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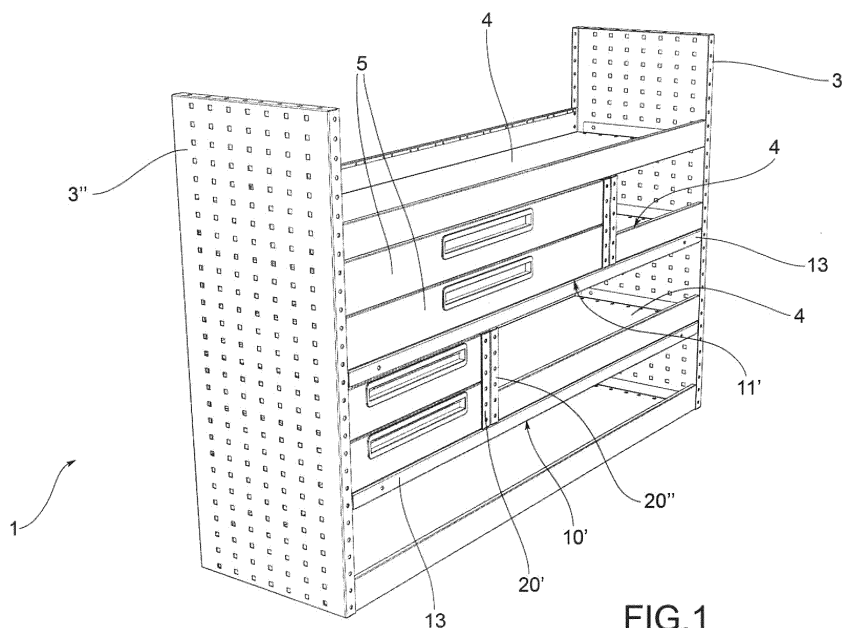
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(54) **MODULAR CABINET FOR THE INTERIOR OUTFITTING OF VEHICLES**

(57) The invention relates to a modular cabinet for the interior outfitting of vehicles, comprising a support structure 2 which in turn comprises: - a pair of side panels (3', 3'') which form the outer sides of the cabinet; and - at least two pairs of beams (10', 10''; 11', 11''), which connect together the two sides horizontally, at two different heights; - a plurality of separator sides 20'; 20'', which are vertically interposed between the two pairs of beams, in intermediate positions between the two outer sides. Each separator side is rigidly connected to the lower pair of beams 10', 10''. Each separator side delimits a compartment for positioning a shelf 4 or a pull-out drawer 5, with the beams and with an outer side or with another

separator side. Each beam consists of an angular profile comprising a base 12, which is arranged horizontally in use, and a wing 13, which extends orthogonally from the base. In use, the wing faces the outside of the cabinet and the base is always arranged above the wing and is oriented with respect to the wing so as to extend horizontally towards the inside of the cabinet. The cabinet comprises a plurality of anchoring brackets 30', 30'', each of which rigidly connects at least one separator side to a beam arranged above the separator side. By means of one of said anchoring brackets, each separator side connects one beam of the lower pair 10', 10'' to a beam of the upper pair 11', 11'', between which it is interposed.



**FIG. 1**

## Description

### Field of application

**[0001]** The present invention relates to a modular cabinet for the interior outfitting of vehicles, in particular motor vehicles, e.g. vans.

### Background art

**[0002]** In the field of interior fittings for vehicles, cabinets are known, e.g. chests of drawers or shelving, provided with a metal parallelepiped-shaped load-bearing structure which is made by welding the peripheral walls to one another. Shelves and/or drawers are fixed inside such a structure. The shelves consist of containment trays, provided with bottom and peripheral sides. The front side may be fixed or tilting.

**[0003]** Although many size variants are offered on the market, these cabinets however do not allow to meet all the needs of installation flexibility in the vehicles. In fact, the size variants are necessarily limited.

**[0004]** Alternatively, modular fitted cabinets are proposed which may be assembled directly on the vehicle and be more easily adapted to the installation needs. Due to the modularity, the sizes of the components to be assembled may in fact be varied without weighing on production costs.

**[0005]** In greater detail, the load-bearing structure of such modular fitted cabinets comprises a pair of side panels, which in assembled condition are arranged vertically and spaced apart to form the sides of the cabinet, and a plurality of pairs of connecting beams, which in assembled condition frontally and rearwardly connect the two sides to each other horizontally at several heights, thus dividing the cabinet into several levels.

**[0006]** Each side consists of a box-shaped body defined by a metal sheet, with bent peripheral edges which strengthen the component and define the fixing portions for the beams.

**[0007]** Each beam consists of a metal profile with an L-shaped section, which defines: - a base, which is arranged horizontally in use and acts as support for the shelves and drawers; and - a wing which is arranged vertically in use and is to be fixed to the sides by means of fixing elements, such as bolts or rivets. The weight of the shelves and drawers is directly or indirectly discharged onto the beams, which in turn discharge it at the ends thereof onto the sides.

**[0008]** Generally, for reasons of space rationalization, there is a need to install two or more drawers placed side-by-side or one or more drawers placed side-by-side shelves, at a same level of the cabinet. In these cases, the drawers and shelves necessarily have a horizontal extension lengthwise, which is shorter than the one of the cabinet in which they are installed.

**[0009]** The drawers are to slide with respect to the load-bearing structure and other components (fixed or movable)

adjacent thereto. The shelves instead are to be anchored stably to the load-bearing structure.

**[0010]** The sliding of the drawers with respect to the sides of the cabinet is achieved by applying suitable profiles defining guide surfaces, to the sides. The guide surface in intermediate position (that is far from the sides) is made by inserting a separator side laterally to each drawer.

**[0011]** The fixing of the shelves on the sides of the cabinet is easily performed by fixing the sides of the shelves to the bent edges of the sides. The same separator sides used for the drawers are used in intermediate position (that is far from the sides).

**[0012]** Each separator side consists of a box-shaped body defined by a metal sheet, with bent peripheral edges which strengthen the separator and define the guide surface of the drawers and the fixing portions of the separator to the horizontal beams. Each separator side has an equivalent height to the one of the drawer and is fixed at least at the base of the horizontal beam arranged below it. Two of said separators adjacent to each other, one for each drawer/shelf, are inserted between two drawers, or between a drawer and a shelf, or between two shelves.

**[0013]** Sides and separators are manufactured in various heights and depths, thus ensuring an increased freedom of composition of the cabinet and also the selection of the number, sizes and position of the drawers and shelves.

**[0014]** With respect to cabinets with a welded load-bearing structure, on average modular fitted cabinets are made with a smaller number of pieces which have larger dimensions and are simpler and more economical to manufacture, thus simultaneously being lighter and more economical. This allows to obtain significant savings in terms of weight and cost and a much greater flexibility in terms of number and position of the horizontal elements.

**[0015]** One problem that arises with the aforesaid modular fitted cabinets is associated with the mechanical strength of the horizontal connecting beams. In fact, the beams are to be capable of bearing loads concentrated in intermediate position between the two sides.

**[0016]** This circumstance occurs when one beam carries two or more drawers/shelves at the top by means of separators, that is when there are concentrated loads in intermediate position of the beams.

**[0017]** The separators may constitute a strengthening element of the beams if they mutually connect the lower beam to the upper beam in vertical direction. Thereby, the weight loaded onto the lower beam is at least partly carried by the upper beam. In this case, the upper beam however is to be installed with the base thereof positioned downward (and not upward) so as to be connected to the separator below. If however, further two or more drawers/shelves were to be positioned on the upper beam and therefore it were necessary to apply other separators on the upper beam, there would be no fixing base. To obviate such a problem, there is a need to install a second beam, above the first, arranged with the base upward.

This results in the duplication of the beams, with an increase in the number of components and a loss of useful space.

**[0018]** To avoid such a drawback, certain manufacturers implement sturdier, oversized beams so as to carry the maximum loads foreseeable in the design step. A single type of beams are made, all oversized, for reasons of production simplicity and part management in the warehouse. This results in an increase in weights and costs.

**[0019]** Therefore, the need exists in the field of interior outfittings of vehicles to obviate the above problems by arranging modular fitted cabinets which continue offering an increased installation flexibility and sturdiness, but do not require the duplication of the beams or an oversizing thereof.

#### Presentation of the invention

**[0020]** Therefore, it is the object of the present invention to eliminate or at least decrease the drawbacks of the above-mentioned known art by providing a modular cabinet for the interior outfitting of vehicles which offers increased installation flexibility and sturdiness, without however requiring a duplication of the number of beams or an oversizing thereof.

**[0021]** It is a further object of the present invention to provide a modular cabinet for the interior outfitting of vehicles which is easy to be assembled.

**[0022]** It is a further object of the present invention to provide a modular cabinet for the interior outfitting of vehicles which is easy and economical to be manufactured.

