



Europäisches Patentamt
European Patent Office
Office européen des brevets



(11) Publication number : **0 321 541 B1**

(12)

EUROPEAN PATENT SPECIFICATION

(45) Date of publication of patent specification :
10.07.91 Bulletin 91/28

(51) Int. Cl.⁵ : **B25H 5/00**

(21) Application number : **88906149.5**

(22) Date of filing : **31.05.88**

(86) International application number :
PCT/SE88/00294

(87) International publication number :
WO 88/09709 15.12.88 Gazette 88/27

(54) **A FITTER'S TROLLEY.**

(30) Priority : **12.06.87 SE 8702456**

(43) Date of publication of application :
28.06.89 Bulletin 89/26

(45) Publication of the grant of the patent :
10.07.91 Bulletin 91/28

(84) Designated Contracting States :
DE FR GB IT

(56) References cited :
US-A- 2 430 662
US-A- 2 520 047
US-A- 2 703 717
US-A- 2 710 758

(73) Proprietor : **AB MARTENSSONS SMIDE**
P. O. Box 132
S-794 00 Orsa (SE)

(72) Inventor : **FRIARE, Ingemar**
Uppfinnarvägen 2
S-794 00 Orsa (SE)

(74) Representative : **Omming, Allan**
STENHAGEN PATENTBYRA AB Box 17 709
S-118 93 Stockholm (SE)

EP 0 321 541 B1

Note : Within nine months from the publication of the mention of the grant of the European patent, any person may give notice to the European Patent Office of opposition to the European patent granted. Notice of opposition shall be filed in a written reasoned statement. It shall not be deemed to have been filed until the opposition fee has been paid (Art. 99(1) European patent convention).

Description

TECHNICAL FIELD

The present invention relates to a so-called fitter's trolley of the kind which comprises a wheeled chassis on which there is arranged a seat and a back rest which can be swung smoothly and continuously from a horizontal, collapsed position to a vertical or raised position.

BACKGROUND PRIOR ART

A fitter's trolley of conventional type according to the pre-characterising portion of Claim 1 is, for example, known from US-A-2 703 717.

One drawback with fitter's trolleys of this kind is that it is relatively difficult to lock the back rest securely in desired positions between the horizontal and vertical terminal positions of the back rest in a simple manner. The object of the invention is to provide such a trolley with which this drawback can be overcome.

SUMMARY OF THE INVENTION

A fitter's trolley constructed in accordance with the invention has a locking arrangement for locking the back rest in desired positions of adjustment, said locking arrangement including a locking lever which can be readily reached from one side of the chassis, a rotatable or twistable locking rod which has a screw thread at one end thereof and which is secured to the locking lever, and a nut which is attached to a cylindrical locking head and which co-acts with the screw-threaded end of the locking rod, the locking arrangement further including a support rod or bar, which is movably mounted on the back rest and displaceable in the direction of the longitudinal axis of the chassis, is passed through the locking head and is capable of being locked thereto by means of the locking rod when applying the locking lever.

BRIEF DESCRIPTION OF THE DRAWINGS

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

Figure 1 illustrates a fitter's trolley with the back rest raised obliquely, and

Figure 2 is a detailed illustration of a locking arrangement by means of which the back rest can be locked in selected positions.

DESCRIPTION OF A PREFERRED EMBODIMENT

The trolley illustrated in Figure 1 includes a wheeled chassis 10 on which there is arranged a seat (seat cushion) 11 and a pivotal back rest 12. A support

rod or bar 25, which is displaceable in the longitudinal direction of the chassis, is secured to the rear side of the back rest 12, via a pivotable arm 14, in a manner such that when the back rest is rotated from a horizontal, collapsed position to a raised position the support rod or bar 25 is moved axially in the longitudinal direction of the chassis 10 (from left to right) through two sleeves attached to the chassis 10, one of which sleeves is indicated opposite the rear cross beam of the chassis and is hidden from view by the seat-construction. The back rest is lifted smoothly to selected positions, by means of a spring 13. The back rest 12 can be firmly locked in a selected position by means of a locking arrangement, illustrated more clearly in Figure 2, by applying a locking lever 21.

As will be seen from Figure 2, the locking arrangement includes said locking lever 21, a rotatable locking rod 22 which is attached to the locking lever, the left-hand end of said locking lever being provided with a screw thread, and a nut 23 which is attached to a cylindrical locking head 24 and intended for co-action with the screw threaded end of the locking rod 22. The locking head 24 is stationarily arranged relative to the chassis 10, via two steel tubes 20. Located between the locking rod 25 and the screw threaded end of the locking rod 22 is a relatively long locking plate 26 which is placed in the locking head 24 and which is movable in the transverse direction of the chassis. The friction prevailing between the locking plate 26 and the support rod or bar 25 provides effective locking of the back rest in selected positions.

