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### **Manually movable trolley**

The invention relates to a manually movable trolley which is nestable with like trolleys, comprising a wheel frame, a loading platform and two upwardly extending uprights located at the rear of the wheel frame and carrying a pushing arrangement, wherein a brake device is provided which is controllable by the pushing arrangement and effective when the trolley is not in use and which has two brake rods arranged in the uprights, a brake shoe, acting on a rear wheel, being provided at the lower end of each brake rod, and wherein a brake release device is provided underneath the wheel frame close to each rear wheel, guided in a wheel fork, and release parts each provided with an active surface are arranged on the wheel frame and are intended to deflect the two brake release devices of the preceding trolley by means of their active surface when two trolleys are nested.

DE 34 42 124 A1 describes a trolley of this type. The brake release devices of this trolley are each formed by a lever which is pivotably mounted on a horizontal axis and which carries a roller at one end and is connected by its other end to a brake rod extending through an upright on one side. Two longitudinal members of the wheel frame are provided as release parts, the underside of the longitudinal members assuming the function of an active component. When two trolleys are nested in a space-saving manner, the two longitudinal members of the trolley to be pushed in press the rollers of the preceding trolley downwards slightly, with the result that the brake device of this trolley is released. Nevertheless, this design, which is advantageous *per se*, has disadvantages. For example, the wheel frame of this trolley must be arranged relatively high (see also fig. 2 of DE 34 42 124 A1) in order to

accommodate the two-armed lever of the brake release device. Two axles are necessary for pivotably mounting these levers, and an opening is required in each upright so that each lever can be connected to one of the two brake rods. All these technical features give rise to a trolley, the manufacture of which cannot really be regarded as cost-effective.

The object of the invention is to improve a trolley of the present type so that its brake release device and the connection of the latter to the brake device can be produced and implemented in a simple and cost-effective manner and so that the arrangement just described permits a low-lying wheel frame and with it a low-lying loading platform.

The object is achieved in that each brake release device, extending through a wheel fork from outside, is connected to a brake rod or a brake shoe, and in that the active surface of each release part is located below the underside of the wheel frame.

The proposed solution advantageously provides two brake release devices which are constructed as a simple extension of the brake rods or the brake shoe. The gap which is in any case always present between each wheel fork and each rear wheel can be utilised for this purpose. An opening in each upright, as has been conventional hitherto, is therefore no longer necessary. Advantageously, not only the brake release devices, but also the two release parts are arranged below the wheel frame in a space-saving manner so that the wheel frame and the loading platform are low-lying. Consequently, when loading and unloading the loading platform, the loaded goods do not have to be lifted up high.

The invention will be described in further detail with the aid of embodiments.

Fig. 1 shows a side view of a trolley;

Fig. 2 shows a portion of a brake rod with a brake shoe and brake release device arranged thereon;

Fig. 3 shows a release part which is about to raise a brake release device; and

Figs. 4 and 5 show two differently constructed wheel forks.

Fig. 1 schematically shows a side view of a manually movable trolley 1 which is nestable with like trolleys. This trolley comprises a wheel frame 3 provided with a loading platform 7 or forming a loading platform 7. Two upwardly extending uprights 13 are located at the rear 4 of the wheel frame 3 and carry a pushing arrangement 14. In a known manner, the pushing arrangement 14 is constructed so that it can control a brake device 16 which acts on the two rear wheels 9 of the trolley 1. The trolley 1 is also provided with one or two front wheels 8. The brake device 16 comprises two brake rods 17, one of the downwardly extending brake rods 17 being arranged in each upright 13. At its lower end, each brake rod 17 carries a brake shoe 18 which is intended to rest against the running surface 12 of a rear wheel 9 in the event of a braking action. A brake release device 20 is arranged below the wheel frame 3 close to each rear wheel 9 and, as shown in fig. 2, is fixedly connected to each brake shoe 18. In the example, each brake release device 20 has a roller 22. A release part 25 provided with an active surface 26 is fixedly arranged on each of the longitudinal sides 5 of the wheel frame 3. At least the active surface 26 of each release part 25 is located below the underside 6 of the wheel frame 3. The release parts 25 are arranged nearer to the front end 2 of the trolley 1 than the two brake release devices 20. In a known manner, the brake device 16 is set so that it has a braking effect on the two rear wheels 9 when the trolley 1 is in the position of non-use and the pushing handle 15 of the pushing arrangement 14 is not being operated. Only when the pushing arrangement 14, which is articulated on the

brake rods 17, or the pushing handle 15 is tilted can the brake device 16 be released and the trolley 1 pushed or pulled.

Fig. 2 shows the lower part of a brake rod 17 with a curved brake shoe 18 fixedly arranged thereon, the brake shoe 18 being provided for resting or pressing against a rear wheel 9. The brake release device 20 leads away from the brake shoe 18, first in the longitudinal direction of the brake shoe 18, then horizontally and laterally, and comprises an angled crosspiece 21 with a roller 22 arranged thereon and mounted so as to be rotatable about a horizontal axis.