#### Brief description of the drawings

**[0023]** The technical features of the invention according to the aforesaid objects are clearly observed from the content of the above claims, and the advantages thereof will become more apparent in the detailed description below, made with reference to the accompanying drawings, which depict one or more embodiments given purely by way of non-limiting example, in which:

- Figure 1 shows a front perspective view of a modular cabinet for the interior outfitting of vehicles according to one embodiment of the present invention;
- Figures 2, 3, 4, and 5 show perspective views of the modular cabinet in Figure 1 in three sequential assembly steps;
- Figure 6 shows a perspective view of a detail of the cabinet depicted in the assembly step in Figure 3;
- Figure 7 shows a perspective view of a detail of the cabinet depicted in the assembly step in Figure 4;
- Figures 8, 9 and 10 show two different perspective views of a beam of the cabinet in Figure 1, shown in assembled condition to an anchoring bracket;
- Figure 11 shows an exploded view of a detail of the beam in Figures 8, 9 and 10, in which the anchoring

bracket can be seen;

- Figure 12 shows the detail of Figure 11 in assembled condition; and
- Figure 13 shows an enlarged perspective view, taken from a different angle, of the assembly of beam and anchoring bracket, depicted in Figures 8 to 12.

#### Detailed description

**[0024]** With reference to the accompanying drawings, a modular cabinet according to the invention, for the interior outfitting of vehicles, in particular motor vehicles, e.g. vans, is shown as a whole with numeral 1.

**[0025]** Here and later in the description and the claims, reference is made to the modular cabinet 1 in use condition. Therefore, in this sense, any references are to be meant to a lower or upper position or to a horizontal or vertical orientation.

**[0026]** According to one general embodiment of the invention, the modular cabinet 1 for the interior outfitting of vehicles comprises a support structure 2, which in turn comprises:

- a pair of side panels 3', 3", which in use condition are arranged vertically, spaced apart to form the outer sides of cabinet 1; and
- at least two pairs of connecting beams 10', 10", which connect the two sides 3', 3" horizontally, at two different heights, thus dividing cabinet 1 into at least three levels; the beams 10', 10" and 11', 11" of each pair lie on a common horizontal plane.

**[0027]** Preferably, each side panel 3', 3" (which forms an outer side of cabinet 1) is constituted by a box-shaped body defined by a metal sheet, with bent peripheral edges which strengthen the component and define the fixing portions for the beams 10', 10", 11', 11".

**[0028]** Advantageously, as can be seen in Figures 2 and 4, the beams of each pair are arranged to connect the two outer sides 3' and 3", of which one beam 10' and 11' in front position (that is at the front face of cabinet 1) and one beam 10" and 11" in rear position (that is at the back of cabinet 1). This contributes to making the load-bearing structure 2 more stable. Moreover, the beams 10', 10" and 11', 11" of such two pairs are superimposed two-by-two between them, aligned on two separate vertical planes. In particular, such two separate vertical planes correspond one to the front face and one to the back of cabinet 1.

**[0029]** According to embodiments not shown in the accompanying drawings, cabinet 1 may comprise more than two pairs of beams 10', 10" and 11', 11", each of which is arranged on its own horizontal plane at different heights with respect to the others, so as to divide the cabinet into more than three levels.

**[0030]** Cabinet 1 further comprises a plurality of separator sides 20', 20", which are vertically interposed between the aforesaid at least two pairs of connecting

beams, of which a lower one 10', 10" and an upper one 11', 11", in intermediate positions between the two outer sides 3', 3" of cabinet 1.

**[0031]** Similarly to that provided in the solutions of known art, each separator side 20', 20" is rigidly connected to the lower pair of beams 10', 10".

**[0032]** Functionally, as shown in particular in Figure 1, each separator side 20', 20" delimits a compartment for positioning a shelf 4 or a pull-out drawer 5, with the connecting beams 10', 10", 11', 11" and with an outer side 3', 3" of the cabinet, or possibly with another separator side 20', 20".

**[0033]** The drawer arranged in said compartment may be a single drawer, or may be a single structure with two or more drawers superimposed 5, as shown in the accompanying drawings.

**[0034]** The term "shelf" herein means any containment structure which may be inserted into a cabinet for the interior outfitting of vehicles. In particular, the shelves 4 may consist of containment trays, provided with bottom and peripheral sides. The front side (which preferably has a lower height than the distance between two beams so as to make the interior of the shelf always accessible) may be fixed or tilting. A shelf 4 may extend lengthwise for the whole length of the cabinet, or may also have a shorter length.

**[0035]** In the embodiment illustrated in Figure 1, the bottom of cabinet 1 consists of a shelf 4 which extends for the whole length of cabinet 1, from an outer side 3' to the other side 3". Above, close to the top of cabinet 1, there is arranged a second shelf 4, which similarly to the bottom one, extends for the whole length of cabinet 1.

**[0036]** The drawers 5 slide with respect to the load-bearing structure 2 of the cabinet and to other components (fixed or movable) adjacent thereto. The shelves 4 instead are anchored stably to the load-bearing structure 2.

**[0037]** Preferably, the sliding of the drawers 5 with respect to the outer sides 3', 3" of cabinet 2 is achieved by applying suitable profiles (not shown in the drawings) defining guides surfaces, to the sides themselves. In intermediate position (that is far from the sides) the guide surface for the individual drawer 5 is made by inserting one of the aforesaid separator sides 20', 20" laterally to each drawer.

**[0038]** Preferably, the fixing of the shelves 4 on the outer sides 3', 3" of cabinet 1 is performed by fixing the sides of the shelves 4 to the bent edges of the outer sides 3', 3". In intermediate position (that is far from the sides 3', 3"), the same separator sides used for the drawers are used. Advantageously, the shelves 4 may also be fixed on the connecting beams 10', 10", 11', 11".

**[0039]** As may be observed in particular in the accompanying drawings, each connecting beam 10' 10" and 11', 11" is constituted by an angular profile (preferably made of metal material) comprising:

- a base 12, which is arranged horizontally in use; and

- a wing 13, which extends orthogonally from said base 12 and therefore is arranged vertically in use.

**[0040]** Operatively, the base 12 may act as support and possibly fixing surface for shelves 4 and drawers 5, while the wing 13 is the part which most contributes to resisting the vertical bending of the beam and is fixed to the side panels 3', 3" (which form the outer sides) by means of fixing elements, such as e.g. bolts or rivets.

**[0041]** Functionally, the weight of the shelves 4 and drawers 5 is directly or indirectly discharged onto the beams 10' and 10", 11', 11" on which they rest. The beams in turn discharge the weight at the ends thereof onto the outer sides 3', 3" of cabinet 1.

**[0042]** According to a first aspect of the invention, the wing 13 of each beam 10', 10", 11', 11" faces in use the outside of cabinet 1, while the base 12 is always arranged above the aforesaid wing 13 and is oriented, with respect to the wing 13, so as to extend horizontally towards the inside of the cabinet.

**[0043]** Thereby, each beam 10', 10", 11', 11" is always arranged with the surface defined by the base 12 always facing upward so as to receive and support the separator sides 20', 20" required for the positioning of drawers 5 and/or shelves 4 having shorter length than the total length of cabinet 1.

**[0044]** According to a second aspect of the invention, cabinet 1 comprises a plurality of anchoring brackets 30, each of which rigidly connects at least one separator side 20', 20" to a connecting beam 11', 11" arranged above such a separator side 20', 20".

**[0045]** Functionally, by means of an anchoring bracket 30', 30", each separator side 20', 20" connects one beam of the lower pair 10', 10" to one beam of the upper pair 11', 11", between which it is interposed. As already mentioned, each separator side 20', 20" is, in fact, rigidly directly connected to one beam of the lower pair 10', 10".

**[0046]** Due to the use of the anchoring brackets 30, a lower beam 10', 10" is therefore rigidly connected to an upper beam 11', 11" and may therefore at least partly discharge, onto the latter, the weight of the shelves 4 and/or the drawers 5 supported thereon.

**[0047]** Due to the invention, this result is obtained by keeping the upper beam 11', 11" with the base 12 thereof facing upward. On the contrary, in the solutions of known prior art, without the aforesaid anchoring brackets, this may be possible only by over-sizing the lower beam 10', 10" to ensure the latter has adequate mechanical resistance.

**[0048]** As already mentioned above, according to the embodiment shown in the accompanying drawings, the beams of such two pairs 10', 10", 11', 11" are superimposed two-by-two, between them, aligned on two separate vertical planes. Advantageously, such two separate vertical planes correspond one to the front face and one to the back of cabinet 1. Preferably, in such a preferred configuration, each separator side 20', 20" - interposed between the beams 10', 10" of the lower pair and the

beams 11', 11" of the upper pair - is rigidly connected to the upper pair of beams 11', 11" by means of two anchoring brackets 30', 30", one for each upper beam 11', 11".

**[0049]** According to the preferred embodiment shown in the accompanying drawings, the base 12 of each beam 10', 10" and 11', 11" is provided - in a position opposite to the aforesaid wing 13 - with an anchoring tab 14 defined by an edge of the base 12 bent so as not to protrude upward with respect to the base 12 itself.

**[0050]** Functionally, each upper beam 11', 11" is connected to one of said anchoring brackets 30', 30" at the aforesaid anchoring tab 14.

**[0051]** In particular, the aforesaid anchoring tab 14 is defined by an edge of the base 12 itself, bent so as to define a matching surface 15 with said anchoring bracket 30.

