

Description

The present invention relates to a bridge construction kit and then preferably to a kit intended for the construction of a multispan military or army bridge.

Many different requirements can be placed on a military bridge. For instance, it must be possible to construct and lay the bridge quickly under field conditions with the use of the minimum number of workmen, and it must also be possible to transport the bridge construction kit easily to the site at which the bridge is to be laid.

Among other things, these requirements have resulted in the construction of military bridges from readily transportable lightweight aluminium-beam frameworks which can be carried easily by personnel. Such aluminium frameworks, however, tend to become particularly complicated, due to the requirements placed on the load bearing capacity of the finished bridge. Consequently, a military or army bridge constructed from aluminium in this way is expensive to produce. German Patent Specifications 2 540 267 and 2 812 531 teach collapsible beam structures for use in the construction of military bridges. Each beam comprises plates which are mutually joined together by means of dovetail couplings formed in the plates. Two such beams are placed adjacent one another and connected together with the aid of cross-struts, to form a bridge element. A plurality of these bridge elements are joined together in a row, with the aid of bolts which extend between blocks mounted on the side-walls of each beam.

The drawback with these known constructions is that it takes a very long time and the use of a large number of men to assemble the beams and then to join the beams together to form a bridge element and then to couple the bridge elements together in a row to form a bridge.

The British Patent Specification 2 038 391 illustrates an example of a military bridge which consists of one single span and which is carried on a special-purpose vehicle. The drawback with the use of such special-purpose vehicles for transporting military bridges is that the vehicle can only be used for its intended purpose, i.e. to transport military bridges.

One object of the present invention is to provide a bridge construction kit that includes a crane carriage functioning to lift a transported bridge element into a position in which it can be coupled to the foremost bridge element.

Another object of the invention is to provide in said bridge construction kit a bridge element of framework construction, where each bridge element is made of steel and has a high load bearing capacity such as to enable several bridge elements to be joined together in a row and therewith form a cantilever construction.

Still another object of the invention is to provide a bridge construction kit which includes a specially constructed shuttle which can be moved reciprocatingly on the bridge under construction, for the purpose of collecting a further bridge element and moving said further element to the outer extremity of the bridge.

Yet another object of the invention is to provide a bridge construction kit in which the crane carriage is provided with lifting units for transportation of bridge elements on the bridge under construction. The crane carriage will then have a shuttle function. This is useful when short bridges are to be constructed.

Yet another object of the invention is to provide a bridge construction kit with which the bridge elements are connected together in a row with the aid of a locking rod or bar which extends transversely across the bridge.

Another object of the present invention is to provide a bridge construction kit which includes a plurality of support-leg pairs for supporting the bridge at regular intervals along its length.

These and other objects are achieved with a bridge construction kit of the kind defined in the preamble of the following Claim 1. Other characteristic features of the invention are set forth in the depending Claims.

The invention will now be described in more detail with reference to the accompanying drawings, in which

- Figure 1 is a perspective view of an inventive construction kit;
- Figure 2 is a perspective view of a bridge under construction;
- Figure 3 is a side view of an inventive bridge element;
- Figure 4 is a top view of the bridge element shown in Figure 3 and is taken on the line IV-IV in said Figure;
- Figure 5 is a longitudinal sectional view taken on the line V-V in Figure 3;
- Figure 6 is a cross-sectional view of the bridge element shown in Figure 4 taken on the line VI-VI in said Figure;
- Figure 7 is a sectional view similar to the view of Figure 4, and shows a first type of coupling device for coupling two bridge elements together;
- Figure 8 is a side view, in larger scale, of a first type of coupling lug;
- Figure 9 is a side view taken on the line IX-IX in Figure 7 and illustrates a second type of coupling lug, on a larger scale;
- Figure 10 is a side view, partially in section, of a second type of coupling device for coupling two bridge

elements together;

Figure 11 is a front view, partly in section, of the coupling device illustrated in Figure 10;

Figure 12 is a schematic top front view of a shuttle included in the inventive construction kit;

Figure 13 is a perspective view of a pair of support legs included in the inventive construction kit;

Figure 14 is a block diagram which illustrates schematically a hydraulic system incorporated in each support leg of the support leg pair shown in Figure 13;

Figure 15 is a side view, partly in section, of a support leg which is provided with upper and lower latching devices;

Figure 16 is an enlarged, cross-sectional view of the upper latching device; and

Figure 17 is a top sectional view of the upper latching device shown in Figure 16 and is taken on the line XVII-XVII in said Figure.

Figure 1 illustrates an inventive bridge construction kit. The construction kit includes a number of bridge elements 1, two ramp sections 2 of a first kind, and two ramp sections 3 of a second kind. The kit also includes a crane carriage 4 having a hydraulic lifting arm or jib 5. The kit also includes pairs of support legs 6 and, when very long bridges are to be constructed, a shuttle 7 which is shown in Figure 12. The various components of the construction kit are transported on conventional trucks 8 provided with trailers 9. Suitably, at least one truck is equipped with a hydraulic lifting crane, as illustrated with the vehicle shown at the bottom of Figure 1.

The components can be lifted from the trucks by means of a conventional tractor fitted with lifting forks, as illustrated in Figure 2.

It will be seen from Figure 1 that each bridge element 1 and each ramp section 2, 3 includes two mutually parallel track lanes 10, 11. The bridge elements 1 and the ramp sections 2, 3 are framework constructions and include a first section 12 which supports the one track lane 10, a second section 13 which supports the other track lane 11, and a third section 14 which connects the first and the second sections together.

The bridge elements 1 and the ramp sections 2, 3 are provided with coupling devices which enable the bridge elements to be connected one to the other and also to the ramp sections. These coupling devices also enable a ramp section of the first kind to be connected to a ramp section of the second kind. The coupling devices are shown schematically at reference numerals 15 and 16 in Figure 1. The coupling devices are provided at each end of respective bridge elements 1 and ramp sections 2, whereas coupling devices are only provided at one end of respective ramp sections 3.

Figure 2 illustrates the procedural steps taken when laying a multispan bridge. In the illustrated case, several bridge elements 1 have earlier been connected mutually to form a long line. The outermost bridge element is referenced 20 and the innermost 21. The crane carriage 4 has lifted a bridge element 22 over the track lanes 10, 11 and is in the process of transporting the raised bridge element 22 to the outermost bridge element 20. Meanwhile, the tractor or truck crane has lifted a further bridge element 23 onto the innermost bridge element 21. When the crane carriage 4 has reached the bridge element 20, it lowers the bridge element 22 onto this outermost bridge element and reverses slightly, so that the lifting arm 5 is freed and able to raise the bridge element 22 slightly. The crane carriage 4 is then driven forwards somewhat and the bridge element 22 is lowered so that its coupling devices can be connected to corresponding coupling devices on the bridge element 20. The coupling devices are then locked with the bridge element 22 supported in cantilever fashion. A plurality of bridge elements can be connected together in a cantilever fashion in this way, before needing to support the bridge with a leg support pair 6. The spacing between two such support leg pairs 6 is called a span. The length of a span depends, among other things, on the load acting on the bridge, and can vary.

A bridge element 1 will now be described in more detail with reference to the accompanying Figure 3-5. The first section 12 is identical to the second section 13 and consequently only the first section 12 will be described in detail. The first section comprises a pair of mutually parallel longitudinally extending bottom beams 30, 31 which are mutually spaced at a short distance apart in a first plane. The mutually facing inner surfaces of the bottom beams are welded firmly to the bottom end of struts or braces 32 which extend vertically in the cross-section of the bridge element and, in the longitudinal section of said element, extend diagonally between the bottom beams and a central beam 33 located thereabove, this central beam being described in more detail herebelow. The central beam is thus supported by the struts 32.

Located in a plane above the first plane is a triplet of top beams, comprising two outer beams 34, 35 and the aforesaid central beam 33. The top beams 33, 34, 35 of said beam triplet extend parallel to one another and the spacing between said beams is greater than the spacing between the mutually parallel bottom beams 30, 31. Mounted on the upper surface of respective top beams 33, 34, 35 is a track lane 10, which includes a bottom plate and an upstanding side verge 36. The outer beams 34, 35 are supported by pairs of outer struts 37, 38. The outer strut 37 extends from the bottom beam 30 to the outer beam 34, whereas the outer strut 38 extends from the bottom beam 31 to the outer beam 35. Seen in the cross-section of the bridge element

and in those directions shown in Figure 6, the outer struts 37, 38 form a V-shape, and seen in the longitudinal section of the bridge element, the outer struts 37, 38 are vertically upstanding as illustrated in Figure 3.

The third section 14 is located between the first and the second sections 12, 13 and includes a plurality of cross-beams 39 which are arranged at regular intervals along the length of the bridge element. These cross-beams 39 extend transversely to the longitudinal extension of the bridge, between the adjacent outer beams 35 of the first and the second sections 12, 13, and are welded thereto and also to bracing plates 40.

Seen in top view and in the directions shown in Figure 4, the outer struts 37, 38 are in line with a cross-beam 39. A brace plate 40 extends between the upper part of the outer strut 38 and the cross-beam 39.

As will be seen from Figures 6 and 4, additional brace plates 41 are disposed between the inner surface of the outer struts 37 and 38, in the upper part thereof. The upper parts of respective brace plates 41 are welded to the top beams 33, 34, 35, in the manner illustrated in Figure 6.

The whole of the framework construction is welded and comprises steel plate beams.

According to one preferred embodiment of the invention, each bridge element has a length of about 8 m, a width of 4 m and a vertical extension or height of about 1.5 m. Each track lane has a width of about 1.8 m.

