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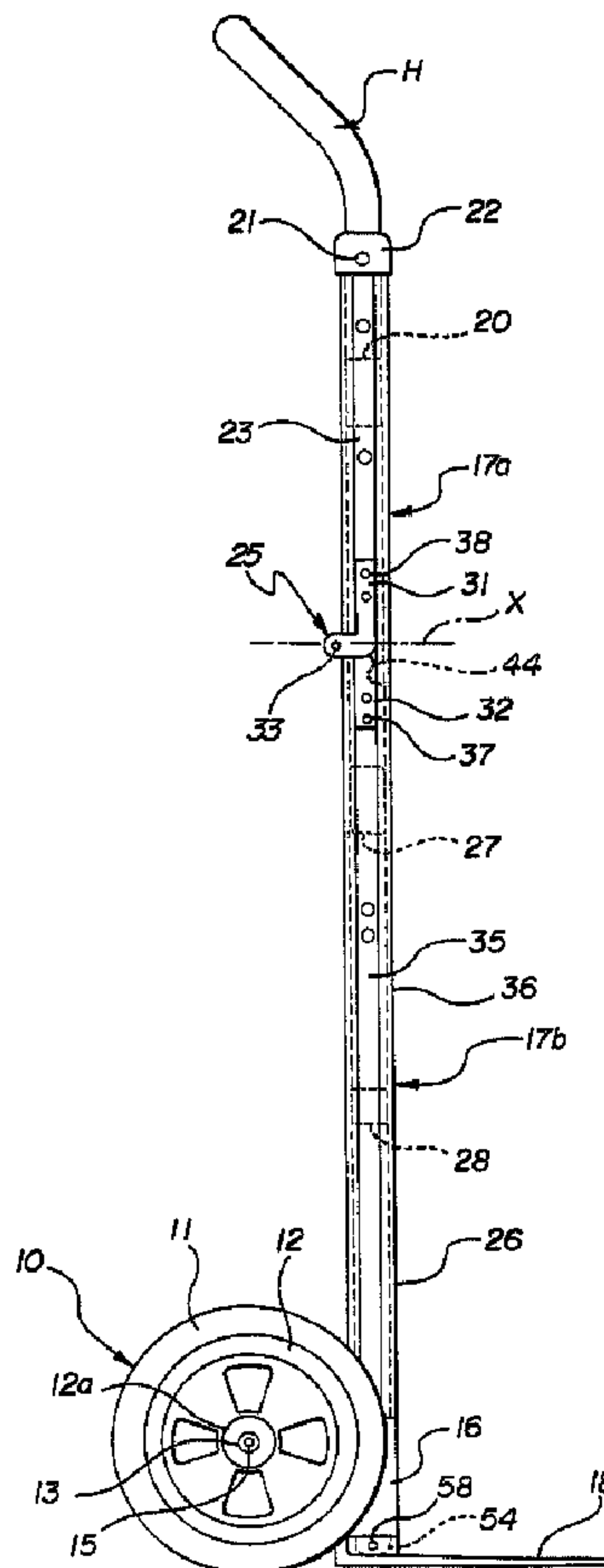
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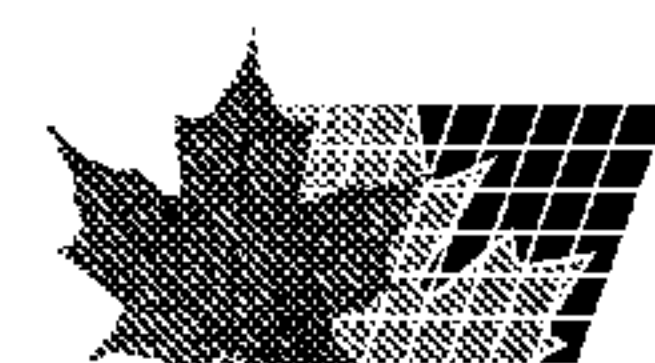
(54) Titre : CHARIOT MANUEL REPLIABLE VERTICALEMENT ET METHODE DE FONCTIONNEMENT ET DE CONSTRUCTION

(54) Title: VERTICALLY FOLDING HAND TRUCK AND METHODS OF ITS OPERATION AND CONSTRUCTION



(57) Abrégé/Abstract:

A dual wheel foldable hand truck with a nose plate has a skeletal frame including laterally spaced vertical side rails. The frame has hingedly connected upper and lower frame sections with upper and lower side rails meeting at side rail interfaces. Handle operated



(57) **Abrégé(suite)/Abstract(continued):**

lock slides are carried by the upper rail sections for downward sliding movement to releasably lock the frame sections in planar alignment. The foldable nose automatically locks in operative position when swung down from stowed position.

THE EMBODIMENTS OF THE INVENTION IN WHICH
AN EXCLUSIVE PROPERTY OR PRIVILEGE IS
CLAIMED ARE DEFINED AS FOLLOWS:

A dual wheel foldable hand truck with a nose plate has a skeletal frame including laterally spaced vertical side rails. The frame has hingedly connected upper and lower frame sections with upper and lower side rails meeting at side rail interfaces. Handle operated lock slides are carried by the upper rail sections for downward sliding movement to releasably lock the frame sections in planar alignment. The foldable nose automatically locks in operative position when swung down from stowed position.