**[0052]** Preferably, the matching surface 15 with the anchoring bracket 30 is parallel to the aforesaid wing 13 of the beam.

**[0053]** In particular, as shown in Figures 8 and 13, the matching surface 15 of the anchoring tab is defined by an edge portion of the base 12 bent downwards.

**[0054]** Advantageously, a plurality of through holes 14a for the insertion of fixing elements to one or more anchoring brackets 30', 30" is formed on the anchoring tab 14 of a beam 10', 10", 11', 11".

**[0055]** Advantageously, as shown in particular in Figures 8, 10 and 13, the free longitudinal edge of the wing 13 of each beam may be bent towards the inside of the beam so as to define a flat surface 16 for avoiding the presence of sharp edges.

**[0056]** According to the embodiment shown in the accompanying drawings, and in particular in Figures 6, 11 and 13, each anchoring bracket 30', 30" comprises a first portion 31 for anchoring to at least one separator side 20', 20" and a second portion 32 for anchoring to an upper beam 11', 11".

**[0057]** In particular, such two portions 31, 32 of a bracket are angled to each other, and preferably are orthogonal to each other.

**[0058]** In particular, as shown in Figures 7, 8 and 13, the aforesaid second portion 32 extends in height from the first portion 31 without projecting from the base 12 of the corresponding upper beam 11', 11".

**[0059]** Preferably, the anchoring brackets 30', 30" are connected to the respective upper beams 11', 11" by means of reversible fixing elements, such e.g. screws or bolts.

**[0060]** Advantageously, for this purpose, the aforesaid first portion 31 (for anchoring to at least one separator side 20', 20") is provided with one or more through holes 31a for the insertion of fixing elements to the separator side 20', 20".

**[0061]** Advantageously, again for this purpose, the second portion 32 is provided with at least one through hole 32a for the insertion of a fixing element to an upper beam 11', 11". Preferably, as shown in the accompanying

drawings, a threaded bush 33 is fixed coaxially to said at least one through hole 32a, on such a second portion 32.

**[0062]** Alternatively, the anchoring brackets 30', 30" may be connected to the respective upper beams 11', 11" by means of irreversible fixing elements, preferably rivets or welding points.

**[0063]** Advantageously, each anchoring bracket 30', 30" may be made of metal sheet by means of a cutting and press-bending process.

**[0064]** According to the embodiment shown in the accompanying drawings, each separator side 20', 20" is constituted by a box-shaped body which comprises a lower face 21 for supporting and fixing a lower beam 10', 10" on the base 12 and an upper face 22 for supporting and fixing an anchoring bracket 30', 30".

**[0065]** Advantageously, as shown in particular in Figures 3 and 6, the separator sides 20', 20" are vertically placed side-by-side in pairs with the upper faces 22 coplanar. In this configuration, the separator sides of each pair may be connected to each other at their upper faces 22, by a same anchoring bracket 30', 30". This contributes to making the load-bearing structure 2 of the cabinet even more stable and sturdy.

**[0066]** The invention allows to achieve several advantages partly described above.

**[0067]** The modular cabinet for the interior outfitting of vehicles according to the present invention offers increased installation flexibility and sturdiness, without however requiring duplicating the number of beams or an over-sizing thereof. In fact, the connecting beams may always be arranged with the base thereof facing upward, available to receive and support separator sides, shelves and drawers. This does not affect the sturdiness of the load-bearing structure and the load ability of the beams, since due to the use of the anchoring brackets, beams arranged at two different heights may be connected to each other and thus the weight may be partly discharged from the lower beams onto the upper ones, without modifying the orientation of the upper beams.

**[0068]** The modular cabinet according to the invention is easy to assemble since with respect to similar solutions of the known prior art, it requires additionally only assembling the anchoring brackets.

**[0069]** The modular cabinet according to the invention finally is easy and economical to be manufactured, since as compared to similar solutions of the known art, it additionally requires only the aforesaid anchoring brackets, which can be made of metal sheet *per se* by means of a cutting and press-bending process.

**[0070]** Therefore, the invention thus conceived achieves the preset objects.

**[0071]** Obviously, in its practical embodiment, it can also take different shapes and configurations from those mentioned above without departing from the present scope of protection.

**[0072]** Furthermore, all details can be replaced by technically equivalent elements, and any dimensions,

shapes and materials can be used according to needs.

## Claims

1. Modular cabinet for the interior outfitting of vehicles, comprising a support structure (2), which in turn comprises:

- a pair of side panels (3', 3"), which in use condition are arranged vertically, spaced apart to form the outer sides of the cabinet (1), and
- at least two pairs of connecting beams (10', 10"; 11', 11"), which connect the two sides (3', 3") horizontally, at two different heights, dividing the cabinet (1) into at least three levels, the beams (10', 10"; 11', 11") of each pair lying on its own common horizontal plane;

- a plurality of separator sides (20', 20") which are interposed vertically between the aforesaid two pairs of connecting beams, a lower one (10', 10") and an upper one (11', 11"), in intermediate positions between the two outer sides (3', 3") of the cabinet (1) and each of which is rigidly connected to the lower pair of beams (10', 10"), each separator side (20', 20") delimiting with the connecting beams (10', 10"; 11', 11") and with an outer side of the cabinet (3', 3") or with another separator side (20'; 20") a compartment for the positioning of a shelf (4) or a pull-out drawer (5),

each connecting beam (10', 10"; 11', 11") being constituted by an angular profile comprising a base (12), which in use is arranged horizontally, and a wing (13), which extends orthogonally from said base (12), **characterised in that**, in use, the wing (13) of each beam (10', 10"; 11', 11") faces the outside of the cabinet (1) and said base (12) is always arranged above said wing (13) and is oriented with respect to the wing (13) so as to extend horizontally towards the inside of the cabinet (1), and **in that** said cabinet (1) comprises a plurality of anchoring brackets (30', 30"), each of which rigidly connects at least one separator side (20', 20") to a connecting beam (11', 11") arranged above said separator side (20', 20"), by means of one of said anchoring brackets (30', 30") each separator side (20', 20") connecting one beams of the lower pair (10', 10") to a beam of the upper pair (11', 11"), between which it is interposed.

2. Cabinet according to claim 1, wherein the beams (10', 10"; 11', 11") of said at least two pairs are superimposed, two-by-two, between them, aligned on two separate vertical planes, preferably said two separate vertical planes corresponding to the front face and the back of the cabinet (1), each separator side (20', 20") interposed between the beams (10', 10"; 11', 11") of said at least two pairs being rigidly

connected to the upper pair of beams (11', 11") by means of two anchoring brackets (30', 30"), one for each upper beam (11', 11").

3. Cabinet according to claim 1 or 2, wherein said anchoring brackets (30', 30") are connected to the respective upper beams (11'; 11") by means of reversible fixing elements, preferably screws or bolts.
4. Cabinet according to claim 1 or 2, wherein said anchoring brackets (30', 30") are connected to the respective upper beams (11'; 11") by means of irreversible fixing elements, preferably rivets or welding points.
5. Cabinet according to one or more of the preceding claims, wherein the base (12) of each beam (10', 10"; 11', 11") is provided - in a position opposite to said wing (13) - with an anchoring tab (14) defined by an edge of the base (12) bent so as not to protrude upward with respect to the base (12) itself, each beam (10', 10"; 11', 11") being connected to a said anchoring brackets (30', 30") in correspondence of said anchoring tab (14).
6. Cabinet according to claim 5, wherein said anchoring tab (14) is defined by an edge of the base (12) itself, bent so as to define a matching surface (15) with said anchoring bracket (30', 30").
7. Cabinet according to claim 6, wherein said matching surface (15) with said anchoring bracket (30', 30") is parallel to said wing (13).
8. Cabinet according to claim 6 or 7, wherein said matching surface (15) is defined by an edge portion of the base (12) bent downwards.
9. Cabinet according to one or more of claims 5 to 8, wherein on said anchoring tab (14) of a beam (10', 10"; 11', 11") a plurality of through holes (14a) is formed for the insertion of fixing elements to one or more anchoring brackets (30).
10. Cabinet according to one or more of the preceding claims, wherein each anchoring bracket (30', 30") comprises a first portion (31) for anchoring to at least one separator side (20', 20") and a second portion (32) for anchoring to a beam (11'; 11"), preferably said two portions (31, 32) being angled to each other, and more preferably being orthogonal to each other.
11. Cabinet according to claim 10, wherein said second portion (32) extends in height from the first portion (31) without projecting from the base (12) of the corresponding upper beam (11', 11").
12. Cabinet according to claim 10 or 11, wherein said

first portion (31) is provided with one or more through holes (31a) for the insertion of fixing elements to the separator side (20', 20").

