the treadles. It is undesirable to completely depress both treadles at the same time since to do so would reverse

the direction of drive of the vehicle. The linkage interrelates the movement of one treadle to limit the extent of movement of the other treadle. This control linkage is shown in the following drawings in which:—

Fig. 1 is an elevational view of a hydrostatically driven vehicle employing the principles of the present invention;

Fig. 2 is a partial view of some of the controls in the cab of the vehicle of Fig. 1;

Fig. 3 is a partial elevational view of the linkage with one treadle of Fig. 2 fully depressed;

Fig. 4 is an elevational view of the same linkage as shown in Fig. 3 only with the left treadle fully depressed;

Fig. 5 is an elevational view of the linkage of Fig. 3 only with both the left and right treadles equally depressed;

Fig. 6 is a plan view of a steering control linkage as operated by the linkage of Figs. 3 through 5;

Fig. 7 is an elevational view, with some parts schematically shown, illustrating the treadles connected to the linkage for driving the steering control apparatus of Fig. 5; and

Fig. 8 is a cross-sectional view taken along the line 8—8 of Fig. 7.

The control linkage is shown and described in conjunction with a hydraulically driven track-laying vehicle 10 having a frame 12 and a pair of tracks 14 and 15 driven by hydraulic motors, not shown. A cab 16 houses an operator compartment wherein an operator is seated on seat 17 in position to manipulate the head levers 18 and 20, the steering control treadles 22 and 24, and the brake actuator pedal 26, as best shown in Fig. 2. As is conventional, the lever 18 is a governor control lever. A plurality of positions are provided for the lever 18, such that with the lever in the rearmost position, a high idle setting results. Pushing the lever 18 all the way forward into a shut off detent results in engine shutdown.

Lever 20 is provided for controlling the speed and direction of the vehicle and has the shape of an inverted "V". The frontmost point or apex of the "V" is the neutral position. With the lever 20 in the neutral position, the controls are neutralized and parking brakes are applied. Moving the lever 20 along the right leg of the inverted "V" provides forward vehicle motion, while moving the lever 20 rearward along the outer leg of the "V" provides reverse vehicle motion. Vehicle speed is increased as the control lever is moved toward the rear or open portion of the "V".

Treadles 22 and 24 are provided for steering control of the vehicle. As one treadle is depressed, the speed of the track on that side of the vehicle is proportionally reduced to provide turning of the vehicle in the direction of the side of the vehicle with the slower moving track. As the treadle is further depressed, the track speed is reduced to zero, whereupon further treadle depression will result in reversing the rotation of the track providing a counter-rotating or spot turn capability. Releasing the treadle returns the vehicle to normal operation. Springs 25 are pro-

vided for each treadle to urge it to the up or zero steering position, as shown in Fig. 7.

As the brake pedal 26 is depressed, the vehicle speed is reduced from that set by the speed and direction control lever 20 in proportion to the amount of pedal depression. When the pedal 26 is released, the sequence is reversed and the vehicle will return to its preselected speed. When the pedal is fully depressed, the vehicle will be hydrostatically braked to zero speed and the parking brake will be applied.

Referring to Figs. 6 and 7, a housing 29 for a hydrostatic power control case 30 is shown in dashed lines and supports a modular control assembly 31. A typical modular control assembly is shown and described in our US-A-4,064,766.

Each treadle 22, 24 is operatively connected to the modular control assembly 31 by a multiple component linkage 38, part of which is shown schematically in Fig. 7. It is to be understood that the schematic portion of each multiple component linkage is for illustration purposes only. Each multiple component linkage includes a link 40 which is pivotally connected at one end portion to one of the treadles and is pivotally connected at the other end portion to one end portion of a pivoted link 42. The link is pivoted about a pin 44 and has its other end portion pivoted to a second link 46. The second link, which forms part of the multiple component linkage 38 connected to treadle 22, has its other end portion pivotally connected to an outstanding arm 48 of a first lever 50. The second link 46, which forms part of the multiple component linkage 38 connected to treadle 24, has its other end portion pivotally connected to an extended arm 51 of a second lever 52. As best illustrated in Fig. 8, a bracket 53 is bolted to the housing 29 and has an apertured hub 54 extending through an opening 55 in said housing 29. The bracket 53 has a lug rest 56 against which the arm 48 of lever 50 and the arm 51 of lever 52 normally rest during the initial assembly process.