As will be seen from Figure 6, and also to some extent from Figure 1, there is formed between the first, second and third sections a longitudinally extending space, indicated by the broken line 42 in Figure 6, which in cross-section has the shape of an inverse V with a truncated apex. When seen in the longitudinal direction of the bridge element, this space is free of all obstacles and will enable the crane carriage 4 or the shuttle 7 to be driven in beneath the bridge element, in the manner illustrated in Figure 12, in order to lift and transport said element.

In the case of the bridge element illustrated in Figures 3-6, the top beams 33, 34, 35 lie in a plane which is parallel to the plane in which the bottom beams 30, 31 lie. In the ramp section 3 of said second kind, the plane in which the top beams lie is inclined relative to the plane of the bottom beams. In the ramp section 2 of said first kind, the top beams lie in a plane which is common to said top beams, whereas the bottom beams 30, 31 are angled in the illustrated fashion, so as to lie in two mutually different and mutually parallel planes, which are also parallel with the plane of the top beams. It will be seen that the ramp sections 2 and 3 will function as drive-on and drive-off ramps at both extremities of the bridge.

Two bridge elements are connected together by means of coupling devices comprising a first coupling type 15 and a second coupling type 16. The coupling devices of the first type 15 are provided at respective end surfaces of the top beams 33, 34, 35, whereas the coupling devices of the second type 16 are arranged at the end surfaces of the bottom beams 30, 31. The first type of coupling device 15 is a male and female coupling, as is also the second type of coupling device 16. The female part of the coupling device 15, 16 is mounted on one and the same end of the bridge element, whereas the male part of the coupling devices 15, 16 is mounted on the opposite end of said bridge element. Thus, the bridge element will have a male coupling side and a female coupling side as illustrated in Figures 3 and 4 respectively.

The first type of coupling device 15 includes an upstanding coupling lug, whereas the second type of coupling device 16 includes a coupling tongue. The coupling devices on the male side of a bridge element are intended to fit into the coupling devices on the female side of another bridge element.

As will be seen from Figures 3, 4 and 8, each first type of coupling device on the male side of the bridge element has a coupling lug 50 which is on a level with one side surface of the outer beam 34 and another coupling lug 51 which is on a level with the opposing side surface of the same outer beam. Correspondingly, pairs of such lugs 50, 51 are mounted on the remaining central beam 33 and outer beam 35 of the beam triplet. A number of female coupling lugs 52, 53, 54, 55 are mounted on the female side of the bridge element. The coupling lugs 52, 53 form pairs of lugs which are intended to receive a male type coupling lug 50 therebetween, whereas the coupling lugs 54, 55 form another pair of lugs which are intended to receive the coupling lug 51 therebetween. Correspondingly, each of the remaining top beams of the beam triplet is provided with quartets of female-type coupling lugs 52-55. The coupling lugs 52, 53 are displaced in relation to the side surface of the outer beam 34, whereas the lugs 54, 55 are displaced relative to the opposite side surface of the same outer beam 34.

All of the lugs 50-55 comprise metal plate pieces which are welded to the side surfaces of the top beams. The male-type coupling lugs 50, 51 have a through-passing opening 60 formed therein, as illustrated in Figure 8, and the female-type coupling lugs have a corresponding through-passing opening 60 and, in addition thereto, a through-passing opening 61 and an elongated third opening 62 passing through the plate and connecting the opening 60 and 61 together. The lugs 52, 54 on the female side are also provided with a guide annulus 63 which surrounds the opening 60 and has an axially extending slot 64.

As a preparatory step before connecting two bridge elements together, a locking rod 70, shown in Figure 7, is inserted through the opening 61 on the female-type coupling lugs. The locking rod has welded thereto a number of dogging elements 71, 72 which project radially from said rod at mutually the same angular position

thereon, in other words the dogging elements 71, 72 are in line with one another. Mounted on the end of each dogging element 71, 72 is a locking pin or stud 73. The arrangement is such that the locking pin 73 projects into the guide annulus 63 and through the thickness of the coupling lug 52 and 54 respectively. Thus, the end surface of the locking pin 73 will lie on a level with an end wall surface 74 of the lug 52. The end surface of the locking pin 73 on the dogging element 72 is also on a level with a corresponding end wall surface 74 of the lug 54, at the same time as the spine part of the dogging element 72 lies within the opening 60, 61 and 62 on the lug 53. The dogging element 71 comprise metal-plate pieces whose thicknesses correspond to the width of the elongated opening 62.

In preparation to coupling to bridge elements together, the locking rod 70 is inserted through the opening 61 in the female-type coupling lugs, wherewith the dogging elements 71, 72 and the locking pin 73 pass through the opening 62 and 60 respectively. The position of the locking rod 70 is then adjusted to the position shown in Figure 7. When the male coupling lugs 50, 51 of another bridge element have been inserted between the female coupling lugs and have been adjusted so that the openings 60 on the lugs 50, 51 register with the opening 60 on the lugs 52-55, the bridge elements can be locked together. This is effected by pushing the rod 70 in the direction of the arrow 75 in Figure 7, wherewith the locking pins pass completely through the opening 60 in the lugs 50, 51 and also project slightly into the wall of the lugs 53 and 55 respectively. This results in stable connection of the bridge elements.

When two bridge elements have been mutually connected in this way, the outermost bridge element can be swung around the centre line 76 of the locking pins 73 to a position in which the second kind of coupling device 16 on the male side of the outermost bridge element are swung into the second type of coupling devices 16 on the female side of the stationary bridge element.

The coupling devices 16 of said second kind have a conical configuration reminiscent of a conventinal paper hole punch. The male side (Figure 3) consists of a coupling tongue 80 in which a number of through-passing openings 81 are formed, in the illustrated embodiment four openings 81 (Figure 5). The coupling tongue 80 is welded to the bottom beams 30, 31 with the aid of mounting plates 82, 83 welded respectively to the top and bottom surfaces of the bottom beams.

Similarly, two coupling tongues 84, 85 (Figure 3) are mounted one above the other on the female side of the bridge element. These tongues 84, 85 also have a row of openings 82 formed therein (Figure 5), in the illustrated case four such openings, which are located vertically one above the other in the two coupling tongues 84, 85. These tongues 84, 85 also consist of metal-plate elements which are welded respectively to the top and bottom sides of the bottom beams 30, 31. The vertical extension of the space between the tongues 84, 85 corresponds to the vertical extension of the tongue 80. The upper tongue 84 has mounted thereon a number of locking pins or studs 87 (Figures 10 and 11) and a holder 88 for holding the locking pins in a vertical position. The holder 88 in the form of a housing which comprises a top wall 89, end walls, side walls and an elongated guide plate 90 provided with guide openings 91 disposed vertically above the openings 81.

Each locking pin 87 coacts with an activating means 92 mounted on the top wall 89. The activating means 92 is preferably a hydraulic piston-cylinder unit, the piston rod 93 of which is fastened to the locking pin 87. The locking pins 87 can be moved between an upper, open position, shown in full lines in Figure 11, and a lower, locked position in which the pins extend through the openings 81 on the male coupling tongue 80 and also through the openings 82 on the lower coupling tongue 85.

Provided in the region where the locking pin 87 is connected to the piston rod 93 is a rod 94 which passes through the top wall 89 and which accompanies movement of the locking pin. This rod serves as a visual indication that the pin has truly taken its lower locked position. One such rod 94 is provided for each locking pin 87.

Figure 12 shows a cross-sectional view of a carriage 100 having an elongated chassis 102 and functioning as a shuttle 7. A number of wheels 103 are mounted on respective sides of the chassis 102, these wheels being intended to roll on the track lanes 10 and 11. The chassis carries a drive motor 104, preferably an internal combustion engine, which drives the carriage wheels 103 via hydraulic motors 105. As will be seen from Figure 12, the cross-sectional profile of the carriage is so low as to enable the carriage to be driven in beneath the elongated space 42 formed between the first and the second sections 12, 13 of the bridge element. The hitherto described carriage can now be provided with auxiliary devices, the nature of which depends on whether the carriage shall be used as a shuttle or a crane carriage.

When the carriage is to be used as a crane carriage, the carriage is fitted with the hydraulic lifting arm 5 (shown in Figures 1 and 2) at one end of the carriage 100. The lifting arm 5 has two ends, of which one is pivotally attached to the carriage or its chassis, so that the arm can be swung in a vertical plane. The other end of the lifting arm is provided with a lifting device 110 (Figure 2) having the form of a frame which is pivotally mounted at said other end of the lifting arm. A piston-cylinder device 111 enables the lifting device 110 to be swung relative to the lifting arm 5. In order to prevent the crane carriage from toppling when lifting a bridge

element, tipping-counteracting means in the form of two L-shaped bars 114 (Figure 12) are mounted on the underside of the carriage, said bars projecting downwardly and facing away from each other. The lower section of each L-shaped bar will, in this way, extend beneath horizontally extending plates 115, 116 which form inner track-lane verges and project slightly beyond the actual track lane on the bridge element. Each track lane also has an outer track lane verge 118 and 119 respectively. It will be understood that the bottom section of each L-shaped bar may be provided with non-driven rollers which roll against the undersurface of the inner track-lane defining means in a manner to form tipping-preventing means.