13. Cabinet according to claim 10, 11 or 12, wherein said second portion (32) is provided with at least one through hole (32a) for the insertion of a fixing element to an upper beam (11', 11"), preferably to said second portion (32) being fixed to a threaded bush (33) coaxially to said at least one through hole (32a). 5 10
14. Cabinet according to one or more of the preceding claims, wherein each separator side (20', 20") is constituted by a box-shaped body that comprises a lower face (21) of support and fixing on the base (12) of a lower beam (10', 10") and an upper face (22) of support and fixing for an anchoring bracket (30). 15
15. Cabinet according to claim 14, wherein the separator sides (20', 20") are arranged side-by-side in pairs, the upper faces (22) of the separator sides of each pair being coplanar, the separator sides of each pair being connected to each other by the same anchoring bracket (30', 30") in correspondence of their upper faces (22). 20 25

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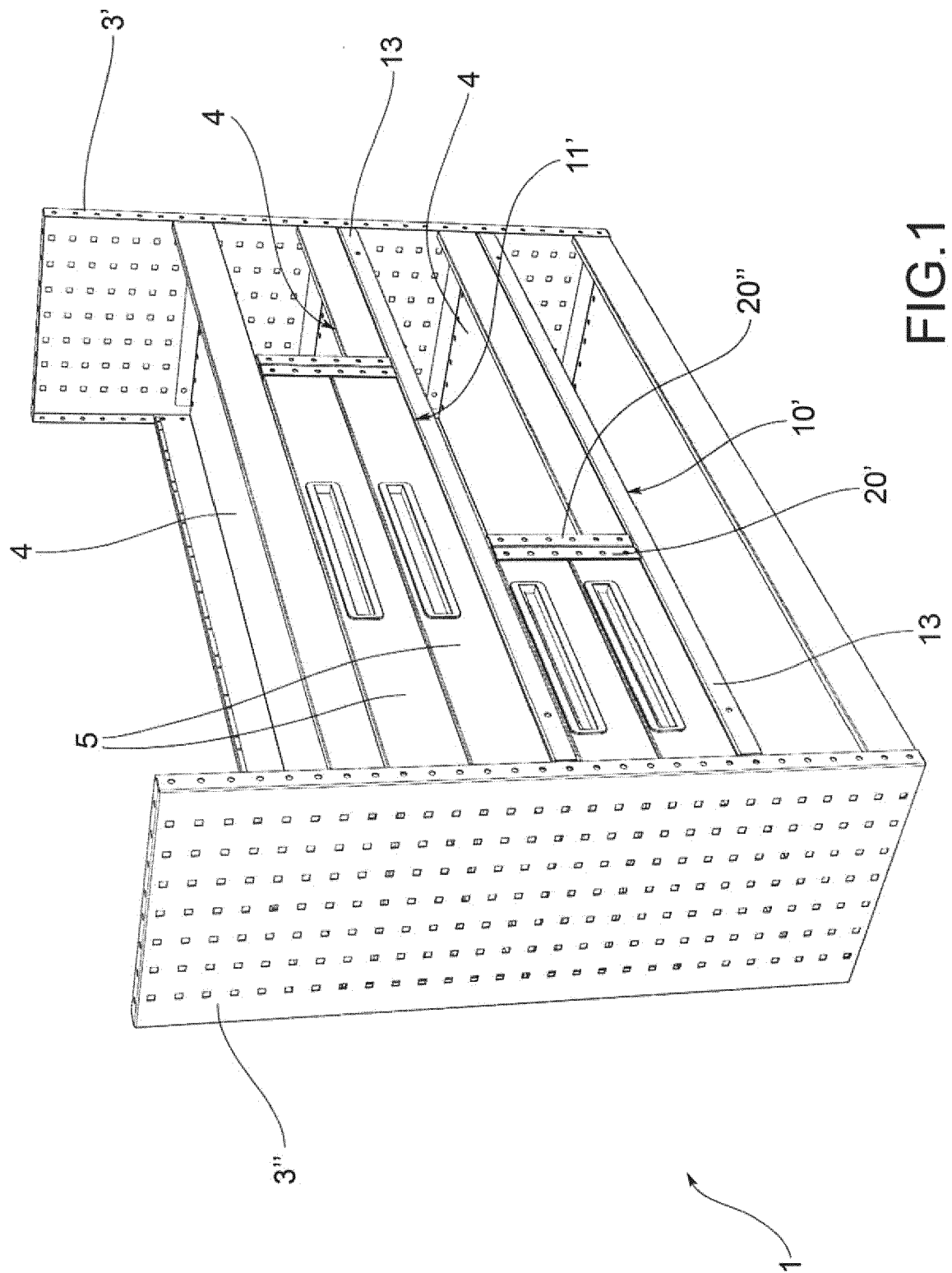
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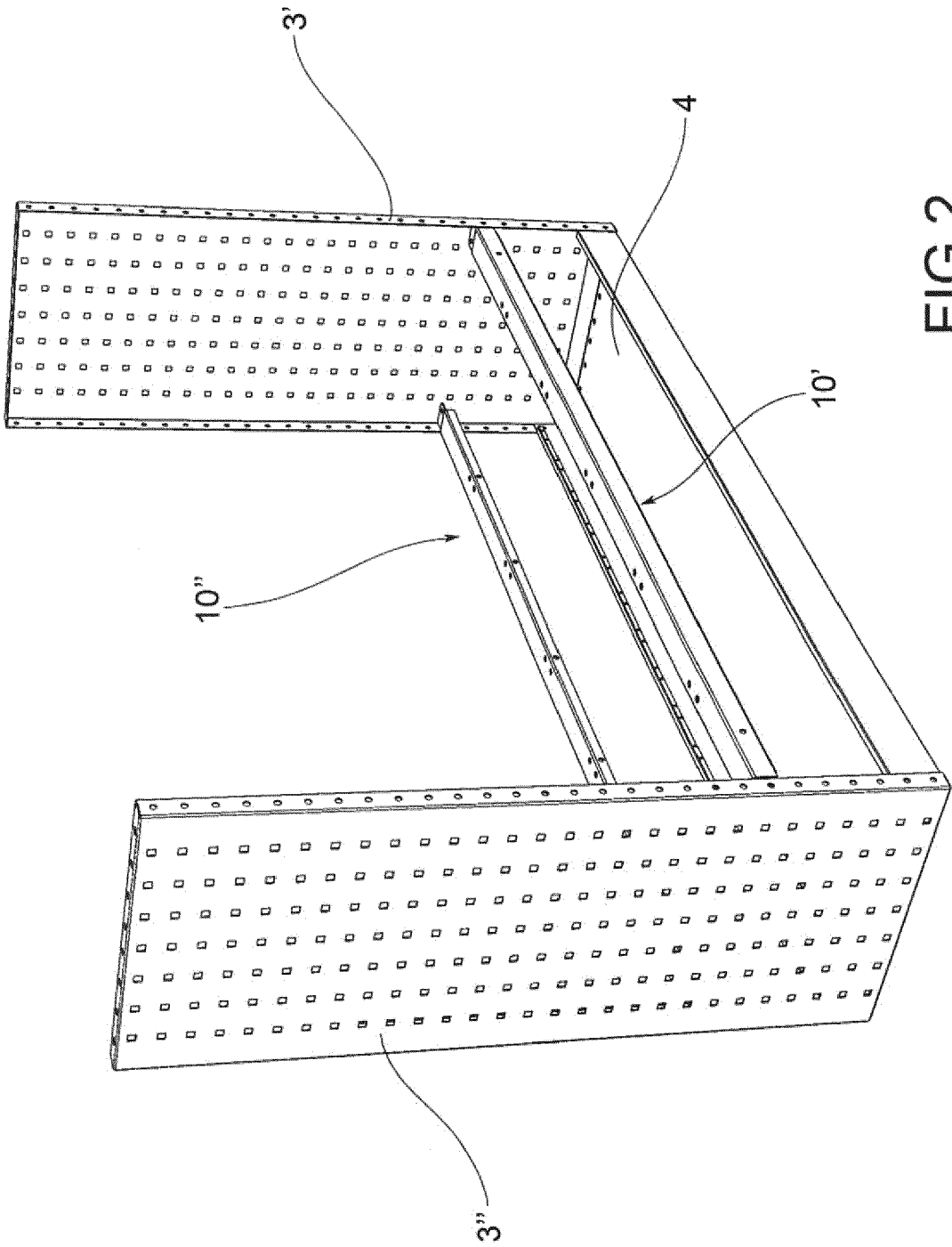


