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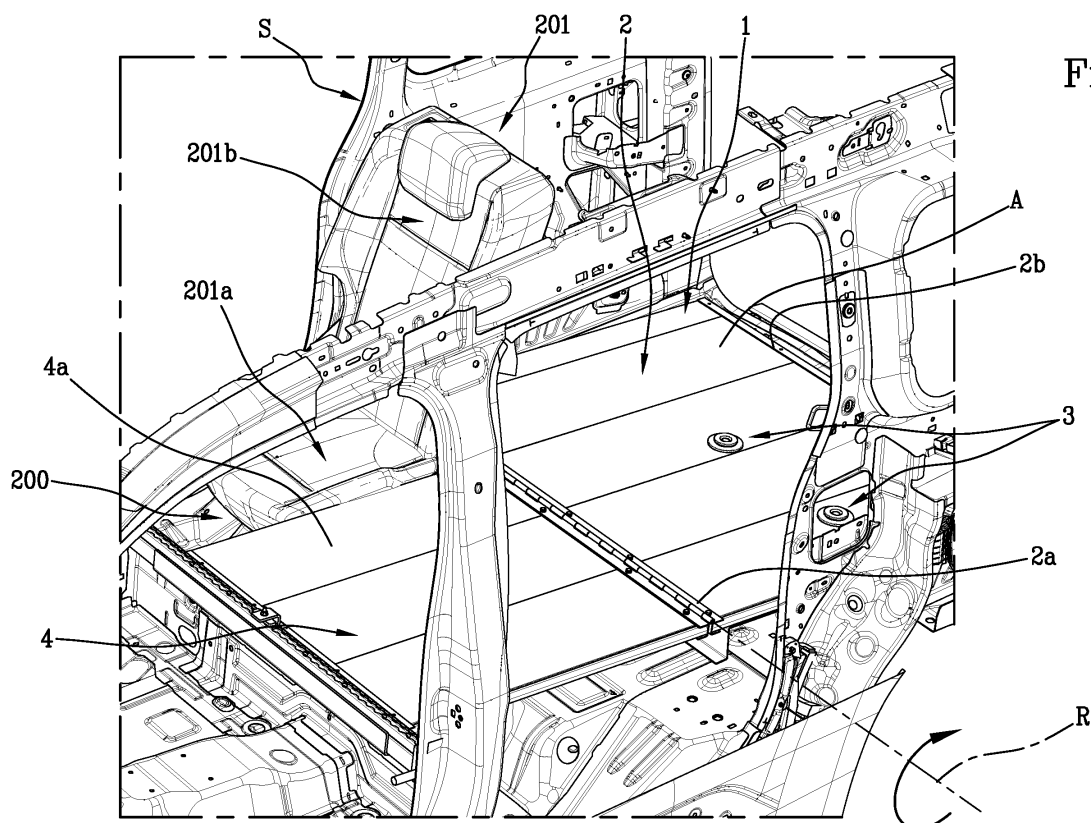
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(54) SYSTEM OF TRANSPORT FOR DISABLED PEOPLE

(57) System (1) of transport for disabled people containable in a compartment (V) of a vehicle (100). The system (1) comprises a fixed platform (2), stably connectible to a floor (101) of the vehicle (100) and configured to receive a wheelchair resting on it, a receiving region (3) to which rear coupling means for a wheelchair are constrained or constrainable, and a movable platform

(4) connected to the fixed platform (2). The movable platform (4) is movable with respect to the fixed platform (2) between an extended position, in which it is positioned alongside the fixed platform (2) to define an extension of the fixed platform (2), and a closed position, in which it at least partially overlaps the fixed platform (2).

**Fig.2****EP 4 681 692 A1**

Description

[0001] The present invention relates to a system of transport for disabled people. In other words, the present invention is included in the technical field of means of transport for people with motor disabilities.

[0002] The present invention further relates to a vehicle comprising such system. In further detail, the system in accordance with the present invention has a particular use in the equipping of vehicles adapted for the transport of disabled people, and, in more detail, in vehicles equipped with a compartment or a portion of the passenger compartment of sufficient dimensions to accommodate a disabled person while they are seated on a wheelchair adapted to transport said disabled person.

[0003] Nowadays, vehicles that are specifically adapted for the transport of disabled people are known, which have structural characteristics, such as the body and the internal structures of the passenger compartment, that are different with respect to other vehicles of traditional type.

[0004] In other words, traditional vehicles are known, suitable for the transport of people without motor disabilities who determine the need for a wheelchair, and vehicles specifically adapted for the transport of disabled people who need a wheelchair.

[0005] Therefore, nowadays the family of a disabled person is forced to purchase a vehicle specifically adapted for the transport of disabled people. Disadvantageously, such type of vehicle has a higher cost with respect to the cost of a traditional vehicle.

[0006] In order to save money, it would be possible to use a traditional vehicle equipped with a compartment (or a portion of the passenger compartment) of sufficient dimensions to accommodate a disabled person while they are seated on a wheelchair, such as a minivan for example, by modifying the internal structure of the compartment (or the passenger compartment) in order to make it suitable for transport of the disabled person.

[0007] However, such a solution is disadvantageously difficult to pursue, since the regulations currently in force establish the compulsory requirement of performing, after the modifications, a new approval of the vehicle, the outcome of which cannot be defined a priori.

[0008] Furthermore, as is known, an approval procedure has the drawback of lengthy times to obtain it.

[0009] The drawbacks indicated here above are reflected in a considerable difficulty in gaining access to a taxi service for a disabled person.

[0010] Firstly, a disabled person who needs to take a taxi must specify their condition, requesting a vehicle adapted for their transport.

[0011] Secondly, since a taxi station receives calls from non-disabled people (who do not need a wheelchair in order to be able to move around) in a much higher quantity than the calls from disabled people (who do need a wheelchair in order to be able to move around), nowadays taxi stations do not have vehicles adapted for

the transport of disabled people.

[0012] In other words, a disabled person is subject to waiting times for the arrival of a taxi that are extremely long.