The first lever 50 has one end portion, remote from the arm 48, clamped rigidly to a one end portion 57 of a sleeve 58 (see Fig. 8) which is rotatably mounted in the apertured hub 54 of the bracket 53. Another end portion 59 of sleeve 58 has an arm 60 which is connected to one end of an actuator rod 61 of the modular control assembly 31. The sleeve 58 includes a bore 62 having a shaft 63 rotatably mounted therein; the shaft further having first and second ends 64, 65, the first end 64 extending beyond the sleeve 58 and having the second lever 52 secured thereto. The second end 65 extends beyond the sleeve 58 and arm 60 and is rigidly connected through an arm 66 to an actuator rod 67 of the modular control assembly 31. The lever 50 has an ear 68 projecting in a radial direction from the shaft 63, with one edge 69 of said ear 68 being substantially straight and facing away from the arm 48.

A toggle linkage assembly 70 is operatively mounted on the bracket 53 and includes lever

means, for example, a bellcrank 72 and a link 74. The bellcrank 72 is pivotally mounted to the bracket 53 by a pin 75 with the axis of the pin 75 lying parallel to the axis of the pivot shaft 63 so that the bellcrank 72 rotates in a plane transverse to the axis of the pin 75 and to the axis of the shaft 63. The bellcrank 72 has a long leg 76 on one side of the pivot pin 75 and a short leg 78 on the other side thereof with the link 74 being pivotally connected by a pin 79 to the outer end of said short leg 78. The long leg 76 of bellcrank 72 has a transversely projecting roller or a first stop member 80 affixed thereto with the roller 80 intersecting the plane of the lever 50 and lying in the path of movement of the edge 69 of the ear 68 on said lever 50. An intermediate pivot portion 82 of the bellcrank 72 has an abutment or a second stop member 84 facing toward the lever 52 and intersecting the plane of lever 52. The link 74 has the end portion remote from the pin 79 pivotally connected by pin 85 to an intermediate or knee portion 86 of the lever 52.

Industrial Applicability

As described briefly above, the normal operation of the vehicle with the treadles 22 and 24 in the fully up position, the hydraulic motors will drive the tracks 14 and 15 of the vehicle at equal speeds so that the vehicle will follow a straight path at the speed established by the setting of the governor and speed control levers 18 and 20, respectively. To effect steering of the vehicle, for instance a right turn, the treadle 24 is depressed which will pivot the lever 52 in a clockwise direction which will move the actuator rod 67 to control the amount of fluid directed to an appropriate hydraulic motor with the depression of the treadle 24 reducing the amount of fluid so as to slow down the speed that track 15 on the right side of the vehicle is being driven. Since the left-hand track 14 of the vehicle is still operating at normal speed, the vehicle will turn to the right. The more the right treadle is depressed, the more the amount of fluid to the motor is reduced until the right track is receiving no drive flow. Further depressing the treadle to the fully depressed state will reverse the direction of drive of the right track, thereby creating a condition called a counter-rotation or spot turn of the vehicle. As shown in Fig. 3, the toggle linkage assembly 70 prevents depressing treadle 22 while treadle 24 is fully depressed. Releasing the foot on the right treadle 24 will return the lever 52 to the maximum speed position in close proximity to lug rest 56 on the bracket 53. For example, in practice, the angle A between the rest 56 and the levers 50 and 52 have been found to be in the range of approximately 0° to approximately 5.5°, preferably approximately 2.5°. A similar operation takes place for a left turn of the vehicle.