FIG.2

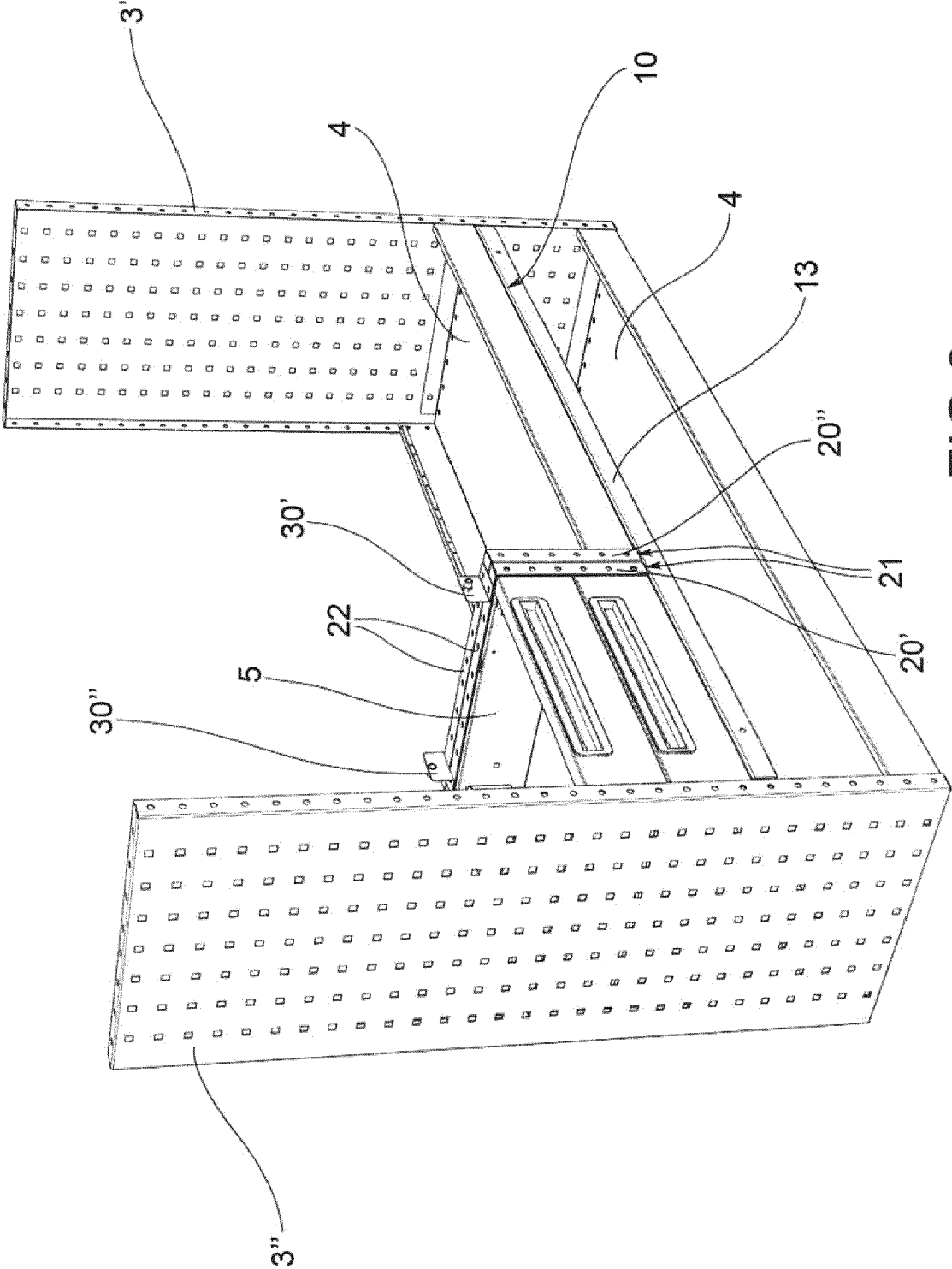
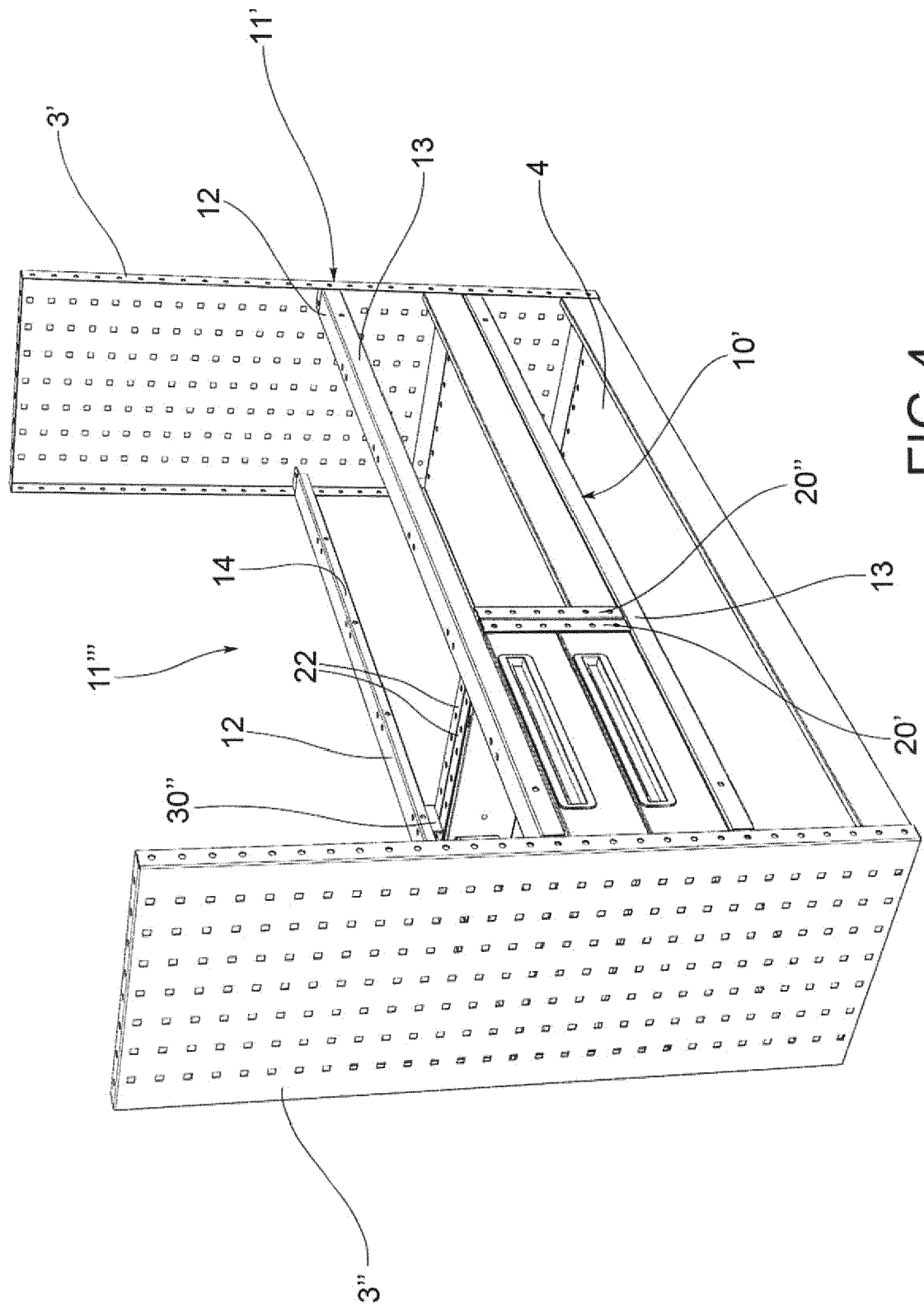
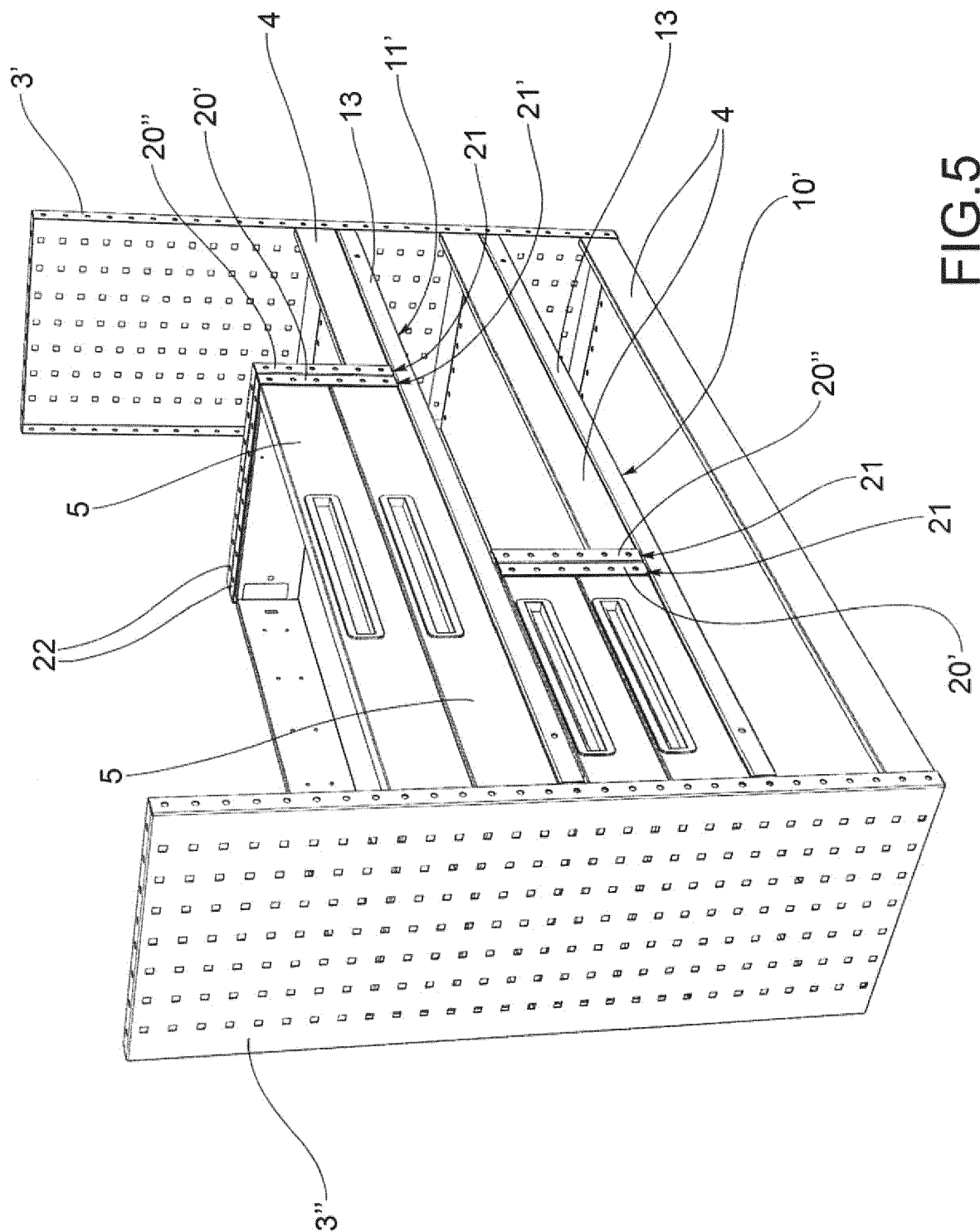