[0013] The technical task of the present invention is thus to provide a system of transport for disabled people that is able to overcome the drawbacks which have emerged from the prior art.

[0014] An object of the present invention is to provide a system of transport for disabled people that allows, in said traditional vehicle, both the transport of disabled people and the transport of non-disabled people.

[0015] An object of the present invention is to provide a system of transport for disabled people that allows the configuration of a traditional vehicle to be modified based on the presence, or not, of a disabled person to be transported.

[0016] The specified technical task and the specified objects are substantially achieved by a system of transport for disabled people comprising the technical features set forth in one or more of the appended claims 1 to 10 and by a vehicle comprising the technical features set forth in one or more of the appended claims 11 to 14.

[0017] The dependent claims correspond to possible embodiments of the invention.

[0018] Further characteristics and advantages of the present invention will become more apparent from the indicative and thus non-limiting description of an embodiment of a system of transport for disabled people and a vehicle for the transport of disabled people.

[0019] Such a description will be set out below with reference to the accompanying drawings, which are provided solely for illustrative and therefore non-limiting purposes, in which:

- Figure 1 shows a schematic perspective view of a system for the transport of disabled people mounted inside the compartment of a vehicle and in a non-use configuration;
- Figure 2 shows a schematic perspective view of the system of Figure 1 in a use configuration;
- Figure 3 shows a schematic view of a detail of Figure 2;
- Figure 4 shows a schematic perspective view of a component of the system for the transport of disabled people mounted inside the compartment of a vehicle;
- Figures 4A and 4B shows a schematic view of respective details of Figure 4.

[0020] With reference to the appended figures, the reference number 1 denotes in its entirety a system for the transport of disabled people that, in this description, will be indicated for simplicity as "system 1".

[0021] The system 1 is containable in a compartment "V" of a vehicle 100, such as a minivan for example.

[0022] The compartment "V" can be, for example, a portion of the passenger compartment of the vehicle 100,

or can be defined by the luggage compartment of the vehicle 100.

[0023] In detail, the system 1 comprises a fixed platform 2 stably connectible to a floor 101 of the vehicle 100 delimiting at least partially the compartment "V".

[0024] The floor 101 is therefore a component of the vehicle 100 with a substantially horizontal extension configured to support internal components of the vehicle 100 itself, such as, for example, seats 201 for passengers.

[0025] The fixed platform 2 is configured to receive a wheelchair resting on it, on which the disabled person to be transported is seated.

[0026] In detail, the fixed platform 2 defines a respective rest surface "A", configured to receive a wheelchair resting on it, and a respective base surface, opposite and preferably parallel to the rest surface "A", connectible to the floor 101.

[0027] In order to allow safe transport of the disabled person, the system 1 comprises a receiving region 3 to which rear coupling means for a wheelchair are constrainable, fixed to the fixed platform 2.

[0028] The rear coupling means comprise traditional hooks and straps suitable for stably connecting a wheelchair to the fixed platform 2.

[0029] The system 1 comprises a movable platform 4, connected to the fixed platform 2.

[0030] In detail, the fixed platform 2 extends between a first side 2a, connected to the movable portion 4, and a second side 2b, opposite to the first side 2a and preferably parallel to the first side 2a.

[0031] The movable platform 4 is movable with respect to the fixed platform 2 between an extended position, in which it is positioned alongside the fixed platform 2 to define an extension of the fixed platform 2 itself, and a closed position, in which it at least partially overlaps the fixed platform 2.

[0032] In other words, the movable platform 4 defines a respective movable surface 4a that, in the extended position, is arranged in extension of the rest surface "A".

[0033] Advantageously, when the system 1 is in a condition of non-use (illustrated schematically in Figure 1), i.e. when the movable platform 4 is in the closed position, the system 1 has reduced overall dimensions, allowing a greater use of the spaces inside the compartment "V" by further passengers.

[0034] A user can therefore move the system 1 between a non-use configuration (illustrated schematically in Figure 1), arranging the movable platform 4 in the closed position, and a use configuration (illustrated schematically in Figure 2), arranging the movable platform 4 in the extended position based on the needs of the passengers to be transported.

[0035] For example, in accordance with an embodiment not illustrated in the appended drawings, the fixed platform 2 can be provided with a cavity adapted to receive through sliding insertion and extraction the movable platform 4, which is therefore extracted from the

fixed platform 2 in the extended configuration and retracted inside the fixed platform 2 in the closed configuration.

[0036] With reference to Figure 3, the movable platform 4 is hinged to the fixed platform 2 along a rotation axis "R".

[0037] Therefore, the movable platform 4 is rotatable with respect to the fixed platform 2 around the rotation axis "R" between the closed position and the extended position.

[0038] In detail, the movable platform 4, when in the closed positioned, is folded on the fixed platform 2, as illustrated in Figure 1.

[0039] In other words, in the closed position the movable surface 4a of the movable platform 4 is at least partially in contact with the rest surface "A" of the fixed platform 2.

[0040] Advantageously, the system 1 allows an operator a facilitated movement of the movable platform 4 between the extended position and the closed position, and vice versa.

[0041] Preferably, the movable platform 4 is rotatable around the rotation axis "R" by an angle of at least 180°.

[0042] Preferably, the movable platform 4 defines with the fixed platform 2 an angle comprised between 0° and 5° when it is in the closed position and an angle comprised between 175° and 180° when it is in the extended position.

[0043] In accordance with an aspect of the present invention, the fixed platform 2 has a substantially slab-like conformation that extends along a respective main extension plane.

[0044] The term "substantially slab-like conformation" is intended to mean that the fixed platform 2 has a width and a length that are prevalent with respect to a thickness and is provided with faces with a higher surface extension (defining the rest surface "A" and the base surface) parallel to each other. In accordance with an aspect of the present invention, the movable platform 4 has a substantially slab-like conformation that extends along a respective main extension plane.

[0045] Preferably, the fixed platform 2 has a first surface extension and the movable platform 4 has a second surface extension, shorter than the first surface extension.

[0046] In accordance with an aspect of the present invention, with reference to Figure 3, the system 1 comprises at least one rest element 5, connected to the fixed platform 2, which can be rested on a floor 101 of a vehicle 100 or is connectible to it.

