Claims

1. A drive for a wing of a door or a window or the like, having
a housing,
at least one piston mounted in the housing, in particular a damping and/or spring piston, and
a drive shaft (20) which is mounted in the housing for rotation about an axis of rotation (41) and couples the wing to the piston,
wherein the drive shaft (20) has at least one bearing part (22, 24) for mounting the shaft (20), and a transmission part (26, 42), in particular a pinion and/or cam disc, for transmitting movement of the shaft (20) to the pistons, which are formed separately from one another,
wherein the parts (22, 24, 26) axially abut one another by an end-face contact contour (40),
characterised in that
the transmission part (26, 42) is welded to the bearing part (22, 24) in at least one first region (45) of the contact contour (40), said first region having a greater radial height with respect to the axis of rotation (41) than a minimum radial height of the transmission part (26, 42) with respect to the axis of rotation (41).

2. The drive according to claim 1,
characterised in that
the first region (45) of the contact contour (40) is circular segment-shaped.

3. The drive according to claim 1 or 2,
characterised in that
the radial height of the first region (45) is smaller than the maximum radial height of the transmission part (26, 42), in particular is the same height as

or smaller than the radial height of the base (36) of the interdental space in the first region (45), which has the smallest radial height.

4. The drive according to any one of the preceding claims, characterised in that the contact portion of the transmission part (26, 42) has a circumferential contour in the shape of a circular segment in the first region (45) of the contact contour (40).

5. The drive according to any one of the preceding claims, characterised in that the bearing portion of the bearing part (22, 24) has a completely circular circumferential contour.

6. The drive according to any one of the preceding claims, characterised in that the transmission part (26, 42) is also welded to the bearing part (22, 24) in a second region (46) of the contact contour (40), said second region having a smaller radial height than the first region (45), in particular wherein the second region (46) has a radial height which lies between the minimum radial height of the transmission part (26, 42) and the radial height of the first region (45).

7. The drive according to claim 6, characterised in that the first and the second region (45, 46) of the contact contour (40) together form the entire contact contour (40).

8. The drive according to any one of the preceding claims, characterised in that

the contact portions of the transmission part (26, 42) and of the bearing part (22, 24) have an at least substantially aligned outer surface in the first region (45) of the contact contour (40).

9. The drive according to any one of the preceding claims, characterised in that the bearing part (22, 24) and the transmission part (26, 42) each abut one another over the entire surface.

10. The drive according to any one of the preceding clams, characterised in that, the first region (45) of the contact contour (40) comprises at least half, preferably at least two thirds, more preferably at least three quarters of the contact contour.

11. The drive according to any one of the preceding claims, characterised in that the parts (22, 24, 26, 42) are welded by a plurality of welding spots along the contact contour (40) and/or by at least one weld seam (52) along the contact contour (40).

12. The drive according to any one of the preceding claims, characterised in that the parts (22, 24, 26, 42) are welded along the entire contact contour (40) by a seam (52).

13. The drive according to any one of the preceding claims, characterised in that the parts (22, 24, 26, 42) are welded by a butt weld, in particular in the first

region (45) and/or in the second region (46) and/or in the region of aligned outer surfaces of the parts (22, 24, 26, 42).

14. The drive according to any one of the preceding claims, characterised in that the parts (22, 24, 26, 42) are welded by a fillet weld (52), in particular in the second region (46) of the contact contour (40).

15. The drive according to any one of the preceding claims, characterised in that at least one of the parts (22, 24, 26, 42) has an axial projection (28, 30) for abutting the other part.

16. The drive according to claim 15, characterised in that the projection (28, 30) is cylindrical, in particular having an at least partly circular cross section.

17. The drive according to claim 15 or 16, characterised in that the at least one of the parts (22, 24, 26, 42) have an axial projection (28, 30) and in that the projections (28, 30) abut each other.

18. The drive according to any one of the preceding claims, characterised in that a welding spot and/or a weld seam (52), in particular in the second region (46), is designed such that the contact contour (40) is smoothed, in particular rounded.

19. The drive according to any one of the preceding claims, characterised in that the minimum radial height of the transmission part (26, 42) with respect to the axis of rotation (41) is formed by the radially deepest region (44) of a cam disc (42) of the transmission part with respect to the axis of rotation (41) and/or the base (36) of an interdental space of a pinion of the transmission part (26).

20. The drive according to any one of the preceding claims, characterised in that the parts (22, 24, 26, 42) are welded together by laser welding.

21. The drive according to any one of the preceding claims, characterised in that a second, separately formed bearing part (24) is provided which is welded to the transmission part (26) on the side facing away from the first bearing part (22).

22. A method for producing a drive for a wing of a door or a window or the like, in which a drive shaft (20) is formed by at least one bearing part (22, 24) and a separate transmission part (26, 42), wherein the parts (22, 24) axially abut one another by a contact contour (40), characterised in that the transmission part (26, 42) is welded to the bearing part (22, 24) in at least a first region (45) of the contact contour (40), said first region having a greater radial height with respect to the axis of rotation (41) of the drive shaft (20) than a minimum radial height of the transmission part (26, 42).