FIG.3





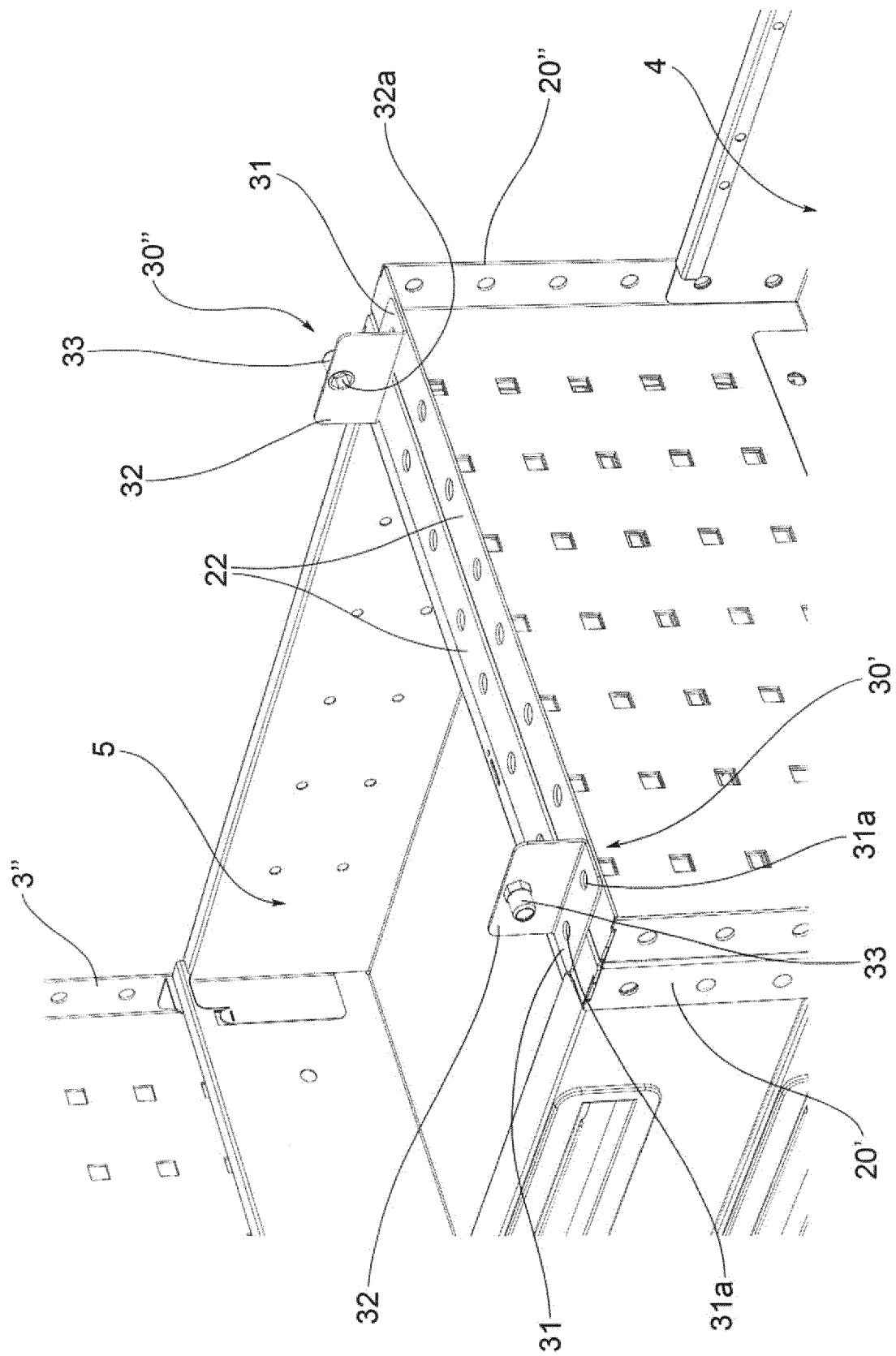
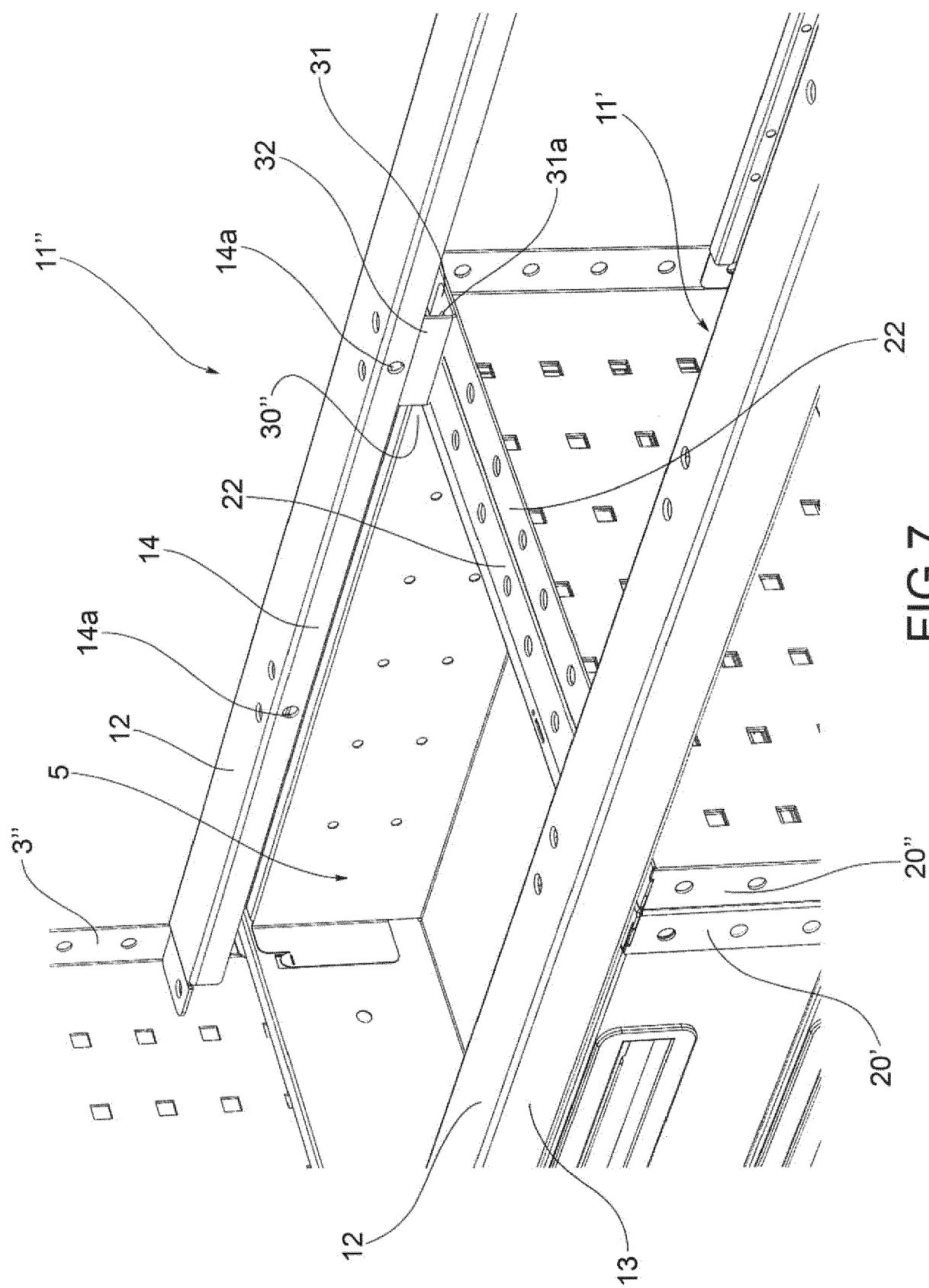