When long bridges are to be constructed, it is suitable to use a separate shuttle in addition to a separate crane carriage. In this case, the shuttle is driven backwards and forwards on the bridge, to transport further bridge elements from the bank to the forward end of the bridge. The shuttle comprises a carriage 100 having a chassis 102, wheels 103, a drive motor 104 and hydraulic motors 105. Four lifting units, of which only units 112 and 113 are shown in Figure 12, are mounted at a respective corner of the carriage chassis 102. The lifting units 112, 113 include hydraulic piston-cylinder devices so arranged as to lift a bridge section at two cross-beams when activated. These two cross-beams will preferably be located equidistant from the centre of a bridge element, so that said element will be balanced when lifted. Subsequent to activating the lifting units and lifting the bridge element 22 to the position illustrated in Figure 12, the shuttle launches the bridge element and delivers said element immediately behind the crane carriage at the forward end of the bridge. The lifting units 112, 113 return from their extended positions, such as to lower the bridge element onto the forward bridge element 20. The shuttle then returns to the land-end of the bridge, to collect a further bridge element.

The crane carriage now lowers its lifting arm and reverses in beneath the forwardly lifted bridge element until the forward end of the lifting arm has been passed through and beyond this forwardly lifted bridge element. When the lifting arm is completely clear, the arm is lifted vertically upwards and the lifting device 110 is firmly coupled to the third section. The lifting arm is then raised slightly and the crane carriage is driven forward until the bridge section hangs over the foremost end of the foremost bridge section 20, where-upon the lifting arm is lowered and the coupling devices 50, 51, 80 on the male side of the bridge element are coupled with the coupling devices 52-55, 85 on the female side of the stationary bridge element.

When only a short bridge is to be constructed, the shuttle can be dispensed with and the crane carriage provided with four lifting units corresponding to the lifting units 112, 113. The crane carriage will then also have a shuttle function.

As shown in Figure 12, the crane carriage and the shuttle have seats fitted along both long sides thereof. These seats are intended to seat the bridge fitters or technicians. This enables the fitters to be seated while transported by the crane carriage and/or the shuttle so that they will not constitute an obstacle to or be injured by transported and lifted bridge elements. The seats thus function to protect personnel.

Figure 13 is a perspective view of a support-leg pair intended to support a plurality of mutually coupled bridge elements. Each leg pair includes two legs 120 and 121. Each leg consists of an outer cylindrical tube 122 and an inner cylindrical tube 123, which fits telescopically in said outer tube. The legs 120, 121 are mutually connected by means of a cross-beam 124. The bottom beams of the first and second sections of the bridge element rest on this cross-beam 124. The cross-beam 124 is provided with two coupling lugs 125, 126 in which the lifting device 110 engages when lifting a support-leg pair into position. Mounted at the top of each leg 120, 121 is an auxiliary unit 130 which includes a hydraulic system for extending (expanding) and withdrawing (retracting) the inner cylindrical tube 123. As shown in Figure 14, the hydraulic system includes a hydraulic piston-cylinder device 131 comprising a piston 132 and a piston rod 133. The bottom end of the piston rod 133 can be connected to the inner cylindrical tube 123 by means of a bottom latching device 134, shown in Figure 15. When the piston rod 133 has been extended from the cylindrical tube 123 to the desired extent as a result of abutment with an abutment plate 160 fixedly mounted within the inner tube, the inner cylindrical tube 123 is fixed to the outer tube 122 by means of an upper latching device 135, shown in Figure 15. The lower latching device 134 is then released and the hydraulic system activated in order to retract the piston 132 and the piston rod 133, so that the piston rod will not be subjected to corrosion or other damage during the subsequent use of the bridge. When the bridge is later dismantled, the hydraulic system is again activated so as to expand the piston 132 until the forward end of the piston rod comes into engagement with and is connected to the inner tube 123 by means of the lower latching device 134. The upper latching device 135 is then released and the weight of the bridge is taken-up by the hydraulic system. At this stage, the hydraulic system is activated to retract the inner cylindrical tube 123. The piston rod 133 has a working stroke of, e.g., 3 m.

It will be seen from Figure 14 that each auxiliary unit 130 of the hydraulic system includes an expansion tank 140 for hydraulic fluid, two hydraulic pumps 141, 142, one pump, e.g. pump 141, being intended to roughly position the piston rod 133, and the other pump, e.g. pump 142, being intended to finely adjust the position of the piston rod 133 and therewith also the length of the support leg. To this end, one pump has a large displacement and the other a small displacement. Both pumps 141, 142 are manoeuvred by a common motor,

to convert mechanical work into hydraulic fluid force. This motor has the form of a hand-operated wheel 143. A setting valve 144, accessible from outside the auxiliary unit 130, is provided for selecting which of the hydraulic pumps 141 or 142 shall be the active unit. The hydraulic system is switched between its expanding or retracting modes by means of a directional valve 145 connected to a pressure-controlled check valve 146. In order to enable a support leg to be expanded rapidly, the centre part of the wheel 143 may be provided with an hexagonal blind hole. The output shaft of a hand-held motor powered by the internal combustion engine 104 on the carriage 100 carries an hexagonal pin which fits into the blind hole. When the hand-held motor is activated, the wheel 143 will be rapidly rotated, and therewith also the hydraulic pump of the hydraulic system.

The upper latching device 135 is described with reference to Figures 15, 16 and 17 and includes an annulus 147 which is pivotally mounted on the outer tube 122 and which is provided internally with inwardly directed "teeth" or like projections 148 disposed beneath the lower end of the outer tube 122 and projecting slightly inwardly of the internal wall of the outer tube. It will be seen from Figure 17 that these teeth or projections 148 are mutually spaced at regular angular distances around the inner wall surface of the annulus. The annulus 147 also has external, radially projecting teeth 150 which mesh with a gearwheel 151 mounted on the end of a shaft 152 which is manoeuvred manually from the bridge. Arranged on the outer surface of the inner cylindrical tube 123 is a number of axially extending splines 153 of prismatic cross-section, said splines being mutually spaced at regular angular distances around the circumference of the inner tube. The elongated splines 153 are provided with transversal grooves 154 which are mutually spaced axially at regular intervals. The grooves 154 on a spline are level with corresponding grooves on adjacent splines. Rotation of the shaft 152, and therewith rotation of the annulus 147, will cause the internal teeth 148 on the annulus 147 to be rotated into the grooves of respective splines, therewith to mechanically lock the positions of the outer and inner tubes 122 and 123 respectively in relation to one another.

When the bridge is to be dismantled and the support legs retracted, the hydraulic system is activated so as to move the piston rod 133 from its retracted position to its expanded position, in which the lower end of the piston rod takes the position illustrated in Figure 15. It will be seen that the lower end of the piston rod is provided with an annular groove 155 which coacts with a latching pawl 156 mounted on a pivot pin 157 within the inner tube 123. An operating arm 158 extends through the wall of the inner tube 123 and is fixedly attached at one end to the latching pawl 156 or may alternatively form an integral part of said pawl. The opposite end of the operating arm has provided therein an opening intended for securing an operating line 159. The piston rod 133 is moved down in the tube 123 until its annular groove 154 comes into engagement with the pawl 156. The hydraulic system is then reversed by resetting the directional valve 145 at the same time as a filter pulls in the operating line 159, whereupon the point or tip of the latching pawl 156 will come into abutment with the bottom wall surface of the groove 155. Continued movement of the piston rod 133 in an upward direction will result in lifting of the inner cylindrical tube 123 and insertion of said tube into the outer tube 122.

Fitted to the bottom of the inner tube 123 of each support leg 120, 121 (Figure 13) is a pivotable tripod stand 128 and eyes 129 to which bracing wires 150 can be attached. A bracing wire extends from an attachment eye to a suitable attachment point on the finished bridge.

It will be understood that the aforescribed embodiment of the invention can be modified and varied in many ways within the scope of the following Claims.

Claims

1. A bridge construction kit, preferably intended for a multi-span military bridge, comprising
 - a plurality of bridge elements (1) having track lanes (10, 11) and provided with coupling devices (15, 16) for coupling several bridge elements together to form a row;
 - a plurality of ramp sections (2, 3) intended to form drive-on and drive-off ramps on the bridge;
 characterized by
 - a crane carriage (4) provided with wheels (103) for moving the carriage along mutually connected bridge sections, said crane carriage functioning to lift a transported bridge element (22) into a position in which it can be coupled to the foremost bridge element (20);
 - a plurality of locking devices (70, 87) intended for coaction with coupling devices (15, 16) when coupling two bridge elements together;
 - a plurality of support-leg pairs (120, 121) for supporting mutually coupled bridge elements;
 - a plurality of conventional trucks (8), some of which are optionally equipped with cranes and trailers (9), for the transportation of bridge elements, ramp sections, locking rods and support-leg pairs.
2. A kit according to Claim 1, characterized in that it further includes



to convert mechanical work into hydraulic fluid force. This motor has the form of a hand-operated wheel 143. A setting valve 144, accessible from outside the auxiliary unit 130, is provided for selecting which of the hydraulic pumps 141 or 142 shall be the active unit. The hydraulic system is switched between its expanding or retracting modes by means of a directional valve 145 connected to a pressure-controlled check valve 146. In order to enable a support leg to be expanded rapidly, the centre part of the wheel 143 may be provided with an hexagonal blind hole. The output shaft of a hand-held motor powered by the internal combustion engine 104 on the carriage 100 carries an hexagonal pin which fits into the blind hole. When the hand-held motor is activated, the wheel 143 will be rapidly rotated, and therewith also the hydraulic pump of the hydraulic system.