Figs. 3, 4 and 5 illustrate three typical operating positions of the toggle linkage assembly 70. Referring specifically to Fig. 3, the left treadle 22 connected to the lever 50 is in the fully up position while the right treadle 24 connected to the lever

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52 has been fully depressed which has pivoted the lever 52 and pivot shaft 63 in a clockwise direction with the knee 86 of the lever 52 bearing against the stop 84 to prevent further depressing of the treadle 24 and further clockwise movement of the lever 52. Pivoting the lever 52 has moved the link 74 and has pivoted the bellcrank 72 in a counterclockwise direction about the pivot pin 75. In the extreme position illustrated in Fig. 3, the stop 84 has engaged the knee 86 of lever 52 and the roller or stop 80 has been moved in a counterclockwise direction toward the edge 89 of ear 68 of the lever 50 so that if the operator tried depressing treadle 22 so as to pivot the lever 50 in a clockwise direction, he would only be able to depress the treadle a limited amount before the upstanding ear 68 of the lever 50 contacted the stop 80 which would prevent further movement of the lever 50.

Fig. 4 illustrates the situation where the treadle 22 is fully depressed and the treadle 24 is fully up. The lever 50 is pivoted in the fully clockwise position with the ear 68 in substantially close proximity to the stop or roller 80. With the treadle 24 fully up, the lever 52, as hereinbefore described, will be in the maximum speed position in substantially close proximity to the lug rest 56, depending upon the linkage tolerances and adjustment. Any attempt by the operator to depress the treadle 24 will move the lever 52 in a clockwise direction, which motion, in turn, will be transmitted via link 74 to the bellcrank 72 until the stop 80 contacts the ear 68. Thus, it can be seen that only a relatively small, limited movement of treadle 24 can occur, which in turn, is reflected into a relatively slight reduction in the right-hand track speed. Any attempt by the operator to further depress the treadle 24 will be prevented by the toggle linkage assembly 70.

Fig. 5 illustrates the situation where both treads 22 and 24 have been depressed an equal amount. That is, depressing the treadle 24 about half-way will pivot the link 74 and bellcrank 72 about the pin 75 to move the roller or stop 80 in a counterclockwise direction. In that position, it is possible to depress the treadle 22 to pivot the lever 50 in a clockwise direction until the ear 68 on the lever 50 engages the roller or stop 80. It should be noted that with the treads depressed an equal amount and the toggle linkage positioned as illustrated in Fig. 5, there is a limited amount of flow of hydraulic fluid to the track drive motors. However, the flow is so limited that it is insufficient to drive the tracks, and the vehicle will have no forward driving force. Further, if greater force is placed on one treadle than on the other treadle, the treadle with the greater force will be depressed, but the other treadle will be raised, thereby placing one track in the reverse mode of operation and increase the speed of the other track as the other treadle is forced to its maximum speed position.

The toggle linkage assembly 70 has been described herein with respect to a hydraulically driven vehicle, but has many applications beyond

the application described and is usable in any situation where it is unwanted or undesirable to fully actuate two simultaneous functions. In those cases, the toggle linkage assembly 70 can be incorporated to interlock the two functions so that only one can be put in a maximum condition, while the other is in a reduced setting position. Any positions intermediate the extreme conditions will proportionately allow simultaneous actuation of the two levers.

Claims

1. A control linkage comprising a pivotally mounted first lever (50) having an arm (48); a pivotally mounted second lever (52) having an arm (51); means (38) for connecting a pair of input functions to respective ones of the arms (48, 51); and, means (61, 67) for linking a pair of output functions to respective ones of the levers (50, 52); characterized in that the linkage further comprises a bracket (53) having an apertured hub (54) extending therethrough; a sleeve (58) pivotally mounted in the hub (54), the first lever (50) being attached to the sleeve (58) and the sleeve (58) being arranged to be connected to the respective output function; a pivot shaft (63) pivotally mounted in the sleeve (58), the second lever (52) being attached to the shaft (63) and the shaft (63) being arranged to be connected to the respective output function; lever means (72) having an intermediate portion (82) pivotally mounted on the bracket (53) and having a first leg (76) and a second leg (78) of which the first leg (76) is longer than the second leg (78), the first leg (76) having first stop means (80) positioned in the path of movement of the first lever (50); and, a link (74) extending between a mid-portion (86) of the second lever (52) and the second leg (78), whereby the extent of movement of each of the levers (50, 52) is limited in response to movement of the other one of the levers (50, 52).