[0047] In detail, the rest element 5 is connected to the base surface (opposite to the rest surface "A") of the fixed platform 2 and is interposed between the first and the second side 2a, 2b.

[0048] The rest element 5 has an extension, measured along the main extension plane of the fixed platform 2, shorter than an extension of the fixed platform 2 measured along said main extension plane.

[0049] More preferably, the rest element 5 has an extension, measured along the main extension plane of the fixed platform 2, shorter than half of an extension of the fixed platform 2 measured along said main extension plane.

[0050] Therefore, the rest element 5 in cooperation with the second side 2b of the fixed platform 2 defines a rest base of the fixed platform 2 capable of supporting the fixed platform 2 in an inclined position with respect to the rest base itself.

[0051] Preferably, the rest element 5 has a substantially elongated conformation and is arranged parallel to the first side 2a and/or to the second side 2b of the fixed platform 2.

[0052] Preferably, the rest element 5 has an extension, measured parallel to the first side 2a, substantially equal to an extension of said first side 2a. Preferably, the rest element 5 has an extension, measured parallel to the second side 2b, substantially equal to an extension of the second side 2b. Advantageously, thanks to the positioning and extension of the rest element 5, it is possible to support the weight of a wheelchair in an improved manner.

[0053] In order to give the system 1 a greater resistance to stresses, in accordance with an aspect of the present invention, and with reference to Figure 3, the system 1 comprises a plurality of rest elements 5 arranged in succession along the fixed platform 2.

[0054] Advantageously, the rest elements 5 allow a rest base with an increased stability to be guaranteed for the fixed platform 2 and the weight of a wheelchair, arranged on the fixed platform 2, to be supported in a further improved manner.

[0055] Preferably, the rest elements 5 have an extension, measured transversely to the main extension plane of the fixed platform 2, increasing along the succession.

[0056] In other words, the rest elements 5 (preferably in cooperation with the second side 2b) define a rest base for the system 1 capable of supporting the fixed platform 2 in an inclined position with respect to the rest base itself and, therefore, to the floor 101 of a vehicle 100.

[0057] In detail, an extension, measured transversely to the main extension plane of the fixed platform 2, of a previous rest element 5 proximal to the first side 2a, is greater than an extension, measured transversely to the main extension plane, of a subsequent rest element 5 distal from the first side 2a.

[0058] With reference to Figures 1 and 2, the system 1 is insertable into the compartment "V" of a vehicle 100 and can be rested on a floor 101 of said vehicle 100 thanks to the rest element 5.

[0059] The vehicle 100 comprises at least one seat 201, connected to the floor 101, comprising a seating part 201a, connected to the floor 101, and a backrest 201b, hinged to the seating part 201a and movable between an operating position, in which it is transverse to the seating part 201a, and an overturned position, in which it is folded and rested on the seating part 201a.

[0060] In detail, when the backrest 201b is in the overturned position, it is possible to arrange the movable platform 4 in the extended position, so that the movable platform 4 surmounts, and is at least partially in contact with, the backrest 201b.

[0061] In greater detail, when the backrest 201b is in the overturned position, it is raised with respect to the floor 101 and, thanks to the rest elements 5, it is possible to rest and/or connect the system 1 inside the compartment "V" so that the fixed platform 2 is arranged flush with the backrest 201b in the overturned position.

[0062] In other words, thanks to the support elements 5 it is possible to rest and/or connect the fixed platform 2 on the floor 101 of a vehicle 100 so that at least the first side 2a thereof (which is connected to the movable platform 4) is raised with respect to the floor 101 and flush with the backrest 201b of a seat 201 in the overturned position.

[0063] The result is that, thanks to the rest elements 5, it is possible to arrange the system 1 inside the compartment "V" so that the movable platform 4, when in the extended position, defines an extension without discontinuity of the fixed platform 2.

[0064] In other words, when the movable platform 4 is in the extended position, the movable surface 4a is arranged in extension of the rest surface "A" so as to define, with said rest surface "A", a flat angle.

[0065] With reference to Figure 4, in order to allow a stable connection for a wheelchair arranged on the fixed platform 2, the system comprises a coupling bar 6 to which front coupling means for a wheelchair are constrained or constrainable.

[0066] Preferably, the front coupling means are of the known type, for example they comprise hooks and straps.

[0067] The coupling bar 6 can be mounted in a removable manner inside the compartment "V" of a vehicle 100, advantageously allowing a greater use of the compartment "V" when the system 1 is in a non-use configuration.

[0068] In detail, the coupling bar 6 is connectible to a pair of walls 102 of the vehicle 100 opposite to each other, transverse to the floor 101, and delimiting at least partially the compartment "V".

[0069] In order to allow such connection, the system 1 comprises connection means "M", connectible to a pair of walls 102 of the vehicle 100 opposite to each other, transverse to the floor 101 of the vehicle 100 and delimiting at least partially the compartment "V".

[0070] The connection means "M" are reversibly connected or connectible with respective ends 6a, 6b of the coupling bar 6.

[0071] In detail, the connection means "M" comprise attachment elements 8, 9, each applicable to a respective wall 102 and connected or connectible in a removable manner with a respective end 6a, 6b of the coupling bar 6.

[0072] In accordance with an aspect of the present invention, each attachment element 8, 9 is provided with

a respective cavity configured to receive through insertion and extraction an end of the coupling bar 6.

[0073] Preferably, with reference to Figure 4A, the connection means "M" comprise an attachment element 8 having an at least partially tubular conformation, defining a cavity adapted to house an end 6a, 6b of the coupling bar 6.

[0074] Preferably, with reference to Figure 4B, the connection means "M" comprise an attachment element 9 provided with an opening open towards the respective cavity, and the cavity and the opening are adapted to receive through insertion and extraction an end 6a, 6b; more preferably, the at least one attachment element 9 has a substantially "U" or "L" conformation.