The upper latching device 135 is described with reference to Figures 15, 16 and 17 and includes an annulus 147 which is pivotally mounted on the outer tube 122 and which is provided internally with inwardly directed "teeth" or like projections 148 disposed beneath the lower end of the outer tube 122 and projecting slightly inwardly of the internal wall of the outer tube. It will be seen from Figure 17 that these teeth or projections 148 are mutually spaced at regular angular distances around the inner wall surface of the annulus. The annulus 147 also has external, radially projecting teeth 150 which mesh with a gearwheel 151 mounted on the end of a shaft 152 which is manoeuvred manually from the bridge. Arranged on the outer surface of the inner cylindrical tube 123 is a number of axially extending splines 153 of prismatic cross-section, said splines being mutually spaced at regular angular distances around the circumference of the inner tube. The elongated splines 153 are provided with transversal grooves 154 which are mutually spaced axially at regular intervals. The grooves 154 on a spline are level with corresponding grooves on adjacent splines. Rotation of the shaft 152, and therewith rotation of the annulus 147, will cause the internal teeth 148 on the annulus 147 to be rotated into the grooves of respective splines, therewith to mechanically lock the positions of the outer and inner tubes 122 and 123 respectively in relation to one another.

When the bridge is to be dismantled and the support legs retracted, the hydraulic system is activated so as to move the piston rod 133 from its retracted position to its expanded position, in which the lower end of the piston rod takes the position illustrated in Figure 15. It will be seen that the lower end of the piston rod is provided with an annular groove 155 which coacts with a latching pawl 156 mounted on a pivot pin 157 within the inner tube 123. An operating arm 158 extends through the wall of the inner tube 123 and is fixedly attached at one end to the latching pawl 156 or may alternatively form an integral part of said pawl. The opposite end of the operating arm has provided therein an opening intended for securing an operating line 159. The piston rod 133 is moved down in the tube 123 until its annular groove 154 comes into engagement with the pawl 156. The hydraulic system is then reversed by resetting the directional valve 145 at the same time as a fitter pulls in the operating line 159, whereupon the point or tip of the latching pawl 156 will come into abutment with the bottom wall surface of the groove 155. Continued movement of the piston rod 133 in an upward direction will result in lifting of the inner cylindrical tube 123 and insertion of said tube into the outer tube 122.

Fitted to the bottom of the inner tube 123 of each support leg 120, 121 (Figure 13) is a pivotable tripod stand 128 and eyes 129 to which bracing wires 150 can be attached. A bracing wire extends from an attachment eye to a suitable attachment point on the finished bridge.

It will be understood that the aforescribed embodiment of the invention can be modified and varied in many ways within the scope of the following Claims.

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1. A bridge construction kit, preferably intended for a multi-span military bridge, comprising
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 - a plurality of ramp sections (2, 3) intended to form drive-on and drive-off ramps on the bridge;
 characterized by
 - a crane carriage (4) provided with wheels (103) for moving the carriage along mutually connected bridge sections, said crane carriage functioning to lift a transported bridge element (22) into a position in which it can be coupled to the foremost bridge element (20);
 - a plurality of locking devices (70, 87) intended for coaction with coupling devices (15, 16) when coupling two bridge elements together;
 - a plurality of support-leg pairs (120, 121) for supporting mutually coupled bridge elements;
 - a plurality of conventional trucks (8), some of which are optionally equipped with cranes and trailers (9), for the transportation of bridge elements, ramp sections, locking rods and support-leg pairs.

2. A kit according to Claim 1, characterized in that it further includes



- a shuttle-functioning carriage (100) having a chassis (102) whose profile corresponds to the profile of a longitudinally extending space (42) formed beneath each bridge section, said shuttle being provided in a known manner with wheels (103) which are mounted adjacent the chassis and intended to roll on the track lanes (10, 11), a drive motor (104) and transmission means (105) for driving said wheels, and a lifting unit (112, 113) for lifting a bridge element (23) placed on another bridge element.
3. A kit according to Claim 1 or 2, characterized by a fork-lift vehicle which functions to unload bridge elements from the truck carrying said elements, to move the elements to the bridge site, and lift and position an unloaded bridge element (23) onto that bridge element (21) which forms the rear end of the bridge.
 4. A kit according to one or more of claims 1-3, wherein the bridge element comprises two mutually parallel track lanes (10, 11), a framework structure carrying said track lanes, and coupling devices (15, 16, 70, 87) for connecting a plurality of bridge elements sequentially to form a row, wherein
 - said bridge element framework construction includes:
 - i) a first section (12) which carries one of said track lanes (10);
 - ii) a second section (13) which extends parallel to the first section and carries the other of said track lanes (11); and
 - iii) a third section (14) which connects the first and the second sections together; said third section comprising a plurality of cross-beams (39) which extend transversely between the first and the second sections (12, 13) such as to form a longitudinally extending space (42) which is located beneath the track lanes and which, in section, has the form of an inverse V with a truncated apex;
 - said first section being identical with the second section, characterized in that said framework construction is a welded non-collapsible construction wherein each first and second sections comprises:
 - a pair of mutually parallel, longitudinally extending bottom beams (30, 31) which are spaced a short distance apart in a first plane;
 - a triplet of top beams (33, 34, 35) which consist of two outer beams (34, 35) and a central beam (33), arranged in a second plane located above the first plane, said top beams being mutually parallel and spaced apart at a somewhat larger distance than the bottom beams;
 - pairs of vertically mounted struts (37, 38) which extend between the two bottom beams and the two outer beams of the beam triplet, to form a V-shape; and
 - vertical diagonal struts (32) which extend between the bottom beams (30, 31) and connect these bottom beams together and to the central beam (33) of the beam triplet.
 5. A kit according to Claim 4, characterized in that the plane in which the top beams (33-35) lie is parallel with the plane in which the bottom beams (30, 31) lie.
 6. A kit according to Claim 4, characterized in that the bottom beams (30, 31) are angled so as to lie in two mutually parallel planes which are located on different levels which are parallel with the plane of the top beams, therewith to form a ramp section (2) of a first kind.
 7. A kit according to Claim 4, characterized in that the plane in which the top beams lie is inclined to the plane in which the bottom beams lie, therewith to form a ramp section (3) of a second kind intended to form a drive-on and drive-off ramp.
 8. A kit according to Claim 4, characterized in that said coupling devices include:
 - a first array of coupling lugs (50, 51) mounted on those end surfaces of the top beams (33-35) of said beam triplet which are located at one end surface of the bridge element, such as to form a male side on said element;
 - a second array of coupling lugs (52, 53, 54, 55) mounted on those end surfaces of the top beams of the beam triplet which are located at the opposite end surface of the bridge element, such as to form a female side on said element;
 - wherein a coupling lug (50) on the male side of a bridge element is intended to fit between two coupling lugs (52, 53) on the female side of another bridge element, and
 - a locking rod (70) provided with a plurality of locking pins (73) for locking the first array of coupling lugs (50) of a first bridge element to the second array of coupling lugs (52, 53, 54, 55) of a second bridge element by pushing said locking rod.
 9. A kit according to Claim 8, characterized in that each coupling lug (50-55) includes an end-wall plate



which is vertically upstanding from the end surface of each top beam and which is provided with a through-passing first opening (60).

- 5 10. A kit according to Claim 9, characterized in that the coupling lugs (52-55) on the female side are mutually parallel and spaced apart at a distance corresponding to the thickness of a coupling lug (50, 51) on the male side and at positions in which they can receive a coupling lug on the male side of another bridge element.
- 10 11. A kit according to one or more of Claims 8-10, characterized in that said locking pins (73) are mounted on a respective dogging element (71); in that each dogging element has a first and a second end; in that the first ends of the dogging elements are welded to the locking rod such that the dogging elements will extend perpendicularly to said rod and such that all of said dogging elements lie axially in line with one another; in that the locking pins (73) are anchored to the second end of the dogging elements and have an outer contour which corresponds to the contour of the through-passing openings (60) in the coupling lugs (50-55).
- 15 12. A kit according to Claim 11, characterized in that the coupling lugs (52-55) on the female side of the beams of the beam triplet are provided with a through-passing second opening (61) having a diameter which is slightly larger than the diameter of the locking rod (70), and a through-passing, elongated third opening (62) which extends between the first and the second openings, said third opening (62) having a width which is slightly larger than the thickness of the dogging elements (72) so as to accommodate said dogging elements when the locking rod is inserted through the coupling lugs on the female side.
- 20 13. A kit according to Claim 12, characterized in that in each pair (52, 53 and 54, 55) of coupling lugs on the female side, the one coupling lug (52 and 54) is provided with a guide annulus (63) which is placed around the first opening (60) such as to receive and guide a corresponding locking pin on the locking rod, said guide annulus having an axially extending slot (64) through which the dogging elements (71) can pass and are received.
- 25 14. A kit according to Claim 8, characterized in that said coupling devices (16) include:
 - a first coupling tongue (80) mounted on both bottom beams (30, 31) of each section and projecting from said beams on the male side of the bridge element;
 - two second coupling tongues (84, 85) mounted in spaced relationship above one another on both bottom beams (30, 31) of each section (12, 13) and projecting from said beams on the female side of the bridge element;
 - wherein the coupling tongues (80) on the female side are intended to fit between respective coupling tongues on the female side, and
 - hydraulically operated locking means (87, 92).
- 30 15. A kit according to Claim 14, characterized in that the coupling tongues (80, 84, 85) are each provided with a respective row of through-passing (81) openings; in that the upper (84) of the coupling tongues on the female side is provided with said locking means (87); in that said locking means includes a plurality of locking pins (87), a locking-pin holder (88, 90) which holds said locking pins in a vertical position, and a hydraulically operated unit (92) intended for moving the locking pins between an open and a locked position, wherein the locking pins in said open position extend partially through solely the openings (81) of the upper coupling tongues (84) and in the locked position extend through said openings (81) in the coupling tongue (80) on the female side of another, connected bridge element and also through the openings (81, 82) in both the upper (84) and the lower (85) coupling tongue.
- 35 40 16. A kit according to one or more of Claims 1-3, wherein said carriage (100) comprises an elongated chassis (102), wheels (103) which are rotatably mounted on the chassis sides and intended to roll on the track lanes (10, 11), a drive motor (104) and transmission means (105) for driving the carriage wheels and an elongated lifting arm (5) pivotally attached to the chassis (102) to form a crane carriage (4), characterized in that the carriage has provided around the chassis periphery a plurality of lifting units (112, 113) for lifting a bridge element (22) resting on the track lanes.
- 45 50 55 17. A kit according to one or more of Claims 1-3 wherein said support-leg pair comprises two legs (121, 122) where each leg consists of an outer cylindrical tube (122) having two ends, an inner cylindrical tube (123) having two ends and being slidably mounted at one end, and a supporting foot (128) mounted on