2. A control linkage according to claim 1, wherein the lever means (72) has a second stop means (84) positioned in the path of movement of the second lever (52).

3. A control linkage according to claim 1 or claim 2, wherein the lever means (72) is a bellcrank (72).

4. A control linkage according to claim 3 when dependent upon claim 2, wherein the second stop means (84) is an abutment projecting from the bellcrank (72).

5. A control linkage according to claim 3 or claim 4, wherein the first stop means (80) is a roller (80) projecting sideways from the plane of the bellcrank (72).

6. A control linkage according to any of claims 3 to 5, wherein the first lever (50) has an ear (68) in the plane of the first lever (50) extending radially outward from the pivot of the lever, the ear (68) having an edge (69) lying in the plane of movement of the first lever (50), and the first stop means (80) on the bellcrank (72) being abutable against the edge (69).

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Fig. 4 illustrates the situation where the treadle 22 is fully depressed and the treadle 24 is fully up. The lever 50 is pivoted in the fully clockwise position with the ear 68 in substantially close proximity to the stop or roller 80. With the treadle 24 fully up, the lever 52, as hereinbefore described, will be in the maximum speed position in substantially close proximity to the lug rest 56, depending upon the linkage tolerances and adjustment. Any attempt by the operator to depress the treadle 24 will move the lever 52 in a clockwise direction, which motion, in turn, will be transmitted via link 74 to the bellcrank 72 until the stop 80 contacts the ear 68. Thus, it can be seen that only a relatively small, limited movement of treadle 24 can occur, which in turn, is reflected into a relatively slight reduction in the right-hand track speed. Any attempt by the operator to further depress the treadle 24 will be prevented by the toggle linkage assembly 70.

Fig. 5 illustrates the situation where both treadles 22 and 24 have been depressed an equal amount. That is, depressing the treadle 24 about half-way will pivot the link 74 and bellcrank 72 about the pin 75 to move the roller or stop 80 in a counterclockwise direction. In that position, it is possible to depress the treadle 22 to pivot the lever 50 in a clockwise direction until the ear 68 on the lever 50 engages the roller or stop 80. It should be noted that with the treadles depressed an equal amount and the toggle linkage positioned as illustrated in Fig. 5, there is a limited amount of flow of hydraulic fluid to the track drive motors. However, the flow is so limited that it is insufficient to drive the tracks, and the vehicle will have no forward driving force. Further, if greater force is placed on one treadle than on the other treadle, the treadle with the greater force will be depressed, but the other treadle will be raised, thereby placing one track in the reverse mode of operation and increase the speed of the other track as the other treadle is forced to its maximum speed position.

The toggle linkage assembly 70 has been described herein with respect to a hydraulically driven vehicle, but has many applications beyond

the application described and is usable in any situation where it is unwanted or undesirable to fully actuate two simultaneous functions. In those cases, the toggle linkage assembly 70 can be incorporated to interlock the two functions so that only one can be put in a maximum condition, while the other is in a reduced setting position. Any positions intermediate the extreme conditions will proportionately allow simultaneous actuation of the two levers.

Claims

1. A control linkage comprising a pivotally mounted first lever (50) having an arm (48); a pivotally mounted second lever (52) having an arm (51); means (38) for connecting a pair of input functions to respective ones of the arms (48, 51); and, means (61, 67) for linking a pair of output functions to respective ones of the levers (50, 52); characterized in that the linkage further comprises a bracket (53) having an apertured hub (54) extending therethrough; a sleeve (58) pivotally mounted in the hub (54), the first lever (50) being attached to the sleeve (58) and the sleeve (58) being arranged to be connected to the respective output function; a pivot shaft (63) pivotally mounted in the sleeve (58), the second lever (52) being attached to the shaft (63) and the shaft (63) being arranged to be connected to the respective output function; lever means (72) having an intermediate portion (82) pivotally mounted on the bracket (53) and having a first leg (76) and a second leg (78) of which the first leg (76) is longer than the second leg (78), the first leg (76) having first stop means (80) positioned in the path of movement of the first lever (50); and, a link (74) extending between a mid-portion (86) of the second lever (52) and the second leg (78), whereby the extent of movement of each of the levers (50, 52) is limited in response to movement of the other one of the levers (50, 52).