VERTICALLY FOLDING HAND TRUCK AND METHODS
OF ITS OPERATION AND CONSTRUCTION

5 The present application relates to hand trucks of the type employing a vertically extending skeletal frame and a forwardly extending nose plate upon which myriad and varied products may be supported for ready transport. Hand trucks of this character are characterized by providing a pair of wheels on a dead axle at the lower end of the frame rearwardly of the nose plate.

10 Hand trucks of the type mentioned have been well described in a number of prior patents such as the present assignee's U.S. Pat. Nos. 3,997,182, 4,563,014, 4,790,547, and 5,393,081, for example. Such hand trucks are utilized for moving a variety of products such as stacked cases of soft drinks or beer to and from a delivery truck for transporting them from warehouses to retail
15 establishments, for example. Typically, the hand trucks will be stored in the delivery vehicle during transport and then put into use when the various destinations are reached.

The present invention is concerned with a

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vertically folding hand truck comprising upper and lower sections which are hingedly connected to permit the upper section to be folded vertically down to a position of vertical adjacency with the lower section. This is accomplished in the present hand truck without the sacrifice of strength and rigidity when the hand truck is in use by employing an internal locking mechanism disposed within the frame side rails for securely locking the sections in vertically co-extensive position.

Mechanism is also provided for pivotally mounting the nose plate for movement to a vertical position and securely and rigidly locking it in the horizontal position of use automatically when the nose plate is swung down from the stowed position.

One of the prime objects of the present invention is to provide a hand truck of the character described which has relatively few operating parts and can be manufactured and marketed economically.

Another object of the invention is to provide a lightweight foldable hand truck of very durable construction which requires virtually no maintenance and can be readily and easily locked in operative position.

A still further object of the invention is to provide a foldable hand truck having parts which can be readily unlocked to enable the truck to assume a compacted position for ready storage.

Other objects and advantages of the invention

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will become apparent with reference to the accompanying drawings and descriptive matter.

5 The presently preferred embodiment of the invention is disclosed in the following description and in the accompanying drawings, wherein:

Figure 1 is a front elevational view of the hand truck shown in its operative position, certain parts being omitted in the interest of clarity;

10 Figure 2 is a side elevational view thereof;

Figure 3 is a slightly enlarged side elevational view showing the hand truck in folded position ready for compact storage;

15 Figure 4 is a slightly enlarged front elevational view of the two-part frame only in vertically aligned position, the hinge uniting the two-frame sections being shown in removed position at one side of the frame;

20 Figure 4A is an enlarged fragmentary sectional front elevational view of a portion of the frame illustrated in Figure 4;

Figure 5 is an exterior side elevational view thereof;

25 Figure 6 is an enlarged end elevational view of the side rails in both the upper and lower frame sections;

Figure 7 is an enlarged side elevational view

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of a typical hinge, illustrating its structure and showing it in the position of extension;

Figure 8 is a similar view showing the folded position of the hinge;

5 Figure 9 is an enlarged face elevational view of one of the slide support extrusions fixed on each interior side of the upper frame side rails;

Figure 10 is an edge elevational view thereof;

10 Figure 11 is an end elevational view of the extrusion depicted in Figure 10;

Figure 12 is an enlarged face elevational view of one of the lock slides which are carried for vertical movement within the support extrusions;

Figure 13 is an end elevational view thereof;

15 Figure 14 is an enlarged front elevational view of one of the folding nose mounting brackets;

Figure 15 is a side elevational view thereof;

Figure 16 is an end elevational view thereof;

and

20 Figure 17 is a face elevational view of one of the mount brackets fixed to the lower ends of the lower frame section side rails to pivotally support the nose plate.

25 Referring now more particularly to the drawings mentioned, the hand truck is shown as comprising preferably rubber-tired wheels, generally designated 10,

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which may comprise laterally spaced apart tires 11 mounted on rims 12 having flanged central hub portions 12a, supporting bearing sleeves 13, within which are bearings rotatably supporting the wheels 10 for travel on
5 dead axle 15.

The axle 15 fixedly carries brackets 16 which secure to the lower end of a generally rectangular, load carrying, main frame, generally designated 17, which comprises a two-piece generally rectangular skeletal
10 structure mounting a handle H at its upper end. As will become apparent, the overall frame 17 comprises a normally co-extensive upper frame portion 17a and a lower frame portion 17b abutting at and interface "x", and it is to the lower frame 17b that the brackets 16 are
15 mounted. It is also to the lower frame section 17b that the foldable load supporting load support member or nose 18 is pivotally connected in a manner which will presently be more specifically described.