one end of the internal tube, characterized by

- an auxiliary unit (130) which is mounted on the other end of said outer tube (122) and which includes a hydraulic system comprising a hydraulic piston (132) and a piston rod (133), said piston rod having a free end;
- a bottom latching device (134) mounted on the inner tube and functioning to release the connection of the inner tube (123) with the piston rod (133), the hydraulic system in its activated state supporting the load acting on the bridge;
- an upper latching device (135) mounted on the outer tube and active to release the connection of the inner tube (123) to the outer tube (122), wherein in their activated state the inner and outer tubes are rigidly connected together for supporting the load exerted by the bridge.

18. A kit according to Claim 17, characterized in that the hydraulic system includes

- twin hydraulic pumps (141, 142) of which one pump (e.g. 141) has a large displacement and the other pump has a small displacement, and means (143) for driving said pumps;
- a motor switching valve (144) having two inlets, one of which is connected to the one hydraulic motor and the other is connected to the other motor, and an outlet; and
- a directional valve (145) having an input which is connected to the outlet of the switching valve, and which has two outlets, of which one is connected to one end of the hydraulic piston-cylinder device and the other is connected to the other end of said device.

19. A kit according to Claim 18, characterized in that the bottom latching device (134) includes an abutment plate (160) mounted within the inner cylindrical tube, wherein the free end of the piston rod (133) is intended to abut the plate (160) upon expansion of the hydraulic piston-cylinder device, a groove (154) which extends circumferentially around the piston rod at its free end, a latching pawl (156) which coacts with the groove and which is pivotally mounted within the inner tube and intended to be brought into engagement with the tube through the action of a lever (158) when the piston rod is retracted.

20. A kit according to Claim 19, characterized in that the upper latching device (135) includes a plurality of elongated splines (153) which have a prismatic cross-section and which are mounted on the outer wall of the inner tube axially along said tube and mutually spaced angularly from one another, said splines being provided with transverse grooves (154) at regular axial intervals from one another, said grooves being level with the groove of adjacent splines, an annulus (147) which is rotatably mounted around the outer tube (122) and provided with inwardly directed projections (148) which extend through openings (149) in the wall of the outer tube (122) and, by rotating the annulus, are intended to be brought into engagement with mutually level transverse grooves (154) on said splines, such as to lock the inner and the outer tubes mechanically one to the other.

21. A kit according to Claim 20, characterized in that the annulus is provided externally with radially and outwardly projecting teeth (150); in that a gearwheel (151) is in mesh with the teeth of said annulus; and in that a shaft (152) is non-rotatably mounted on the gearwheel for rotation of said gearwheel and therewith also of the annulus.

22. A kit according to Claim 21, characterized in that a cross-beam (124) extends between the leg pairs (120, 121) and pivotally connects said pairs together.

23. A kit according to Claim 22, characterized in that the cross-beam is provided with two axially spaced lifting shoulders (125, 126).

24. A kit according to Claim 23, characterized in that eyes (129) intended for the attachment of bracing lines (150) are mounted on the bottom of the inner tube (123).

25. A kit according to Claim 24, characterized in that the supporting foot (128) has three legs and that said foot is pivotally mounted on said one end of the inner tube (123).

Patentansprüche

1. Bausatz für den Brückenbau, insbesondere für eine Brücke aus mehreren zu verspannenden Einzelteilen, mit folgenden Merkmalen:



- eine Vielzahl von Brückenelementen (1) mit Fahrbahnen (10, 11) und mit Kupplungsvorrichtungen (15, 16) zum Verbinden der verschiedenen Brückenelemente miteinander in Form einer Reihe,
 - eine Mehrzahl von Rampen (2, 3) zum Auf- und Abfahren an der Brücke,
- gekennzeichnet durch
- einen Kranwagen (4) mit Rädern (103) zum Verfahren entlang der miteinander verbundenen Brückenelemente, der ein transportiertes Brückenelement (22) in eine Position verfährt, in der es an dem vordersten Brückenelement (20) anschließbar ist,
 - eine Mehrzahl von Anschlußelementen (70, 87), die mit den Kupplungsvorrichtungen (15, 16) zusammenarbeiten, wenn zwei Brückenelemente aneinander angeschlossen werden,
 - eine Mehrzahl von Stützbeinpaaren (120, 121), um aneinander angeschlossene Brückenelemente zu tragen,
 - eine Mehrzahl üblicher Lastkraftwagen (8), von denen einige insbesondere mit einem Kran ausgestattet sind, und
 - Anhänger (9) zum Transportieren der Brückenelemente, der Rampen, der Schließstangen und der Stützbeinpaare.
2. Bausatz für den Brückenbau nach Anspruch 1, dadurch gekennzeichnet, daß er einen als Fahrkorb fungierenden Wagen (100) mit einem Fahrgestell (102) aufweist, dessen Umriss auf das Profil des sich unterhalb eines jeden Brückenelementes in Längsrichtung erstreckenden Raumes (42) abgestimmt ist, wobei dieser Fahrkorb in bekannter Weise mit Rädern (103) ausgestattet ist, die am Fahrgestell angeordnet sind und auf den Fahrbahnen (10, 11) abrollen, und einen Antriebsmotor (104), Mittel zur Übertragung (105) des Antriebes auf die Räder und eine Hebeeinheit (112, 113) zum Anheben eines sich auf einem anderen Brückenelement befindenden Brückenelementes (23) aufweist.
3. Bausatz für den Brückenbau nach Anspruch 1 oder 2, dadurch gekennzeichnet, daß er ein Gabelstaplerfahrzeug aufweist, welches dazu dient, Brückenelemente vom Lastwagen zu entladen, die Brückenelemente zum Brückenstandort zu bringen und ein entladenes Brückenelement (23) anzuheben und auf das Brückenelement (21), welches das rückwärtige Ende der Brücke bildet, abzusetzen.
4. Bausatz für den Brückenbau nach einem oder mehreren der Ansprüche 1 bis 3, wobei das Brückenelement zwei parallele Fahrbahnen (10, 11), eine Rahmenkonstruktion für die Fahrbahnen und Kupplungsvorrichtungen (15, 16, 79, 87) zum Verbinden mehrerer Brückenelemente miteinander in Form einer Reihe aufweist und
- die Rahmenkonstruktion des Brückenelementes folgende Merkmale besitzt:
 - i) einen ersten Abschnitt (12), der eine der Fahrbahnen (10) abstützt;
 - ii) einen zweiten Abschnitt (13), der sich parallel zu dem ersten Abschnitt erstreckt und die andere der Fahrbahnen (11) abstützt; und
 - iii) einen dritten Abschnitt (14), der den ersten mit dem zweiten Abschnitt verbindet, wobei der dritte Abschnitt eine Mehrzahl Querbalken (39) aufweist, die sich quer zwischen den ersten und zweiten Abschnitten (12, 13) erstrecken und einen sich längs erstreckenden Raum (42) bilden, der unter den Fahrbahnen angeordnet ist und der im Querschnitt die Form eines umgekehrten V mit abgeschnittenem Scheitel aufweist,
 - und der erste Abschnitt identisch zu dem zweiten Abschnitt ausgebildet ist, dadurch gekennzeichnet, daß die Rahmenkonstruktion eine geschweißte, nicht-zusammenlegbare Konstruktion ist, deren erste und zweite Abschnitte folgende Merkmale aufweisen:
 - ein Paar paralleler sich längs erstreckender Unterbalken (30, 31), die mit geringem Abstand in einer ersten Ebene angeordnet sind;
 - drei Oberbalken (33, 34, 35) aus zwei äußeren Balken (34, 35) und einem Mittelbalken (33), die in einer zweiten Ebene oberhalb der ersten Ebene und parallel zueinander mit etwas größerem Abstand als die Unterbalken angeordnet sind;
 - Paare von vertikalen Verstrebungen (37, 38), die sich zwischen den Unterbalken und den zwei äußeren Balken der drei Oberbalken erstrecken und eine V-förmige Gestalt bilden; und
 - vertikale diagonale Verstrebungen (32), die sich zwischen den Unterbalken (30, 31) erstrecken und diese miteinander und mit dem Mittelbalken (33) der drei Oberbalken verbinden.
5. Bausatz für den Brückenbau nach Anspruch 4, dadurch gekennzeichnet, daß die Ebene, in der die Oberbalken (33, 34, 35) angeordnet sind, parallel zu der Ebene verläuft, in der die Unterbalken (30, 31) angeordnet sind.