2. A control linkage according to claim 1, wherein the lever means (72) has a second stop means (84) positioned in the path of movement of the second lever (52).

3. A control linkage according to claim 1 or claim 2, wherein the lever means (72) is a bellcrank (72).

4. A control linkage according to claim 3 when dependent upon claim 2, wherein the second stop means (84) is an abutment projecting from the bellcrank (72).

5. A control linkage according to claim 3 or claim 4, wherein the first stop means (80) is a roller (80) projecting sideways from the plane of the bellcrank (72).

6. A control linkage according to any of claims 3 to 5, wherein the first lever (50) has an ear (68) in the plane of the first lever (50) extending radially outward from the pivot of the lever, the ear (68) having an edge (69) lying in the plane of movement of the first lever (50), and the first stop means (80) on the bellcrank (72) being abutable against the edge (69).



7. A control linkage according to any of the preceding claims, wherein the valves of a pair of variable displacement hydraulic machines form output functions which are connected to respective ones of the sleeve (58) and the shaft (63).

Revendications

1. Tringlerie de commande comportant un premier levier monté à pivotement (50) pourvu d'un bras (48); un second levier monté à pivotement (52) pourvu d'un bras (51); des moyens (38) pour raccorder deux fonctions d'entrée respectivement à l'un des bras (48, 51); et des moyens (61, 67) pour relier deux fonctions de sortie respectivement à l'un des leviers (50, 52), caractérisée en ce que la tringlerie comporte également une patte (53) pourvue d'un moyeu percé (54) s'étendant à travers elle; un manchon (58) monté à pivotement dans le moyeu (54), le premier levier (50) étant fixé au manchon (58) et le manchon (58) étant disposé de manière à être raccordé à la fonction de sortie correspondante; un arbre de pivotement (63) monté à pivotement dans le manchon (58), le second levier (52) étant fixé à l'arbre (63) et l'arbre (63) étant disposé de manière à être raccordé à la fonction de sortie correspondante; un moyen formant levier (72) dont une partie intermédiaire (82) est montée à pivotement sur la patte (53) et pourvu d'une première branche (76) et d'une seconde branche (78) dont la première (76) est plus longue que la seconde (78), la première branche (76) possédant un premier moyen d'arrêt (80) positionné sur le trajet de déplacement du premier levier (50); et une pièce de liaison (74) s'étendant entre une partie médiane (86) du second levier (52) et la seconde branche (78), l'importance du déplacement de chacun des leviers (50, 52) étant ainsi limitée en réponse au déplacement de l'autre levier (50, 52).

2. Tringlerie de commande selon la revendication 1, dans laquelle le moyen formant levier (72) possède un second moyen d'arrêt (84) positionné sur le trajet de déplacement du second levier (52).

3. Tringlerie de commande selon la revendication 1 ou 2, dans laquelle le moyen formant levier (72) est un levier coudé (72).

4. Tringlerie de commande selon la revendication 3. Lorsqu'elle est dépendante de la revendication 2, dans laquelle le second moyen d'arrêt (84) est une butée faisant saillie depuis le levier coudé (72).

5. Tringlerie de commande selon la revendication 3 ou 4, dans laquelle le premier moyen d'arrêt (80) est un galet (80) faisant saillie latéralement depuis le plan du levier coudé (72).

6. Tringlerie de commande selon l'une quelconque des revendications 3 à 5, dans laquelle le premier levier (50) présente une languette (68), dans le plan du premier levier (50), s'étendant radialement vers l'extérieur depuis le pivot du levier, la languette (68) possédant un bord (69) qui se trouve dans le plan de déplacement du premier

levier (50), et le premier moyen d'arrêt (80) disposé sur le levier coudé (72) étant apte à venir en butée contre le bord (69).