[0075] In accordance with an aspect of the present invention, the connection means "M" comprise a first attachment element 8 with tubular conformation, configured to removably connect a first end 6a of the coupling bar 6 to a respective wall 102, and a second attachment element 9 with substantially "U" or "L" conformation, configured to connect in a removable manner a second end 6b of the coupling bar 6 to a respective wall 102.

[0076] Preferably, the attachment element 9 with substantially "U" or "L" conformation comprises a pin 9' applicable to walls thereof delimiting the respective opening, so as to constrain the coupling bar 6 inside the respective cavity.

[0077] Advantageously, thanks to the connection means "M", a facilitated connection of the coupling bar 6 to the walls 102 is guaranteed.

[0078] In detail, an operator:

- in order to connect the coupling bar 6 to the walls 102, must insert a first end 6a of the coupling bar 6 into the cavity of the attachment element 8 with tubular conformation and, subsequently, insert a second end 6b of the coupling bar 6 into the opening and into the cavity of the attachment element 9 with substantially "U" or "L" conformation;
- in order to disconnect the coupling bar 6 from the walls 102, must extract the second end 6b of the coupling bar 6 from the opening and from the cavity of the attachment element 9 with substantially "U" or "L" conformation and, subsequently, extract the first end 6a of the coupling bar 6 from the cavity of the attachment element 8 with tubular conformation.

[0079] The present invention provides a vehicle 100 comprising the system 1.

[0080] In detail, the vehicle 100 comprises a shell "S", delimiting the compartment "V" in which the system 1 is containable.

[0081] The shell "S" comprises the floor 101 and at least one pair of walls 102 transverse to the floor 102.

[0082] The vehicle 100 comprises a transport unit 200, configured to accommodate the passengers of the vehicle 100.

[0083] The transport unit 200 comprises the system 1

and at least one seat 201, interposed between the pair of walls 102 and connected to the floor 101.

[0084] The seat 201 comprises a seating part 201a, connected to the floor 101, and a backrest 201b, hinged to the seating part 201a and movable between an operating position, in which it is transverse to the seating part 201a, and an overturned position, in which it is folded and rested on the seating part 201a.

[0085] The fixed platform 2 is fixed to the floor 101 behind with respect to the seat 201, so when the seat 201 is in the operating position, the backrest 201b is interposed between the seat 201a and the fixed platform 2.

[0086] Preferably, the fixed platform 2 is fixed to the floor 101 by means of the rest element 5.

[0087] In detail, the rest element 5 is fixed stably, for example welded or glued, to the floor 101.

[0088] The transport unit 200 is movable between:

- a first configuration, in which the movable platform 4 is in the closed position and the seat 201 is in the operating position;
- a second configuration, in which the movable platform 4 is in the extended position and the seat 201 is in the overturned position, and in which the movable platform 4 is in contact with the backrest 201b and surmounting the backrest 201b itself.

[0089] Advantageously, the vehicle 100 is therefore usable both for the transport of non-disabled people, when the transport unit 200 is in the first configuration, and for the transport of disabled people, when the transport unit 200 is in the second configuration.

[0090] Preferably, the transport unit 200 comprises a plurality of seats 201 positioned alongside each other, and each seat 201 is movable individually between the operating position and the overturned position.

[0091] In other words, each seat 201 is movable independently from the others between the operating and overturned positions.

[0092] Preferably, in the first configuration all the seats 201 are in the operating position.

[0093] In order to allow the transport of both disabled and non-disabled people, in the second configuration at least one seat 201 is in the operating position and at least one other seat 201 is in the overturned position, and furthermore, the movable platform 4 is in the extended position, arranged in contact with the backrest 201b of the at least one seat 201 in the overturned position.

[0094] Therefore, the fixed platform 2 has a first extension, preferably substantially equal to an extension of the floor 101, and the movable platform 4 has a second extension, shorter than the first extension and such as to surmount the backrest 201b of the at least one seat 201 in the overturned position.

[0095] Advantageously, it is therefore possible to transport simultaneously both a non-disabled person, sitting on the seat 201 in the operating position, and a disabled person, sitting on a wheelchair arranged on the

fixed platform 2.

[0096] Preferably, the fixed platform 2 is inclined with respect to the floor 101, more preferably, the fixed platform 2 defines with the floor 101 an acute angle, and preferably such inclination is obtained thanks to a plurality of rest elements 5.

[0097] Thanks to such inclination, the fixed platform 2 is arranged flush with the backrest 201b in the overturned position, advantageously allowing the movable platform 4, when in the extended position, to define an extension without discontinuity of the fixed platform 2.

[0098] Preferably, the connection means "M" are fixed in a removable manner to the walls 102.

[0099] Preferably, the coupling bar 6 is disconnected from the walls 102 in the first configuration, advantageously allowing a greater usability of the compartment "V" when the system 1 is not in use, whereas in the second configuration the coupling bar is connected to the walls 102 by means of the connection means "M".

[0100] Preferably, with reference to Figure 4, the coupling bar 6 comprises a locking element 6' that, in the second configuration, is arranged resting on the backrest 201b in the overturned position, advantageously allowing the backrest 201b to be stabilised in the overturned position, preventing undesired movements thereof, for example as occurs when the vehicle 100 is travelling on bumpy roads.

[0101] Advantageously, the present invention is capable of overcoming the drawbacks that have emerged from the prior art.

[0102] Advantageously, the system 1 allows the transport of non-disabled people and/or disabled people in the same vehicle 100.

[0103] In addition, the system 1 is applicable to vehicles 100 of traditional type, such as a minivan, allowing a financial saving for the families of a disabled person and allowing the local taxi service to manage more efficiently calls coming from people in wheelchairs.

Claims

1. A system (1) of transport for disabled people containable in a compartment (V) of a vehicle (100) comprising:

- a fixed platform (2), stably connectible to a floor (101) of the vehicle (100) delimiting at least partially the compartment (V), wherein the fixed platform (2) is configured to receive a wheelchair resting on it;
- a receiving region (3) to which rear coupling means for a wheelchair are constrained or constrainable;
- a movable platform (4), connected to the fixed platform (2);

wherein the movable platform (4) is movable with

respect to the fixed platform (2) between an extended position, in which it is positioned alongside the fixed platform (2) to define an extension of the fixed platform (2), and a closed position, in which it at least partially overlaps the fixed platform (2).