6. Bausatz für den Brückenbau nach Anspruch 4, dadurch gekennzeichnet, daß die Unterbalken (30, 31) winklig sind und in zwei parallelen Ebenen liegen, die auf verschiedenen Höhen angeordnet sind und parallel zu der Ebene der Oberbalken verlaufen, sodaß damit eine Rampe (2) der ersten Art gebildet wird.
7. Bausatz für den Brückenbau nach Anspruch 4, dadurch gekennzeichnet, daß die Ebene, in der die Oberbalken angeordnet sind, geneigt zu der Ebene verläuft, in der die Unterbalken angeordnet sind, sodaß eine Rampe (3) der zweiten Art als Auf- und Abfahrt gebildet wird.
8. Bausatz für den Brückenbau nach Anspruch 4, dadurch gekennzeichnet, daß die Kupplungsvorrichtungen folgende Merkmale aufweisen:
 - einen ersten Satz Kupplungsansätze (50, 51), die an den Endoberflächen der drei Oberbalken (33, 34, 35) an der einen Endoberfläche des Brückenelementes angeordnet sind und die männliche Seite des Brückenelementes bilden;
 - einen zweiten Satz Kupplungsansätze (52, 53, 54, 55), die an den Endoberflächen der drei Oberbalken an der anderen Endoberfläche des Brückenelementes angeordnet sind und die weibliche Seite des Brückenelementes bilden;
 - wobei ein Kupplungsansatz (50) auf der männlichen Seite des Brückenelementes zwischen zwei Kupplungsansätze (52, 53) auf der weiblichen Seite eines weiteren Brückenelementes passt, und
 - eine Schließstange (70), die eine Vielzahl Verriegelungsbolzen (73) zum Verbinden des ersten Satzes Kupplungsansätze (50) an einem ersten Brückenelement mit einem zweiten Satz Kupplungselemente (52, 53) an einem zweiten Brückenelement durch eine Verschiebung der Schließstange aufweist.
9. Bausatz für den Brückenbau nach Anspruch 8, dadurch gekennzeichnet, daß jeder Kupplungsansatz (50 - 55) eine vertikal angeordnete und von der Endoberfläche jedes Oberbalkens abstehende Endplatte aufweist, die mit einer ersten Öffnung (60) versehen ist.
10. Bausatz für den Brückenbau nach Anspruch 9, dadurch gekennzeichnet, daß die Kupplungsansätze auf der weiblichen Seite parallel zueinander und in einem der Dicke des Kupplungsansatzes (50, 51) auf der männlichen Seite entsprechenden Abstand sowie an solchen Stellen angeordnet sind, daß sie einen Kupplungsansatz an der männlichen Seite eines weiteren Brückenelementes aufnehmen können.
11. Bausatz für den Brückenbau nach einem oder mehreren der Ansprüche 8 - 10, dadurch gekennzeichnet, daß die Verriegelungsbolzen (73) auf einem entsprechenden Anschlagelement (71) angeordnet sind, daß jedes Anschlagelement ein erstes und ein zweites Ende aufweist, daß die ersten Enden der Anschlagenelemente mit der Schließstange so verschweißt sind, daß die Anschlagenelemente rechtwinklig von der Schließstange abstehen und alle Anschlagenelemente axial miteinander fluchten, und daß die Verriegelungsbolzen (73) in den zweiten Enden der Anschlagenelemente verankert sind und einen äußeren Umriß aufweisen, der dem Umriß der Öffnungen (60) in den Kupplungsansätzen (50 - 55) entspricht.
12. Bausatz für den Brückenbau nach Anspruch 11, dadurch gekennzeichnet, daß die Kupplungsansätze (52 - 55) auf der weiblichen Seite der drei Oberbalken mit einer zweiten Öffnung (61), die einen Durchmesser aufweist, der etwas größer als der Durchmesser der Schließstange (70) ist, und mit einer länglichen dritten Öffnung (62) versehen sind, die sich jeweils zwischen der ersten und der zweiten Öffnung erstreckt, wobei die dritte Öffnung (62) eine Breite aufweist, die etwas größer als die Dicke der Anschlagenelemente (72) ist, sodaß die Anschlagenelemente hindurchpassen, wenn die Schließstange durch die Kupplungsansätze auf der weiblichen Seite eingeschoben wird.
13. Bausatz für den Brückenbau nach Anspruch 12, dadurch gekennzeichnet, daß der eine Kupplungsansatz (52 und 54) an jedem Paar Kupplungsansätze (52, 53 und 54, 55) auf der weiblichen Seite einen Führungsring (63) aufweist, der die erste Öffnung (60) umgibt und zur Aufnahme und Führung eines entsprechenden Verriegelungsbolzens der Schließstange dient, wobei der Führungsring einen Schlitz (64) für den Durchtritt und die Aufnahme der Anschlagenelemente (71) aufweist.
14. Bausatz für den Brückenbau nach Anspruch 8, dadurch gekennzeichnet, daß die Kupplungsvorrichtungen (16) folgende Merkmale aufweisen:
 - eine erste Kupplungszunge (80), die an beiden Unterbalken (30, 31) jedes Abschnitts angeordnet ist und von den Unterbalken auf der männlichen Seite des Brückenelementes absteht;
 - zwei zweite Kupplungszungen (84, 85), die an den beiden Unterbalken (30, 31) jedes Abschnitts (12,



- 13) beabstandet übereinander angeordnet sind und von den Unterbalken auf der weiblichen Seite des Brückenelementes absteigen;
- wobei die Kupplungszungen (80) auf der weiblichen Seite zwischen die entsprechenden Kupplungszungen auf der männlichen Seite passen; und
 - hydraulisch betätigbare Verriegelungseinrichtungen (87, 92).
15. Bausatz für den Brückenbau nach Anspruch 14, dadurch gekennzeichnet, daß die Kupplungszungen (80, 84, 85) jeweils eine Reihe Öffnungen (81) aufweisen, daß die obere Kupplungszunge (84) auf der weiblichen Seite die Verriegelungseinrichtungen (87) trägt, daß die Verriegelungseinrichtungen eine Mehrzahl Verriegelungsbolzen (87), eine Halterung (88, 90) zur vertikalen Führung der Verriegelungsbolzen und eine hydraulische Betätigungseinrichtung (92) zum Verschieben der Verriegelungsbolzen zwischen einer Offen- und einer Schließstellung aufweisen, wobei die Verriegelungsbolzen in der Offenstellung teilweise und nur in die Öffnungen (81) der oberen Kupplungszunge (84) und in der Schließstellung durch die Öffnungen (81) in der Kupplungszunge (80) auf der weiblichen Seite eines weiteren verbundenen Brückenelementes und auch durch die Öffnungen (81, 82) der oberen und der unteren Kupplungszunge (84, 85) reichen.
16. Bausatz für den Brückenbau nach einem oder mehreren der Ansprüche 1 bis 3, wobei der Wagen (100) ein längliches Fahrgestell (102), daran drehbar angeordnete und auf den Fahrbahnen (10, 11) laufende Räder (103), einen Antriebsmotor (104) und Übertragungsmittel (105) zum Antreiben der Räder des Wagens sowie einen langgetreckten und schwenkbar mit dem Fahrgestell verbundenen Hebearm (5) zur Bildung eines Kranwagens (104) aufweist, dadurch gekennzeichnet, daß der Wagen im Umfangsbereich eine Mehrzahl Hebeeinheiten (112, 113) zum Anheben eines auf den Fahrbahnen abgesetzten Brückenelementes (22) aufweist.
17. Bausatz für den Brückenbau nach einem oder mehreren der Ansprüche 1 bis 3, wobei das Stützbeinpaar zwei Stützbeine (120, 121) aus einem äußeren zylindrischen Rohr (122) mit zwei Enden, einem Inneren, gleitend in dem äußeren Rohr gelagerten zylindrischen Rohr (123) mit zwei Enden und einen Stützfuß (128) am einen Ende des inneren Rohres aufweist, gekennzeichnet durch folgende Elemente:
- eine Hilfseinheit (130), die am anderen Ende des äußeren Rohres (122) angeordnet ist und ein hydraulisches System mit einem Kolben (132) und einer Kolbenstange (133) mit freiem Ende aufweist;
 - eine untere Verriegelungsvorrichtung (134), die auf dem inneren Rohr angeordnet ist und dazu dient, die Verbindung des inneren Rohres (123) mit der Kolbenstange (133) aufzuheben, wobei das hydraulische System in aktiviertem Zustand die auf die Brücke einwirkende Last trägt;
 - eine obere Verriegelungsvorrichtung (135), die an dem äußeren Rohr angeordnet ist und dazu dient, die Verbindung des inneren Rohres (123) zu dem äußeren Rohr (122) aufzuheben, wobei die inneren und äußeren Rohre in aktiviertem Zustand fest miteinander verbunden sind und die auf die Brücke einwirkende Last tragen.
18. Bausatz für den Brückenbau nach Anspruch 17, dadurch gekennzeichnet, daß das hydraulische System folgende Elemente aufweist:
- zwei hydraulische Pumpen (141, 142), von denen die eine Pumpe (z. B. 141) einen großen und die andere Pumpe einen kleinen Durchsatz aufweist, und einen Antrieb (143) für die Pumpen;
 - ein Stellventil (144) mit zwei Eingängen, von denen der eine mit dem einen hydraulischen Motor und der andere mit dem anderen hydraulischen Motor verbunden ist, und einem Ausgang; und
 - ein Schaltventil (145) mit einem Eingang, der mit dem Ausgang des Stellventils verbunden ist, und mit zwei Ausgängen, von denen der eine mit dem einen Ende der hydraulischen Kolben/Zylinder-Einheit und der andere mit dem anderen Ende dieser Einheit verbunden ist.
19. Bausatz für den Brückenbau nach Anspruch 18, dadurch gekennzeichnet, daß die untere Verriegelungsvorrichtung (134) eine Widerlager-Platte (160), die in dem inneren zylindrischen Rohr angeordnet ist, wobei das freie Ende der Kolbenstange (133) sich beim Ausfahren der Kolben/Zylinder-Einheit an der Widerlager-Platte (160) abstützt, eine Umlaufnut (155), die sich um die Kolbenstange an ihrem freien Ende herum erstreckt, und eine Klinken (156) aufweist, die mit der Umlaufnut zusammenwirkt und schwenkbar in dem inneren Rohr angeordnet ist und dazu dient, mit dem Rohr vermittels eines Betätigungsstiftes (158) in Kontakt zu kommen, wenn die Kolbenstange zurückgefahren wird.
20. Bausatz für den Brückenbau nach Anspruch 19, dadurch gekennzeichnet, daß die obere Verriegelungsvorrichtung (135) eine Mehrzahl länglicher Keile (153), die prismatischen Querschnitt besitzen und auf