FIG. 6



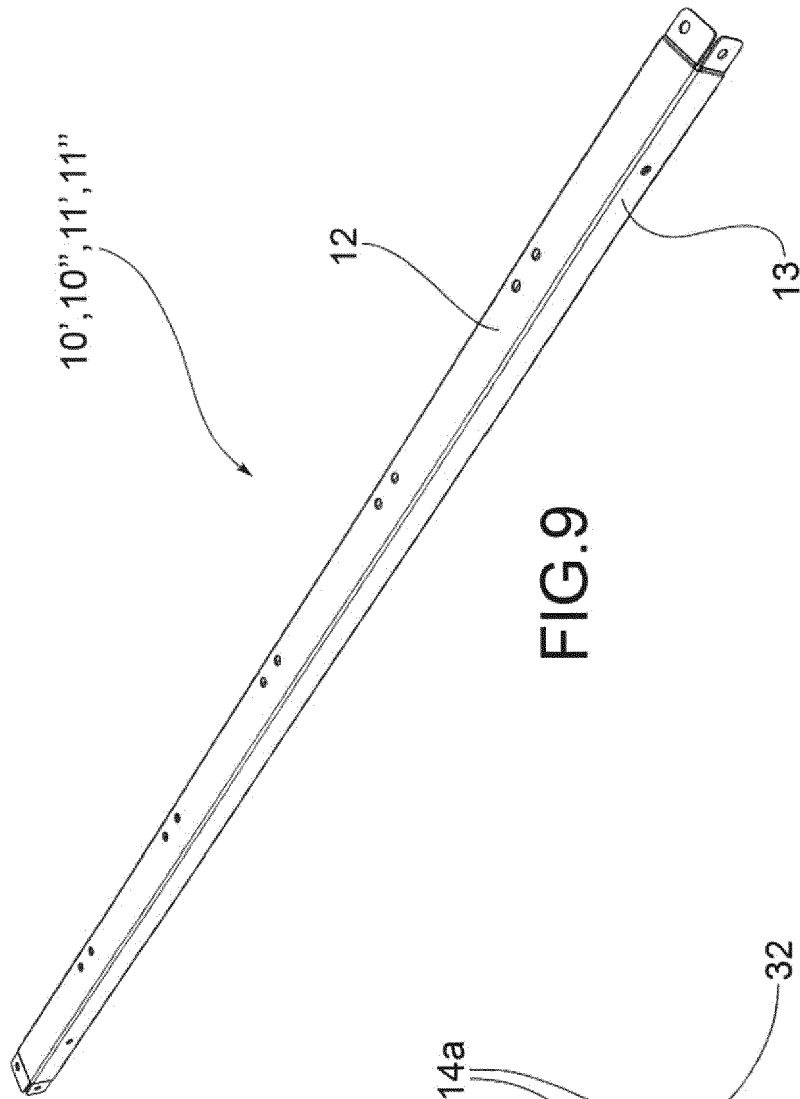


FIG. 9

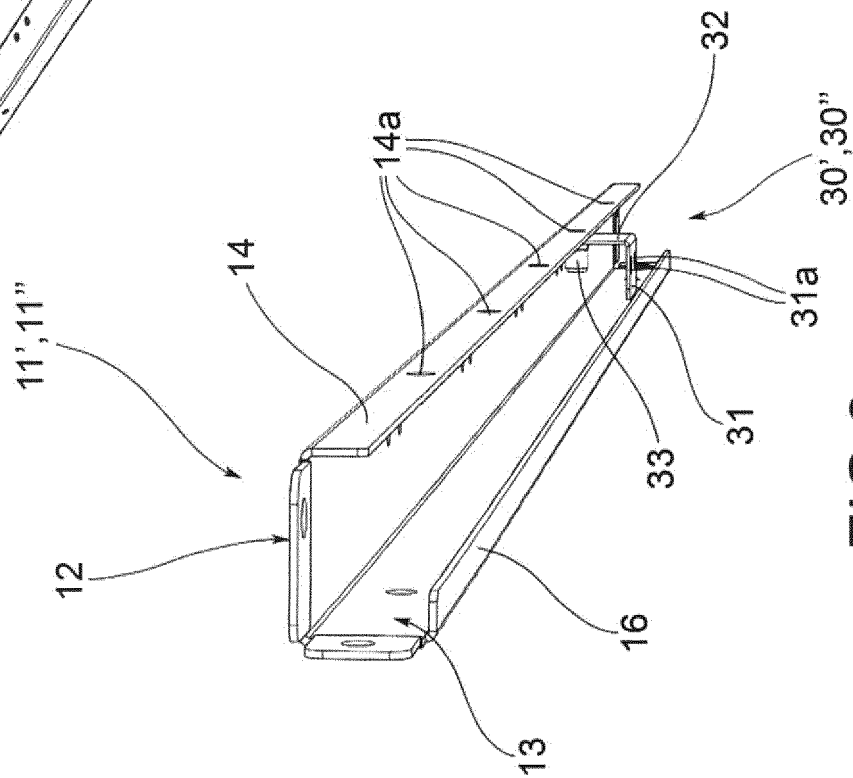


FIG. 8

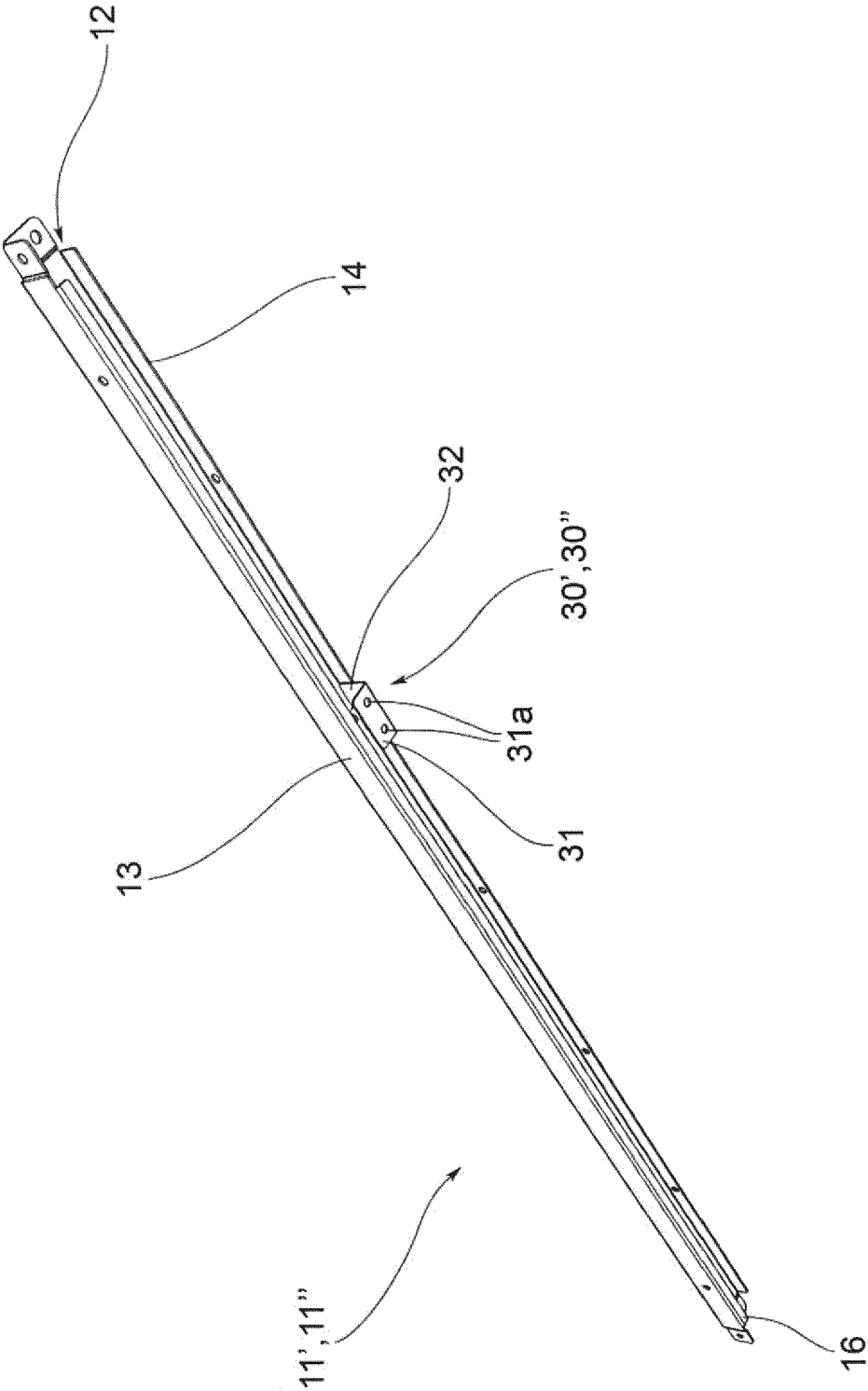


FIG.10



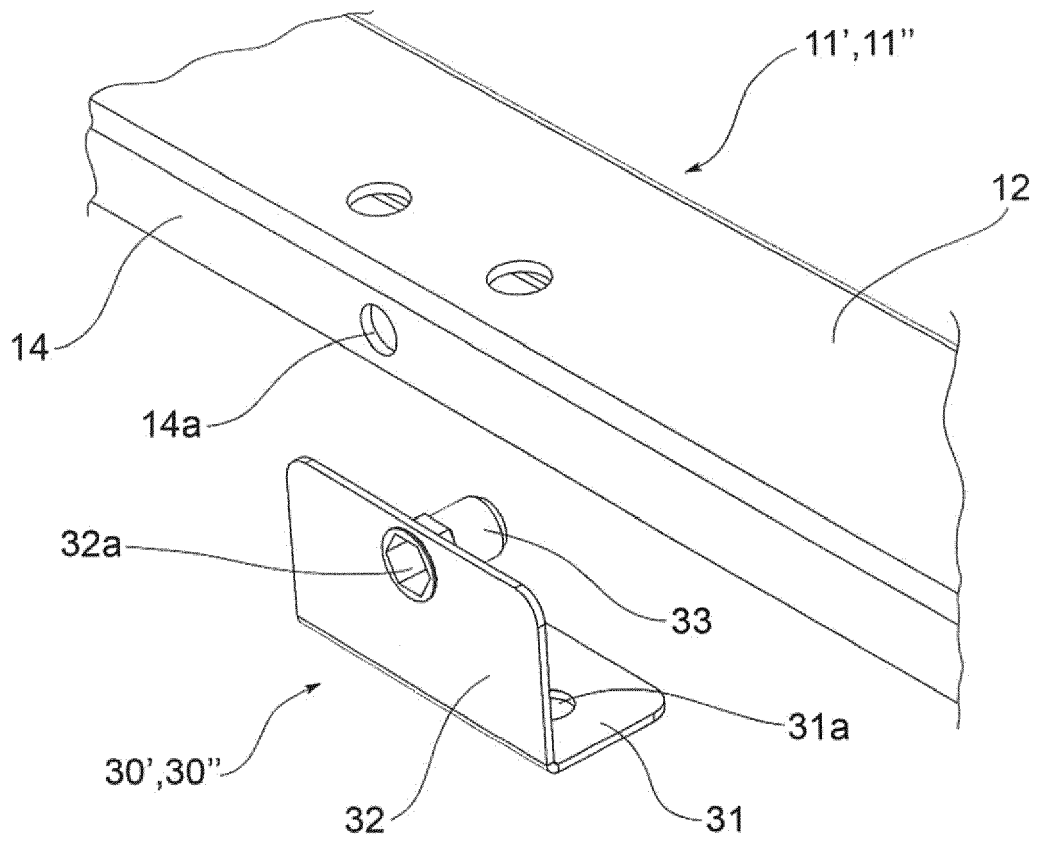