2. The system (1) according to claim 1, wherein the movable platform (4) is hinged to the fixed platform (2) along a rotation axis (R) and is rotatable with respect to the fixed platform (2) around the rotation axis (R), in the closed position the movable platform (4) surmounting the fixed platform (2).

3. The system (1) according to claim 1 or 2, wherein the fixed platform (2) has a substantially slab-like conformation that extends along a main extension plane, and wherein the system (1) comprises a rest element (5) connected to the fixed platform (2), which can be rested on the floor (101) of a vehicle (100) or connectible to the floor (101) of a vehicle (100), the rest element (5) having an extension, measured along the main extension plane, less, preferably less than half, of an extension of the fixed platform (2) measured along the main extension plane itself.

4. The system (1) according to claim 3, wherein the fixed platform (2) extends between a first side (2a), connected to the movable portion (4), and a second side (2b), opposite to the first side (2a), wherein the rest element (5) is interposed between the first and the second side (2a, 2b), has a substantially elongated conformation and is arranged parallel to the first side (2a) and/or to the second side (2b).

5. The system (1) according to claim 4, wherein the rest element (5) has an extension, measured parallel to the first side (2a), substantially equal to an extension of the first side (2a) itself and/or wherein the rest element (5) has an extension, measured parallel to the second side (2b), substantially equal to an extension of the second side (2b) itself.

6. The system (1) according to any one of claims 3 and 5, comprising a plurality of rest elements (5) arranged in succession along the fixed platform (2), wherein an extension, measured transversely to the main extension plane, of a previous rest element (5), is greater than an extension, measured transversely to the main extension plane, of a subsequent rest element (5).

7. The system (1) according to claim 6 when dependent upon claim 4, wherein an extension, measured transversely to the main extension plane, of a previous rest element (5), proximal to the first side (2a), is greater than an extension, measured transversely to the main extension plane, of a subsequent rest element (5), distal from the first side (2a).

8. The system (1) according to any one of the preceding claims, comprising:

- a coupling bar (6), to which rear coupling means for a wheelchair are constrained or constrainable; 5
 - connection means (M), connectible to a pair of walls (102) of a vehicle (100) opposed to each other and delimiting at least partially the compartment (V) of the vehicle (100), wherein the connection means (M) are reversibly connected or connectible with the respective ends (6a, 6b) of the coupling bar (8). 10

9. The system (1) according to claim 8, wherein the connection means (M) comprise: 15

- a first attachment element (8), applicable to one wall (102) of the pair of walls (102) and configured to removably connect a first end (6a) of the coupling bar (6) to said wall (102), wherein the first attachment element (8) is provided with a cavity configured to receive through insertion and extraction the first end (6a), the first attachment element (8) preferably having an at least partially tubular conformation defining the cavity; 20
 - a second attachment element (9), applicable to the other wall (102) of the pair of walls (102) and configured to removably connect a second end (6b) of the coupling bar (6), opposite to the first end (6a), to said wall (102), wherein the second attachment element (9) is provided with a cavity and an opening open towards the cavity, wherein the cavity and the opening are configured to receive through insertion and extraction the second end (6a), the second attachment element (9) preferably having a substantially "U" or "L" conformation. 25 30 35

10. The system (1) according to any one of the preceding claims, wherein the fixed platform (2) has a substantially slab-like conformation having a first surface extension, and wherein the movable platform (4) has a substantially slab-like conformation having a second surface extension lower than the first surface extension. 40

11. A vehicle (100) comprising: 45

- a shell (S), delimiting a compartment (V), comprising a floor (101) and at least one pair of walls (102) transverse to the floor (102), the floor (101) and the walls (102) delimiting at least partially the compartment (V);
 - a transport unit (200) comprising:
 - at least one seat (201), interposed between the pair of walls (102) and connected to the floor 50 55

(101), comprising: a seating part (201a), connected to the floor (101), and a backrest (201b), hinged to the seating part (201a), wherein the backrest (201b) is movable between an operating position, in which it is transverse to the seating part (201a), and an overturned position, in which it is folded and rested on the seating part (201a);

- a system (1), housed in the compartment (V) and connected to the floor (101), in accordance with any one of the preceding claims;

wherein the transport unit (200) is movable between a first configuration, in which the movable platform (4) is in the closed position and the seat (201) is in the operating position, and a second configuration, in which the movable platform (4) is in the extended position and the seat (201) is in the overturned position, in the second configuration the movable platform (4) being in contact with the backrest (201b) and surmounting the backrest (201b).

12. The vehicle (100) according to claim 11, comprising a plurality of seats (201) positioned alongside each other, wherein each seat (201) is movable individually between the operating position and the overturned position, wherein:

- the seats (201) of the plurality of seats (201) are in the operating position in the first configuration;
 - at least one seat (201) of the plurality of seats (201) is in the operating position and at least one other seat (201) of the plurality of seats (201) is in the overturned position in the second configuration, in the second configuration the movable portion (4) being in contact with, and rested on, the backrest (201b) of the at least one seat (201) in the overturned position. 50

13. The vehicle (100) according to claim 11 or 12, wherein the fixed platform (2) is inclined with respect to the floor (101), the fixed platform (2) defining an acute angle with the floor (101). 45

14. The vehicle (100) according to any one of claims 11 to 13 when dependent upon claim 8, wherein the connection means (M) are fixed to the walls (102) and wherein the coupling bar (6) is disconnected from the walls (102) of the pair of walls (102) in the first configuration, is connected to the walls (102) of the pair of walls (102) by means of the connection means (M) in the second configuration. 50

15. The vehicle (100) according to claim 14 or according to any one of claims 11 to 13 when dependent upon claim 8, wherein the coupling bar (6) comprises a locking element (6') and wherein in the second configuration the locking element (6') is arranged resting 55

on the backrest (201b) of at least one seat (201) in the overturned position.