der äußeren Wandung des inneren Rohres axial ausgerichtet und winklabständig zueinander angeordnet sind, wobei die Keile mit quer verlaufenden Umlaufnuten (154) in regelmäßigen axialen Abständen voneinander versehen sind und die Umlaufnuten auf gleicher Höhe wie die Umlaufnut der benachbarten Keile angeordnet sind, und einen Ring (147) aufweist, der drehbar auf dem äußeren Rohr (122) gelagert und mit nach Innen gerichteten Fortsätzchen (148) versehen ist, die durch Öffnungen (149) in der Wandung des äußeren Rohres (122) reichen und durch eine Rotation des Rings in Kontakt zu den quer auf gleicher Höhe verlaufenden Umlaufnuten (154) der Keile kommen, sodaß die inneren und die äußeren Rohre mechanisch fest miteinander verbunden werden.

21. Bausatz für den Brückenbau nach Anspruch 20, dadurch gekennzeichnet, daß der Ring außen radial abstehende Zähne (150) aufweist, daß ein Zahnrad (151) mit den Zähnen in Eingriff steht und daß eine Welle (152) zum Verdrehen des Zahnrades und damit des Rings drehfest mit dem Zahnrad verbunden ist.
22. Bausatz für den Brückenbau nach Anspruch 21, dadurch gekennzeichnet, daß ein Querbalken (124) zwischen den Stützbeinen (120, 121) vorgesehen ist und die Stützbeine schwenkbar miteinander verbindet.
23. Bausatz für den Brückenbau nach Anspruch 22, dadurch gekennzeichnet, daß der Querbalken mit zwei axial beabstandeten Kupplungsansätzen (125, 126) versehen ist.
24. Bausatz für den Brückenbau nach Anspruch 23, dadurch gekennzeichnet, daß Ösen (129) für die Anbringung von Verbindungsseilen (150') am unteren Ende des inneren Rohres (123) vorgesehen sind.
25. Bausatz für den Brückenbau nach Anspruch 24, dadurch gekennzeichnet, daß der Stützfuß (128) drei Fortsätze aufweist und schwenkbar mit dem einen Ende des inneren Rohres (123) verbunden ist.

Revendications

1. Ensemble pour la construction de pont, de préférence prévu pour un pont militaire multi-portée, comprenant :
 - une pluralité d'éléments de pont (1) ayant des voies de circulation (10,11) et pourvus de dispositifs de couplage (15,16) pour relier plusieurs éléments de pont les uns aux autres afin de former une rangée ;
 - une pluralité d'éléments de rampe (2,3) prévus pour former des rampes d'entrée et de sortie du pont ; caractérisé en ce qu'il comprend en outre :
 - un chariot de grue (4) pourvu de roues (103) pour le déplacement du chariot le long de sections de pont mutuellement connectées, ledit chariot de grue fonctionnant pour le levage d'un élément de pont transporté (22) jusqu'à une position dans laquelle il peut être accouplé à l'élément de pont le plus en avant (20) ;
 - une pluralité de dispositifs de verrouillage (70,87) destinés à coopérer avec les dispositifs de couplage (15,16) lorsqu'on relie deux éléments de pont l'un à l'autre ;
 - une pluralité de paires de jambes d'appui (120, 121) pour supporter les éléments de pont mutuellement couplés ;
 - une pluralité de camions usuels (8) dont certains sont optionnellement équipés de grues ; et
 - des remorques (9) pour le transport des éléments de pont, des sections de rampe, des dispositifs de verrouillage et des paires de jambes d'appui.
2. Ensemble suivant la revendication 1, caractérisé en ce qu'il comprend en outre :
 - un chariot fonctionnant en navette (100) comportant un châssis (102) dont le profil correspond au profil d'un espace longitudinal (42) défini sous chaque section de pont, ladite navette étant pourvue d'une manière connue de roues (103) qui sont montées près du châssis et prévues pour rouler sur les voies de circulation (10,11), un moteur d'entraînement (104) et des moyens de transmission (105) pour entraîner lesdites roues, et une unité de levage (112,113) pour lever un élément de pont (23) placé sur un autre élément de pont.
3. Ensemble suivant la revendication 1 ou 2, caractérisé en ce qu'il comprend un véhicule de levage à fourche qui sert à décharger les éléments de pont du camion portant lesdits éléments, à amener les éléments au site du pont, et à lever et positionner un élément de pont déchargé (23) sur l'élément de pont (21) qui forme l'extrémité arrière du pont.



4. Ensemble suivant une ou plusieurs des revendications 1 à 3, dans lequel l'élément de pont comprend deux voies de circulation mutuellement parallèles (10,11), une ossature portant lesdites voies de circulation, et des dispositifs de couplage (15,16,70,87) pour connecter séquentiellement une pluralité d'éléments de pont afin de former une rangée, ladite ossature d'élément de pont comprenant :
- (i) une première section (12) qui porte une des dites voies de circulation (10),
 - (ii) une deuxième section (13) qui est parallèle à la première section et porte l'autre des dites voies de circulation (11) ; et
 - (iii) une troisième section (14) qui connecte les première et deuxième sections l'une à l'autre, ladite troisième section comportant une pluralité de traverses (39) qui s'étendent transversalement entre les première et deuxième sections (12,13) de façon à définir un espace longitudinal (42) qui est situé au-dessous des voies de circulation et qui a, en coupe transversale, la forme d'un V inversé à sommet tronqué ;
- ladite première section étant identique à la deuxième section ;
- caractérisé en ce que ladite ossature est une construction soudée non déformable dans laquelle chacune des première et deuxième sections comprend :
- deux poutres inférieures longitudinales mutuellement parallèles (30,31) qui sont espacées l'une de l'autre d'une faible distance dans un premier plan ;
 - un groupe de trois poutres supérieures (33,34, 35) qui consistent en deux poutres extérieures (34,35) et une poutre centrale (33), disposées dans un deuxième plan situé au-dessus du premier plan, lesdites poutres supérieures étant mutuellement parallèles et espacées les unes des autres d'une distance un peu plus grande que les poutres inférieures ;
 - des paires d'entretoises montées verticalement (37,38) qui s'étendent entre les deux poutres inférieures et les deux poutres extérieures du groupe de trois poutres, pour définir une forme en V ; et
 - des entretoises verticales obliques (32) qui s'étendent entre les poutres inférieures (30,31) et qui relient ces poutres inférieures l'une à l'autre et à la poutre centrale (33) du groupe de trois poutres.
5. Ensemble suivant la revendication 4, caractérisé en ce que le plan dans lequel sont situées les poutres supérieures (33-35) est parallèle au plan dans lequel sont situées les poutres inférieures (30,31).
6. Ensemble suivant la revendication 4, caractérisé en ce que les poutres inférieures (30,31) sont inclinées de manière à se trouver dans deux plans mutuellement parallèles qui sont situés à des niveaux différents qui sont parallèles aux plans des poutres supérieures de manière à former avec celles-ci une section de rampe (2) d'un premier type.
7. Ensemble suivant la revendication 4, caractérisé en ce que le plan dans lequel sont situées les poutres supérieures est incliné par rapport au plan dans lequel sont situées les poutres inférieures, pour former en combinaison une section de rampe (3) d'un deuxième type destinée à constituer une rampe d'accès et une rampe de sortie.
8. Ensemble suivant la revendication 4, caractérisé en ce que lesdits dispositifs de couplage comprennent :
- un premier groupe d'oreilles de couplage (50,51) montées sur les surfaces d'extrémité des poutres supérieures (33,35) dudit groupe de trois poutres, qui sont situées à une face d'extrémité de l'élément de pont, de manière à constituer un côté mâle sur ledit élément ;
 - un deuxième groupe d'oreilles de couplage (52,53, 54,55) montées sur les surfaces d'extrémité des poutres supérieures du groupe de trois poutres, qui sont situées à la face d'extrémité opposée de l'élément de pont, de manière à constituer un côté femelle sur ledit élément ;
 - une oreille de couplage (50) du côté mâle d'un élément de pont étant prévue pour s'ajuster entre deux oreilles de couplage (52,53) sur le côté femelle d'un autre élément de pont, et
 - une barre de verrouillage (70) comportant une pluralité de broches de verrouillage (73) pour verrouiller le premier groupe d'oreilles de couplage (50) d'un premier élément de pont au deuxième groupe d'oreilles de couplage (52,53,54,55) d'un deuxième élément de pont par poussée de ladite barre de verrouillage.
9. Ensemble suivant la revendications 8, caractérisé en ce que chaque oreille de couplage (50,55) comprend une plaque de paroi d'extrémité qui s'étend verticalement à partir de la surface d'extrémité de chaque poutre supérieure et qui comporte un premier trou traversant (60).
10. Ensemble suivant la revendication 9, caractérisé en ce que les oreilles de couplage (52-55) du côté femelle sont mutuellement parallèles et espacées d'une distance correspondant à l'épaisseur d'une oreille



de couplage (50,51) du côté mâle, et à des positions dans lesquelles elles peuvent recevoir une oreille de couplage du côté mâle d'un autre élément de pont.