7. Tringlerie de commande selon l'une quelconque des revendications précédentes, dans laquelle les soupapes des deux machines hydrauliques à cylindrée variable constituent des fonctions de sortie qui sont raccordées respectivement au manchon (58) et à l'arbre (63).

Patentansprüche

1. Steuergelenk, welches folgendes aufweist:
einen schwenkbar angeordneten ersten Hebel (50) mit einem Arm (48),
einen schwenkbar angeordneten zweiten Hebel (52) mit einem Arm (51),

Mittel (38) zur Verbindung eines Paares von Eingangsfunktionen mit den entsprechenden Armen (48, 51), und Mittel (61, 67) zur Verbindung eines Paares von Ausgangsfunktionen mit den entsprechenden Hebeln (50, 52) gekennzeichnet dadurch, daß das Gelenk ferner folgendes aufweist:

einen Bügel (53) mit einer Öffnung aufweisenden Nabe (54), die sich zwischen den Bügel hindurcherstreckt,

eine schwenkbar in der Nabe (54) gelagerte Hülse (58), wobei der erste Hebel (50) an der Hülse (58) befestigt ist und die Hülse (58) zur Verbindung mit der entsprechenden Ausgangsfunktion angeordnet ist,

eine Schwenkwelle (63) schwenkbar gelagert in die Hülse (58), wobei der zweite Hebel (52) an der Welle (63) angeordnet ist und die Welle (63) zur Verbindung mit der entsprechenden Ausgangsfunktion angeordnet ist,

Hebelmittel (72) mit einem Zwischenteil (82) schwenkbar gelagert am Bügel (53) und mit einem ersten Schenkel (76) und einem zweiten Schenkel (78), wobei der erste Schenkel (76) länger ist als der zweite Schenkel (78), und wobei ferner der erste Schenkel (76) erste Anschlagmittel (80) aufweist, und zwar angeordnet im Bewegungspfad des ersten Hebels (50), wobei schließlich eine Verbindung (74) sich zwischen einem Mittelteil (86) des zweiten Hebels (52) und dem zweiten Schenkel (78) erstreckt, wodurch das Bewegungsausmaß jedes der Hebel (50, 52) infolge der Bewegung des anderen der Hebel (50, 52) begrenzt ist.

2. Steuergelenk nach Anspruch 1, wobei die Hebelmittel (72) zweite Anschlagmittel (84) aufweisen, und zwar angeordnet in dem Bewegungspfad des zweiten Hebels (52).

3. Steuergelenk nach Anspruch 1 oder 2, wobei die Hebelmittel (72) ein Kurbelhebel (72) sind.

4. Steuergelenk nach Anspruch 3, bei Abhängigkeit von Anspruch 2, wobei die zweiten Anschlagmittel (84) ein Anschlag sind, der von dem Kurbelhebel (72) wegragt.

5. Steuergelenk nach Anspruch 3 oder 4, wobei die ersten Anschlagmittel (80) eine Rolle (80) sind, die seitwärts von der Ebene des Kurbelhebels (72) wegragt.

6. Steuergelenk nach einem der Ansprüche 3



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bis 5, wobei der erste Hebel (50) einen Lappen (68) in der Ebene des ersten Hebels (50) aufweist, und zwar sich radial nach außen vom Schwenkpunkt des Hebels erstreckend, und wobei der Lappen (68) eine Kante (69) besitzt, die in der Bewegungsebene des ersten Hebels (50) liegt, wobei schließlich die ersten Anschlagmittel (80) am Kurbelhebel

(72) an der erwähnten Kante (69) anschlagen können.

7. Steuergelenk nach einem der vorhergehenden Ansprüche, wobei die Ventile eines Paares von einer veränderbaren Verdrängung aufweisenden Hydraulikmaschinen Ausgangsfunktionen bilden, die mit der Hülse (58) bzw. der Welle (63) verbunden sind.



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