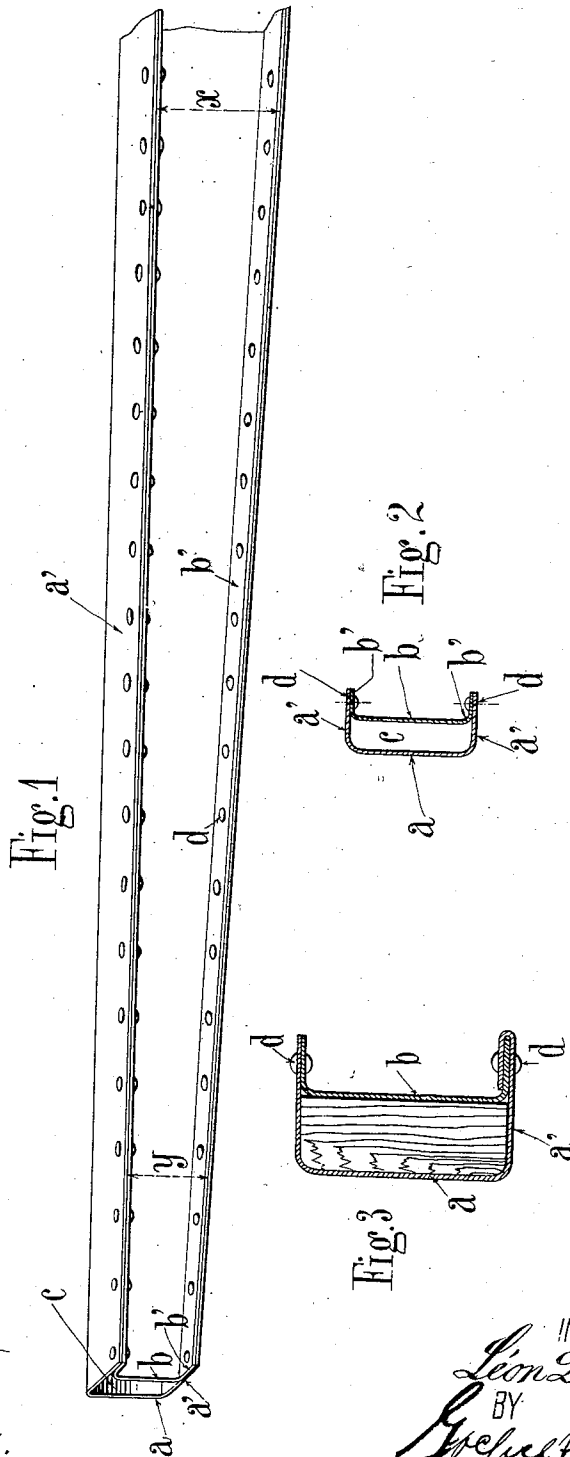


No. 824,550.

PATENTED JUNE 26, 1906

L. LAZERGES.
FRAME FOR MOTOR VEHICLES.
APPLICATION FILED JULY 6, 1905.



WITNESSES
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LÉON LAZERGES, OF ISSY-LES-MOULINEAUX, FRANCE.

FRAME FOR MOTOR-VEHICLES.

No. 824,550.

Specification of Letters Patent.

Patented June 26, 1906.

Application filed July 6, 1905. Serial No. 268,504.

To all whom it may concern:

Be it known that I, LÉON LAZERGES, a citizen of the Republic of France, residing at Issy-les-Moulineaux, France, have invented certain new and useful Improvements in Sills for Motor-Car Frames and the Like, of which the following is a specification.

This invention relates to the construction of the frames of motor-cars and similar vehicles, and more particularly to the construction of the sills constituting such frame.

Among the objects of the invention is to provide a sill of maximum strength, lightness, simplicity of construction, and resistance against torsional strain.

Other objects of the invention will appear as the nature of the same is better understood.

The invention resides in certain novel features and combinations of parts to be hereinafter described, and recited in the claim.

In the accompanying drawings, in which similar parts are designated by corresponding reference characters throughout the several views, Figure 1 is a perspective view of a portion of a sill constructed in accordance with the invention. Fig. 2 is a vertical transverse section of the sill shown in Fig. 1, and Fig. 3 is a similar section of a modified construction.

Referring to the drawings, it will be seen that the sill forming the subject-matter of the invention is constituted by two main parts which have the form of bars *a* *b*, U-shaped in cross-section. The flanges *a'* *b'* of these bars, which are bent up at right angles to the webs of the same at either side, are of unequal width, those of the bar *b* being substantially shorter than those of the bar *a*.

The member *b* is seated in the open portion of the member *a*, as shown in Fig. 2, so that the flanges of said bars abut against and extend parallel to each other, a space *c* being left between the web portions of said bars, as shown. The flanges *a'* *b'* of the members *a* *b* are connected throughout their lengths by means of rivets *d*, which unite said bars in what is practically a unitary structure.

Both the longitudinal and the transverse sills of the frame are constructed in the manner described. The frame is built up from these sills in any approved manner, this structure forming no part of the present invention.

Instead of having the flanges arranged at a uniform distance apart throughout the webs of the sills can be made wider, for instance, in the part *x* than in the part *y* for the purpose of increasing the strength at certain points.

In certain cases for increasing the resistance the outside bar or member *a* can be arranged as shown in Fig. 3, its lower flange being of sufficient width to be folded over the lower flange of the inner member *b*. In the same way the lower flange of the inner bar or member could be made sufficiently wide to be folded under the lower flange of the outer bar, as will be obvious, or the arrangement shown in Fig. 2 could be retained and a strengthening-band applied at the point indicated. In order to still further increase the resistance of the sill against the strain of the superimposed load, the space *c* can be filled with any material suitable for the purpose—such, for instance, as wood, as shown in Fig. 3.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A sill for motor-car frames, comprising interconnected bars of U-shaped cross-section one of which is seated within the other, one of the side flanges of one of said bars being lapped about the corresponding flange of the other bar and riveted thereto.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

LÉON LAZERGES.

Witnesses:

EMILE LEDRET,
HANSON C. COXE.