- 5 11. Ensemble suivant une ou plusieurs des revendications 8 à 10, caractérisé en ce que lesdites broches de verrouillage (73) sont montées sur un élément de manoeuvre respectif (71) ; en ce que chaque élément de manoeuvre présente une première et une deuxième extrémités ; en ce que les premières extrémités des éléments de manoeuvre sont soudées à la barre de verrouillage de sorte que les éléments de manoeuvre s'étendent perpendiculairement à ladite barre et de sorte que tous lesdits éléments de manoeuvre sont axialement mutuellement alignés ; et en ce que les broches de verrouillage (73) sont rigidement fixées à la deuxième extrémité des éléments de manoeuvre et ont un contour extérieur qui correspond au contour des trous traversants (60) des oreilles de couplage (50-55).
- 10 12. Ensemble suivant la revendication 11, caractérisé en ce que les oreilles de couplage (52-55) du côté femelle des poutres du groupe de trois poutres comportent un deuxième trou traversant (61) ayant un diamètre qui est légèrement plus grand que le diamètre de la barre de verrouillage (70), et un troisième trou traversant allongé (62) qui s'étend entre le premier et le deuxième trous, ledit troisième trou (62) ayant une largeur qui est légèrement plus grande que l'épaisseur des éléments de manoeuvre (72) de façon à recevoir lesdits éléments de manoeuvre lorsqu'on insère la barre de verrouillage à travers les oreilles de couplage du côté femelle.
- 15 13. Ensemble suivant la revendication 12, caractérisé en ce que, dans chaque paire (52,53 et 54,55) d'oreilles de couplage ducôté femelle, la première oreille de couplage (52 et 54) comporte un anneau de guidage (63) qui est placé autour du premier trou (60) de façon à recevoir et guider une broche de verrouillage correspondante prévue sur la barre de verrouillage, ledit anneau de guidage comportant une fente axiale (64) à travers laquelle les éléments de manoeuvre (71) peuvent passer et sont reçus.
- 20 14. Ensemble suivant la revendication 8, caractérisé en ce que lesdits dispositifs de couplage (16) comprennent :
 - 30 une première patte de couplage (80) montée sur les deux poutres inférieures (30,31) de chaque section et faisant saillie par rapport à ces poutres du côté mâle de l'élément de pont ;
 - deux deuxième pattes de couplage (84,85) montées en relation espacée l'une au-dessus de l'autre sur les deux poutres inférieures (30,31) de chaque section (12,13) et faisant saillie par rapport à ces poutres du côté femelle de l'élément de pont ;
 - 35 les pattes de couplage (80) du côté mâle étant prévues pour s'ajuster entre les pattes de couplage respectives du côté femelle ; et
 - des moyens de verrouillage commandés hydrauliquement (87,92).
- 40 15. Ensemble suivant la revendication 14, caractérisé en ce que les pattes de couplage (80,84,85) comportent chacune une rangée respective de trous traversants (81) ; en ce que la patte supérieure (84) des pattes de couplage du côté femelle porte lesdits moyens de verrouillage (87) ; en ce que lesdits moyens de verrouillage comprennent une pluralité de broches de verrouillage (87), une monture de broches de verrouillage (88,90) qui maintient lesdites broches de verrouillage dans une position verticale, et une unité à commande hydraulique (92) prévue pour déplacer les broches de verrouillage entre une position ouverte et une position verrouillée, les broches de verrouillage dans ladite position ouverte s'étendant partiellement à travers seulement les trous (81) des pattes de couplage supérieures (84) et, dans la position verrouillée, s'étendant à travers lesdits trous (81) dans la patte de couplage (80) du côté mâle d'un autre élément de pont connecté et également à travers les trous (81,82) à la fois de la patte de couplage supérieure (84) et de la patte de couplage inférieure (85).
- 45 16. Ensemble suivant une ou plusieurs des revendications 1 à 3, dans lequel ledit chariot (100) comprend un châssis allongé (102), des roues (103) qui sont montées de façon tournante sur les côtés du châssis et peuvent rouler sur les voies de circulation (10,11), un moteur d'entraînement (104) et des moyens de transmission (105) pour entraîner les roues du chariot, et un bras de levage allongé (5) fixé de façon pivotante au châssis (102) pour constituer un chariot de grue (4), caractérisé en ce que le chariot comporte, autour de la périphérie du châssis, une pluralité d'unités de levage (112,113) pour lever un élément de pont (22) reposant sur les voies de circulation.
- 50 17. Ensemble suivant une ou plusieurs des revendications 1 à 3, dans lequel ladite paire de jambes d'appui comprend deux jambes (121,122) et chaque jambe est constituée d'un tube cylindrique extérieur (122)
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ayant deux extrémités, d'un tube cylindrique intérieur (123) ayant deux extrémités et monté de façon coulissante à une extrémité, et d'un pied d'appui (128) monté sur une extrémité du tube intérieur, caractérisé en ce qu'il comprend :

une unité auxiliaire (130) qui est montée sur l'autre extrémité dudit tube extérieur (122) et qui comporte un système hydraulique ayant un piston hydraulique (132) et une tige de piston (133), ladite tige de piston ayant une extrémité libre ;

un dispositif d'accrochage inférieur (134) monté sur le tube intérieur et fonctionnant pour libérer la connexion du tube intérieur (123) avec la tige de piston (133), le système hydraulique dans son état activé supportant la charge qui agit sur le pont ; et

un dispositif d'accrochage supérieur (135) monté sur le tube extérieur et agissant pour libérer la connexion du tube intérieur (123) au tube extérieur (122) de sorte que, dans leur état activé, les tubes intérieur et extérieur sont rigidement connectés l'un à l'autre, pour supporter la charge exercée par le pont.

18. Ensemble suivant la revendication 17, caractérisé en ce que le système hydraulique comprend :

des pompes hydrauliques jumelées (141, 142) dont une pompe (par exemple 141) a un grand déplacement et l'autre pompe a un petit déplacement, et des moyens (143) d'entraînement desdites pompes ;

une vanne de commutation de moteur (144) ayant deux entrées, dont l'une est reliée au premier moteur hydraulique et l'autre est reliée à l'autre moteur, et une sortie ; et

une vanne directionnelle (145) ayant une entrée qui est reliée à la sortie de la vanne de commutation, et ayant deux sorties dont l'une est reliée à une extrémité du dispositif hydraulique à piston-cylindre et l'autre est reliée à l'autre extrémité dudit dispositif.

19. Ensemble suivant la revendication 18, caractérisé en ce que le dispositif d'accrochage inférieur (134) comprend une plaque de butée (160) montée dans le tube cylindrique intérieur, de sorte que l'extrémité libre de la tige de piston (133) peut venir en butée contre la plaque (160) lors de l'expansion du dispositif hydraulique à piston-cylindre, une gorge (155) qui s'étend circonférentiellement autour de la tige de piston à son extrémité libre, un cliquet de verrouillage (156) qui coopère avec la gorge et qui est monté de façon pivotante dans le tube intérieur et peut venir en prise avec le tube par l'action d'un levier (158) lorsque la tige de piston est rétractée.

20. Ensemble suivant la revendication 19, caractérisé en ce que le dispositif d'accrochage supérieur (135) comprend une pluralité de cannelures allongées (153) qui ont une section transversale prismatique et qui sont montées sur la paroi extérieure du tube intérieur axialement le long dudit tube et mutuellement espacées angulairement les unes des autres, lesdites cannelures comportant des rainures transversales (154) à intervalles axiaux réguliers les unes des autres, lesdites rainures étant de niveau avec la rainure des cannelures adjacentes, un anneau (147) qui est monté de façon tournante autour du tube extérieur (122) et comporte des saillies dirigées vers l'intérieur (148) qui s'étendent à travers des trous (149) de la paroi du tube extérieur (122) et, par rotation de l'anneau, peuvent venir en prise avec les rainures transversales mutuellement de niveau (154) sur lesdites cannelures, de façon à verrouiller les tubes intérieur et extérieur mécaniquement l'un à l'autre.

21. Ensemble suivant la revendication 20, caractérisé en ce que l'anneau comporte extérieurement des dents en saillie radialement et vers l'extérieur (150) ; en ce qu'un pignon (151) engrène avec les dents dudit anneau ; et en ce qu'un arbre (152) est monté de façon non tournante sur le pignon pour rotation dudit pignon et, avec lui, également de l'anneau.

22. Ensemble suivant la revendication 21, caractérisé en ce qu'une traverse (124) s'étend entre les paires de jambes (120, 121) et relie de façon pivotante lesdites parties l'une à l'autre.

23. Ensemble suivant la revendication 22, caractérisé en ce que la traverse comporte deux épaulements de levage axialement espacés (125, 126).

24. Ensemble suivant la revendication 23, caractérisé en ce que des oeilletons (129) prévus pour la fixation de câbles d'étré sillonnage (150) sont montés sur la partie inférieure du tube intérieur (123).

25. Ensemble suivant la revendication 24, caractérisé en ce que le pied d'appui (128) comporte trois branches et en ce que ledit pied est monté de façon pivotante sur ladite première extrémité du tube intérieur (123).