Fig. 3 shows part of the wheel frame 3 and a release part 25, arranged thereon, of a trolley 1 to be pushed into another trolley, and also a brake release device 20, a rear wheel 9 and a brake shoe 18 with part of the brake rod 17 of a preceding trolley 1'. The trolley 1 shown on the right is pushed into the preceding trolley 1', i.e. nested in a space-saving manner; see also horizontal arrow. The drawing shows the moment at which the still rearwardly rising active surface 26 of the release part 25 strikes the roller 22 of the brake release device 20. If the trolley 1 coming from the right is pushed further in the direction of the arrow, the release part 25 with its active surface 26 pushes the roller 22 and thus the brake release device 20 of the preceding trolley 1' upwards, with the result that the brake shoe 18, acting on the rear wheel 9 and connected to the brake release device 20, is lifted from the running surface 12 of the rear wheel 9 and the braking action consequently ceases; see vertical arrow. In practice, the brake release devices 20 of the preceding trolley 1' are raised by the two release parts 25 of the trolley 1 to be pushed in, as a result of which the braking action of the brake device 16 of the trolley 1' ceases.

Whereas, in the embodiment just described, the angled crosspiece 21 of each brake release device 20 utilises the gap 19 between a wheel fork 10 and the associated rear wheel 9 (see figs. 1 and 3) in order to reach the brake shoe 18 from outside, fig. 4 shows that it is also possible to guide the crosspiece 21 of each brake release device 20 horizontally and directly towards the brake shoe 18, laterally and from outside. In the example, an upwardly extending recess 23, through which a crosspiece 21 may be guided, is therefore provided on the inside 11 of each wheel fork 10.

As shown in fig. 5, it is possible to connect the crosspiece 21 of each brake release device 20 to the corresponding brake rod 17 in a detachable or plug-in manner. For this purpose, it is necessary to provide a preferably elongate, vertically extending, enclosed opening 24 on the inside 11 of each wheel fork 10. The opening 24 in each wheel fork 10 is intended to receive the crosspiece 21 of a brake release device 20. Here, as in the preceding examples, each brake release device 20 leads from outside into the corresponding wheel fork 10 and to the brake shoe 18 or the brake rod 17. Each brake release device 20 is raised in the same way as described in fig. 3.

It is possible to provide the brake shoe 18 of each brake release device 20 with at least one downwardly extending projection having a vertical slot, through which the axle of the rear wheel 9 extends with slight play. This measure allows each brake release device 20 additionally to be displaceably supported on this axle, which is advantageous when the brake release devices 20 are moved.

## CLAIMS

1. A manually movable trolley (1) which is nestable with like trolleys, comprising a wheel frame (3), a loading platform (7) and two upwardly extending uprights (13) located at the rear (4) of the wheel frame (3) and carrying a pushing arrangement (14), wherein a brake device (16) is provided which is controllable by the pushing arrangement (14) and effective when the trolley (1) is not in use and which has two brake rods (17) arranged in the uprights (13), a brake shoe (18), acting on a rear wheel (9), being provided at the lower end of each brake rod, and wherein a brake release device (20) is provided underneath the wheel frame (3) close to each rear wheel (9), guided in a wheel fork (10), and release parts (25) each provided with an active surface (26) are arranged on the wheel frame (3) and are intended to deflect the two brake release devices (20) of the preceding trolley (1') by means of their active surface (26) when two trolleys are nested, characterised in that each brake release device (20), extending into a wheel fork (10) from outside, is connected to a brake rod (17) or a brake shoe (18), and in that the active surface (26) of each release part (25) is located below the underside (6) of the wheel frame (3).
2. A trolley according to claim 1, characterised in that each brake release device (20) has a roller (22).
3. A trolley according to claim 1, characterised in that the release parts (25) are arranged nearer to the front end (2) of the trolley (1) than the two brake release devices (20).
4. A trolley according to any one of claims 1 to 3, characterised in that, when two trolleys (1, 1') are nested, the active surfaces (26) of

the release parts (25) of the trolley (1) to be pushed in raise the brake release devices (20) of the preceding trolley (1').

5. A trolley according to any one of claims 1 to 4, characterised in that each brake release device (20) has a crosspiece (21), and each crosspiece (21) is guided through the gap (19), formed between a wheel fork (10) and the associated rear wheel (9), to a brake shoe (18).
6. A trolley according to any one of claims 1 to 4, characterised in that on the inside (11) of each wheel fork (10) is provided a recess (23) or an opening (24) through which the crosspiece (21) of the corresponding brake release device (20) extends to the brake shoe (18) or the brake rod (17).
7. A trolley according to any one of claims 1 to 6, characterised in that each brake release device (20) is additionally displaceably supported on the axle of a rear wheel (9).