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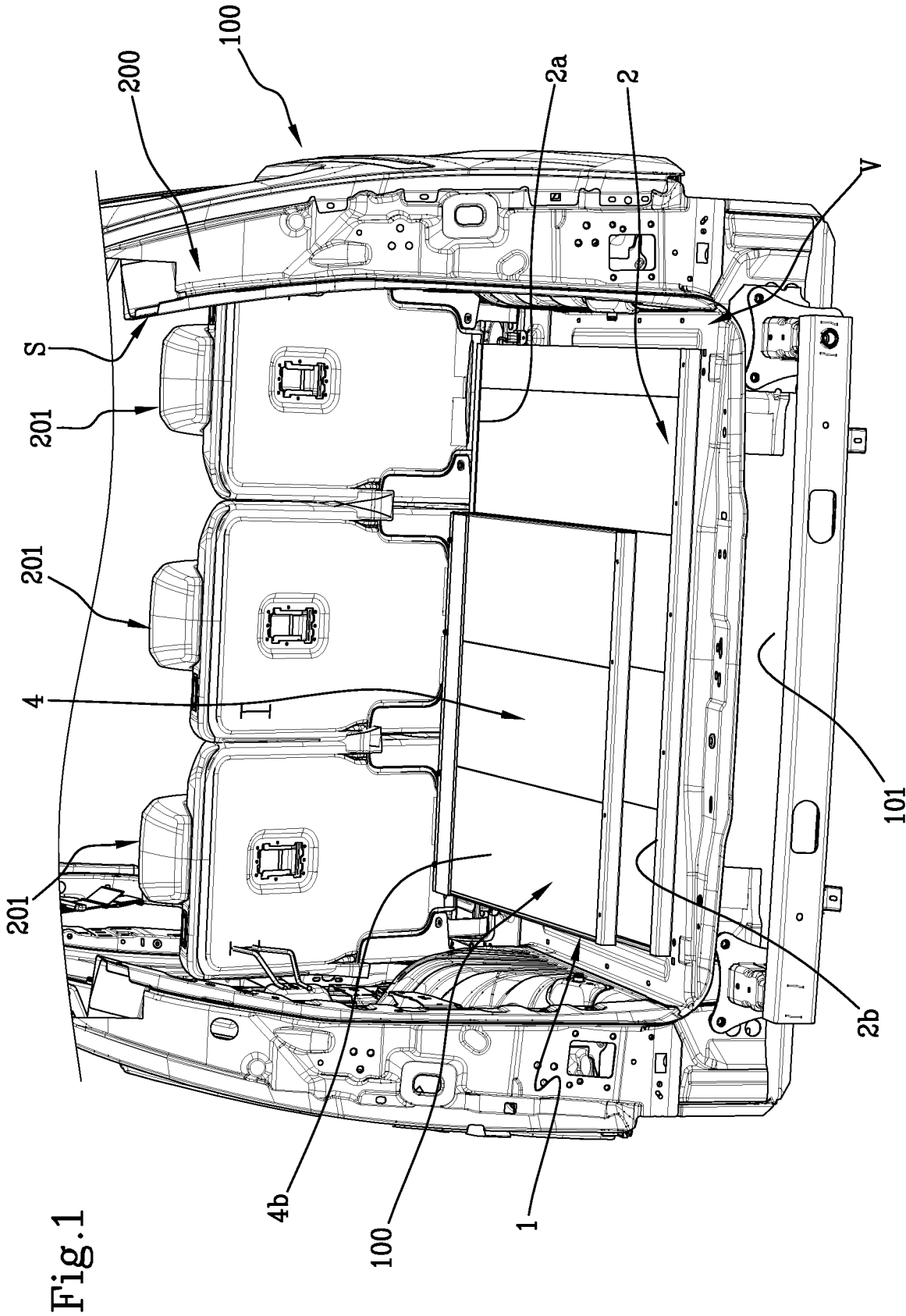