Claims

1. A fitter's trolley which comprises a wheeled chassis (10) on which there is arranged a seat (11) and a pivotable back rest (12) which can be swung smoothly from a horizontal, collapsed position to a vertical or raised position, characterized by a locking arrangement for locking the back rest (12) firmly in selected positions between said collapsed position and said raised position, said locking arrangement including a locking lever (21) located on one side of the chassis (10); a pivotable locking rod (22) which is attached to the locking lever (21) and the end of which remote from the locking lever (21) is provided with a screw thread; and a nut (23) which is attached to a cylindrical locking head (24) and intended for co-action with the screw threaded end of the pivotable locking rod (22), said locking head (24) being stationarily mounted in relation to the chassis (10); and in that a support rod or bar (25) which is movably attached to the back rest (12) and which can be moved linearly in the longitudinal direction of the chassis in response to movement of the back rest is arranged to be displaced through the locking head (24) and locked firmly in relation thereto by means of the locking rod (22) when the

back rest (12) is adjusted to a desired position.

2. A fitter's trolley according to claim 1, characterized by a relatively long friction plate (26) which is positioned in the locking head (24) between the support rod (25) and the screw threaded end of the locking rod (22) and which can be moved in the transverse direction of the chassis.

Revendications

1. Chariot de mécanicien qui comprend un châssis (10) monté sur roues sur lequel sont agencés un siège (11) et un dossier pivotant (12) qui peut être incliné régulièrement entre une position horizontale, rabattue et une position verticale ou levée, caractérisée par le fait qu'il comporte un agencement de blocage destiné à bloquer le dossier (12) solidement dans les positions choisies entre ladite position rabattue et ladite position levée, ledit agencement de blocage comprenant un levier de blocage (21) installé d'un côté du châssis (10) ; une tige pivotante de blocage (22) qui est fixée au levier de blocage (21) et dont l'extrémité éloignée du levier de blocage (21) porte un pas de vis ; et un écrou (23) qui est fixé sur une tête cylindrique de blocage (24) et destiné à coopérer avec l'extrémité portant un pas de vis de la tige de blocage pivotante (22), ladite tête de blocage (24) étant montée de manière fixe par rapport au châssis (10) ; et par le fait qu'une tige ou barre de support (25) qui est montée de manière mobile sur le dossier (12) et qui peut être déplacée linéairement dans la direction longitudinale du châssis en réponse au mouvement du dossier est agencée pour être déplacée en traversant la tête de blocage (24) et solidement bloquée par rapport à cette tête au moyen de la tige de blocage (22) lorsque le dossier (12) a été ajusté à une position souhaitée.

2. Chariot de mécanicien selon la revendication 1, caractérisé par le fait qu'il comprend une plaque à friction (26) relativement longue qui est placée sur la tête de blocage (24) entre la tige de support (25) et l'extrémité portant un pas de vis de la tige de blocage (22) et qui peut être déplacée dans la direction transversale du châssis.

Ansprüche

1. Montagepritsche, bestehend aus einem mit Rädern versehenen Rahmen (10), auf dem ein Sitz (11) und eine schwenkbare Rückenlehne (12) angebracht ist, die stufenlos aus einer horizontalen, zusammengeklappten Stellung in einer vertikale bzw. angehobene Stellung verschwenkt werden kann, gekennzeichnet durch eine Verriegelungseinrichtung zum festen Verriegeln der Rückenlehne (12) in ausgewählten Stellungen zwischen der zusammenge-

klappten Stellung und der angehobenen Stellung, wobei die Verriegelungseinrichtung einen an einer Seite des Rahmens (10) angeordneten Verriegelungshebel (21), eine schwenkbare Verriegelungsstange (22), die am Verriegelungshebel (21) angebracht ist und deren vom Verriegelungshebel (21) abgewandtes Ende mit einem Gewinde versehen ist, und eine Mutter (23) aufweist, die an einem zylindrischen Verriegelungskopf (24) für ein Zusammenwirken mit dem gewindeversehenen Ende der schwenkbaren Verriegelungsstange (22) angebracht ist, und wobei der Verriegelungskopf (24) ortsfest in bezug auf den Rahmen (10) angebracht ist, und ferner dadurch gekennzeichnet, daß eine Stützstange (25), die beweglich an der Rückenlehne (12) angebracht ist und die linear in Längsrichtung des Rahmens infolge einer Bewegung der Rückenlehne bewegt werden kann, eingerichtet ist für eine Verlagerung durch den Verriegelungskopf (24) und eine feste Verriegelung im Verhältnis zu diesem mittels der Verriegelungsstange (22), wenn die Rückenlehne (12) auf eine gewünschte Stellung eingestellt wird.

2. Montagepritsche nach Anspruch 1, gekennzeichnet durch eine verhältnismäßig lange Reibungsplatte (26), die im Verriegelungskopf (24) zwischen der Stützstange (25) und dem gewindeversehenen Ende der Verriegelungsstange (22) angeordnet ist und die in Querrichtung des Rahmens bewegt werden kann.

Fig 1