FIG. 11

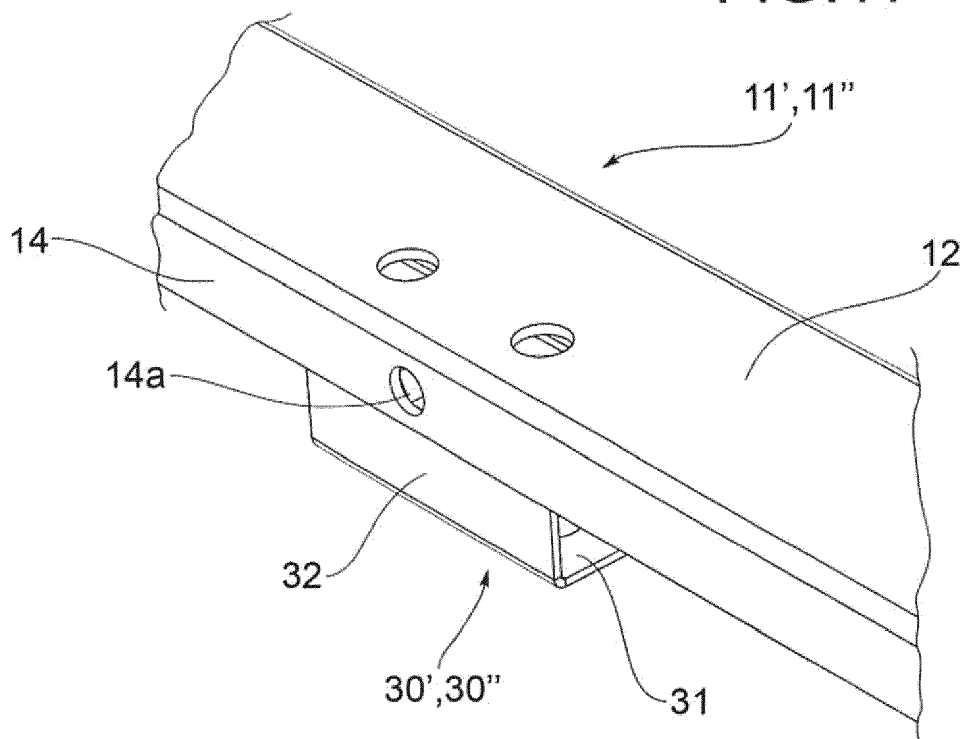


FIG. 12

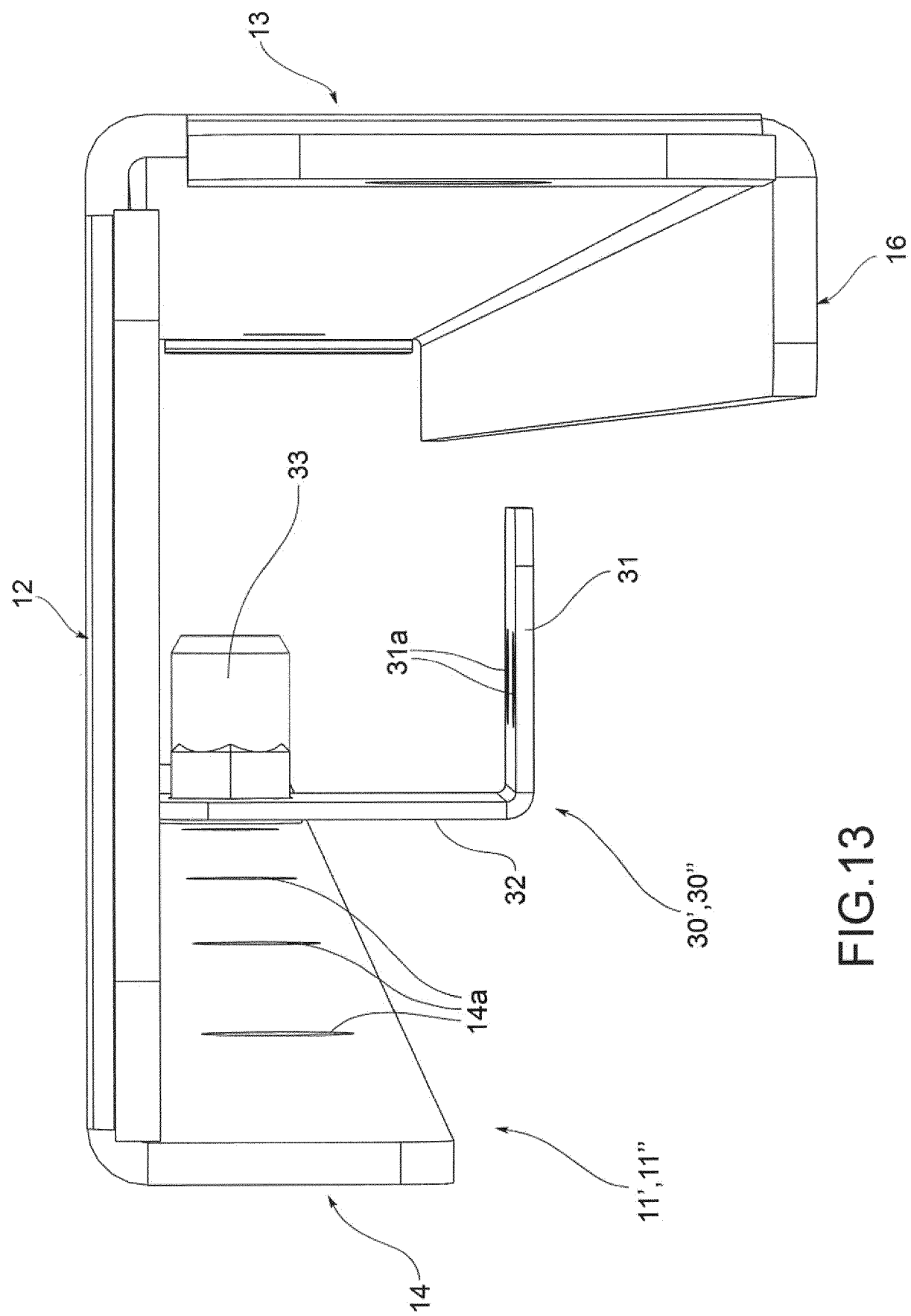


FIG.13



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