Fig.2



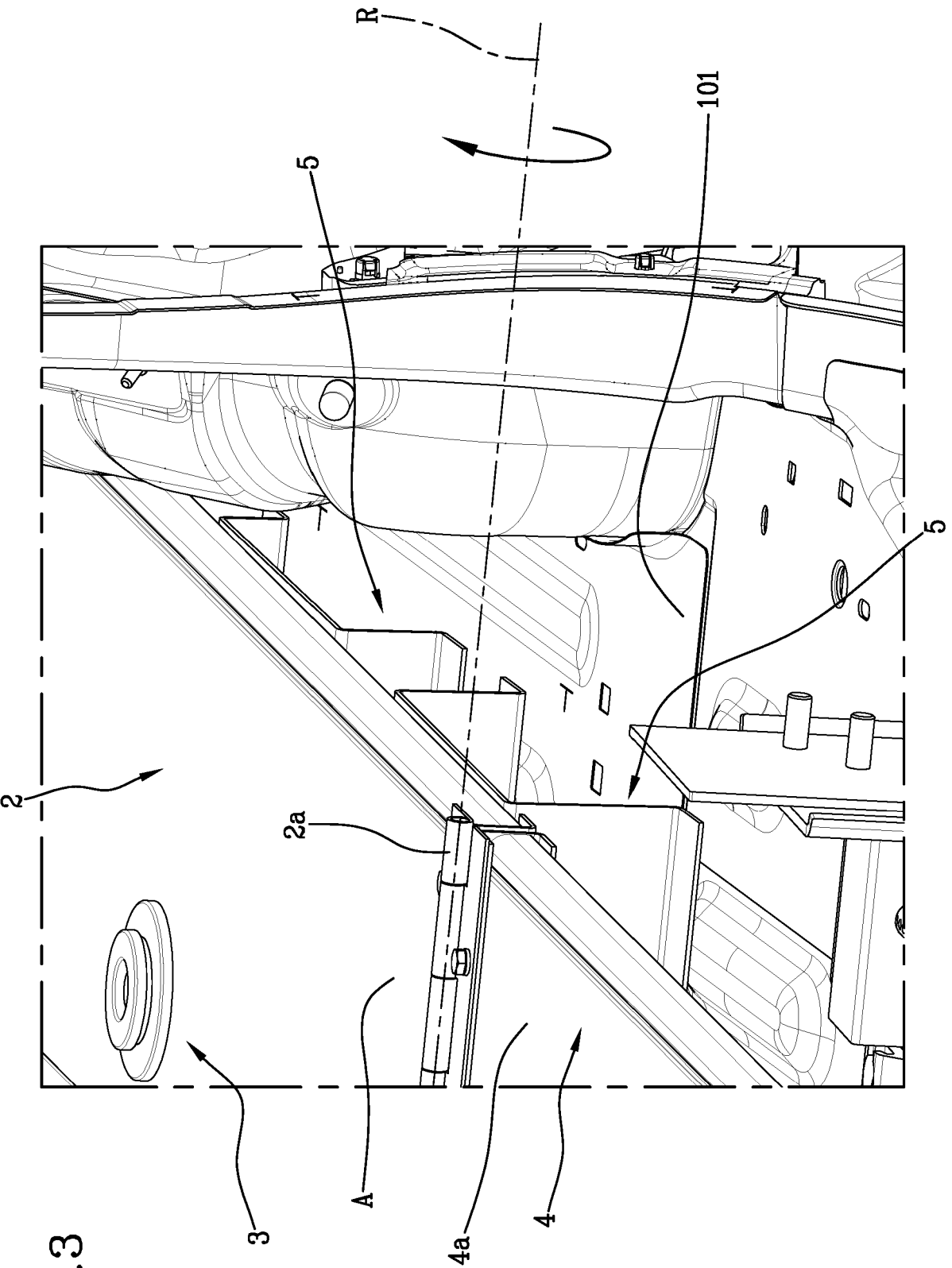


Fig.4

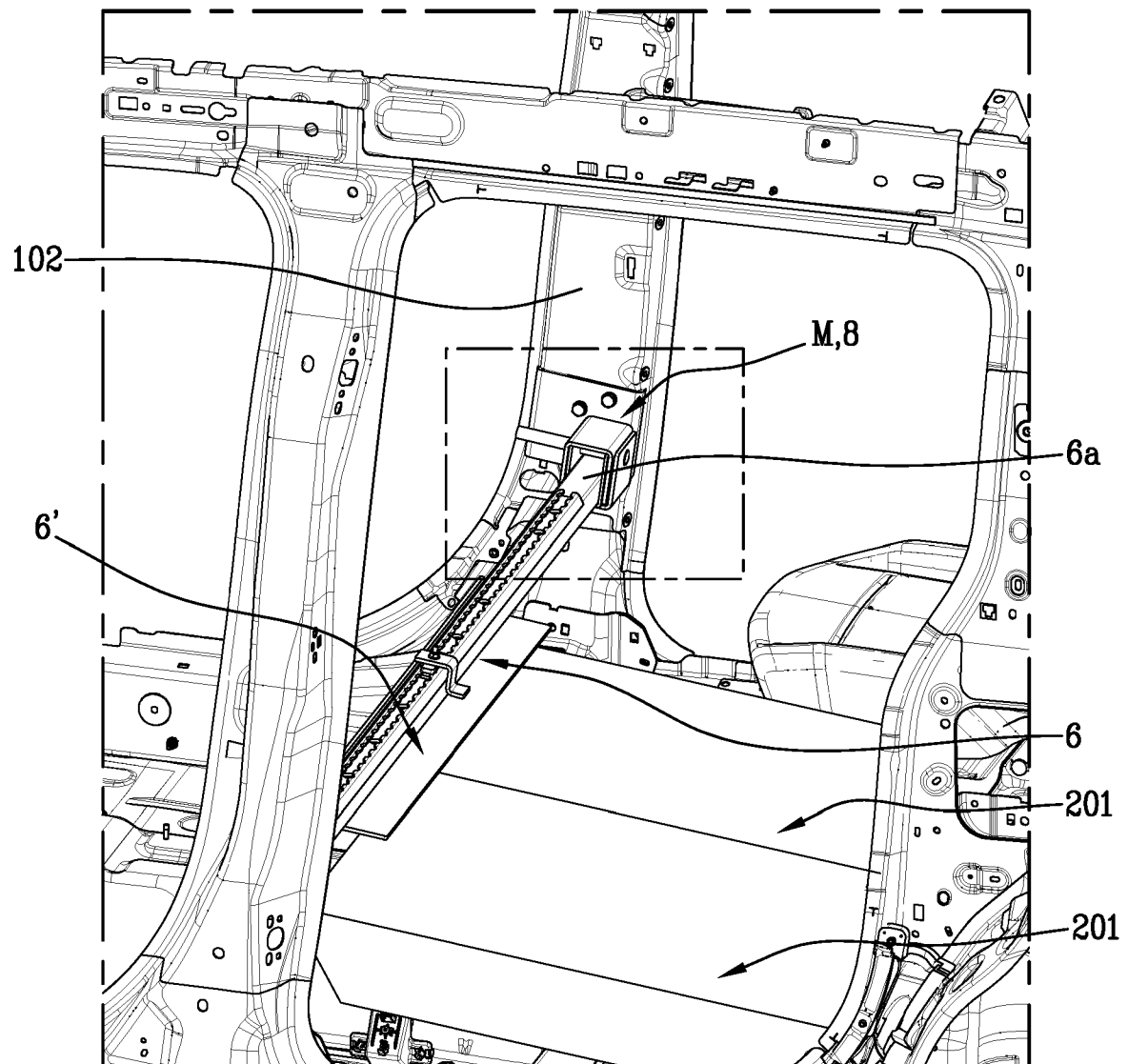


Fig.4A

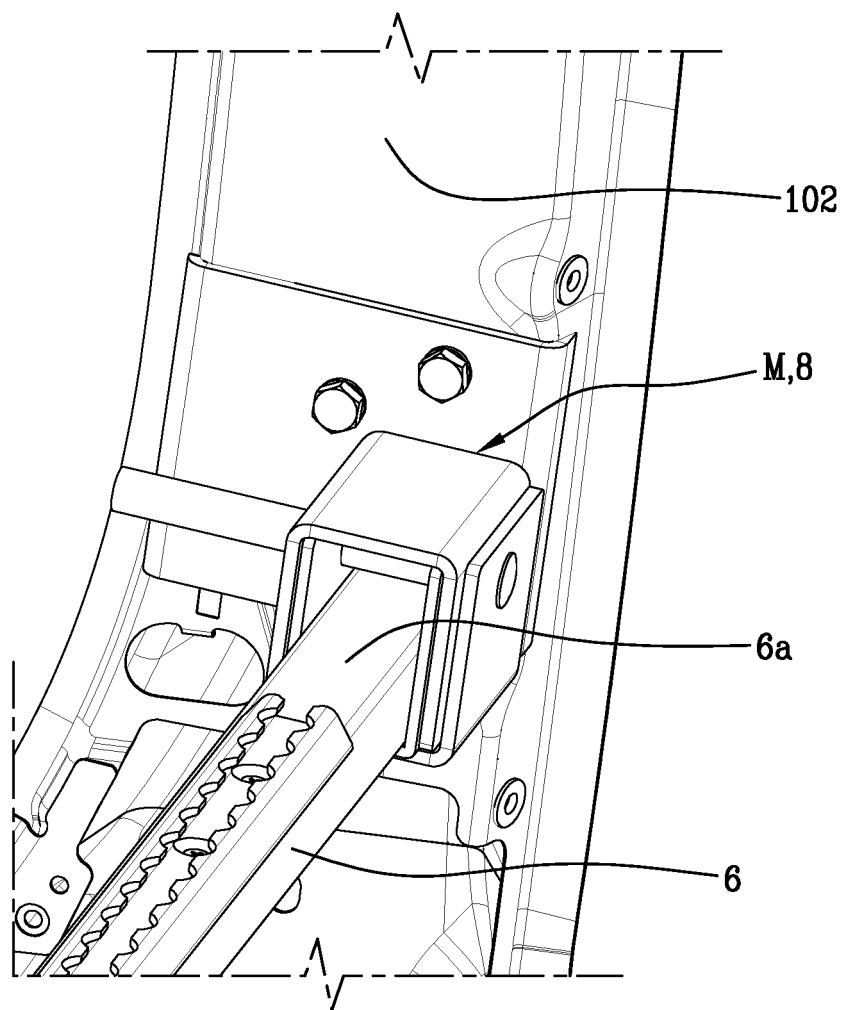
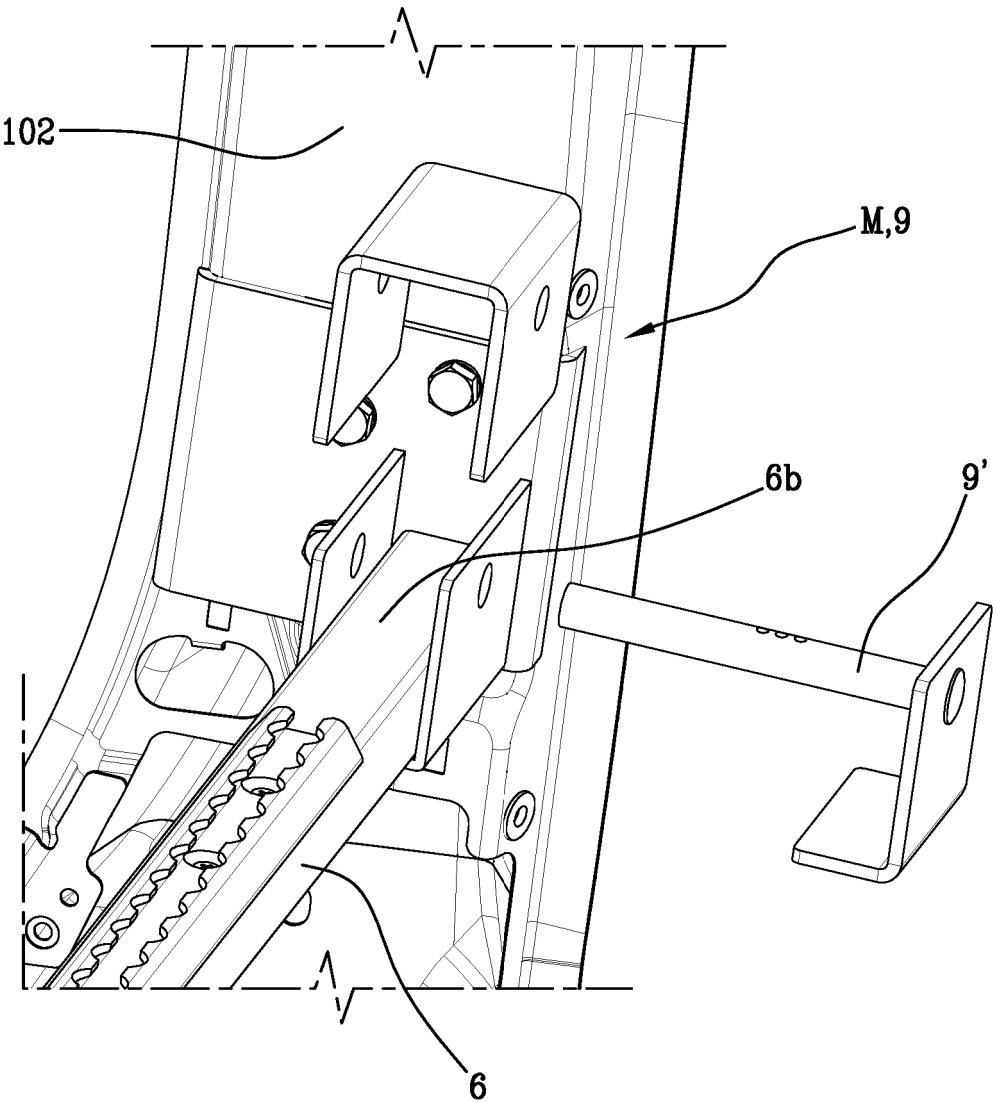


Fig.4B





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