The upper frame section 17a includes generally
20 channel-shaped side rail sections generally designated 19 with the open channels C of the sections facing laterally inwardly to receive the ends of a brace member 20, which is secured in position by suitable fasteners 20a. The lower ends of handle H are also received within the
25 channel members 19 and may be secured by fasteners 21. Also provided for the upper ends of the side rails 19 are plastic guard fittings 22 which may be held in position

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by the fasteners 21. It will be noted that the front faces of the channel members 19 are shallowly grooved as at 23 and that the grooved or recessed portions 23 are bordered by vertical lip portions 24. The upper frame section 17a is hingedly connected to the lower frame section 17b by hinge members, generally designated 25, which will presently be described.

It will be seen that the lower frame section 17b comprises a like pair of channel-shaped side rails generally designated 26 which similarly are disposed in laterally opposed disposition with their channels C facing inwardly to receive brace members 27 and 28, which may be secured by fasteners 29 and 30, respectively. As Figures 4, 7 and 8 illustrate, each of the hinges 25, which may be referenced as left-hand hinges and right-hand hinges, include a pair of hinge legs 31 and 32, pivotally secured together by a suitable pin 33. The hinge legs 31, which are received in the side rail recesses 23, may be secured in the recesses 23 by fasteners 34 and the hinge legs 32, received within the like exterior recesses 35 provided in the side rails 26 which are bordered by vertically extending lips 36, may be secured by fasteners 37.

Fixed to the inner side of each of the side rails 19 of the upper frame section 17a are support extrusions (see Figures 9-11), generally designated 39, which may be secured by fasteners 40 extending through

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openings 40a to side rails 19. As Figure 11 well indicates, the members 39 comprise sidewisely disposed webs 41 having elongate guide slots 42 with lower stop surfaces 42a. Side ribs 43 engage the edges of the front and rear walls of the side rails 19 to brace the extrusion members 39 in position. Mounted sidewisely behind the support extrusions 39 are U-shaped lock slide members or parts 44 (see Figures 12 and 13) having slots 45 in walls 45a facing the slots 42 in the extrusion members 39. The slots 45 receive the lower fastener pins 40 provided for securing the lower end of support extrusions 39 in fixed position to each side rail 19 and are guided thereby when the lock slides 44 are moved upwardly and downwardly. Upward movement of the slides 44 may be limited by the slots 42 or 45.

Provided as a frame spanning handle to move the lock slides 44 upwardly and downwardly in unison is a rod member 46 which has end pins 47 with shank portions 47a fixed in openings 46a in the slides 44 and riding in the support extrusion guide slots 42. When the lock slides 44 are in their lowermost position as indicated in Figures 4 and 4A, they are received within the upper ends of the side rails 26 of the lower frame section 17b and prevent the upper frame section 17a from being pivoted downwardly relative to the lower section 17b to the position shown in Figure 3.

It will be seen that the nose plate or member

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18 has an integral back plate 18a. Mounted to the front face of back plate 18a are a pair of angle shaped lock brackets, generally designated 18b in Figures 14-16. The brackets 18b each include a base portion 18c which

5 rigidly secures to the back plate 18a, as with fasteners 48, in a position to leave each locking wall 49 extending forwardly when the nose plate 18 extends forwardly. As Figure 15 particularly shows, each wall 49 is provided with a cut-out or recessed portion, generally designated

10 50, which includes an access portion formed by a top lip 50a and an inclined piloting or camming wall 51, leading to a downwardly extending vertical slot 52. A rod 53 has its ends captured in the slot 52 in its lowered position, but is freely vertically raisable to the position shown

15 in chain lines in Figure 15, which is free of the slots 52. When the rod 53 is in the lowermost position, shown in solid lines in Figure 15, the nose plate 18 is firmly locked in the operative position. A pivot supporting bracket plate, disclosed in Figure 17 and generally

20 indicated at 54, is fixed inside the lower end of each side rail 26 on its laterally interior side to aid in journaling the nose plate 15 for swinging movement. Plates 54 include guide slots 53a within which the ends of locking rod 53 are received. They may be fixed in

25 position on rails 26 by fasteners 55b. The plates 54 are disposed within the recesses of channel members 56 secured to each of the side rails 26 and have bores 57 to

receive the nose plate pivot pins 58 which fix to the brackets 18b fixed to nose plate 18. Belleville washers (not shown) may be suitably provided on the pins 58 to exert a resilient frictional pressure between the members 46 and 54 to hold the nose
5 plate in the folded raised position.

When operative and in use, the nose plate 18 is in the down position with rod 53 received in the locking slots 52 and maintained there by gravity. The very ends of the rod 53 can travel freely upwardly in the slots 53a shown in FIG. 17 when rod 53 is raised. When it is desired to stow the hand truck in a compacted
10 storage mode, the nose plate 18 can first be released to pivot upwardly to a vertical position flush with the side rails 26 by raising the rod 53 to the chain line position shown in FIG. 15 in which it is no longer captured in the slots 52. The nose plate 18 is then grasped by its front horizontally disposed edge and pivoted upwardly and rearwardly. The back plate 18a and the locking members or locks 18b pivot
15 rearwardly with the rod 53 removed from the slots 50 so that full swinging movement of the nose plate 18 to stowed position can be effected. The spring washers provided on pins or pivot posts 58 hold the nose plate in this vertical position.

To fold the handle H and upper frame section rearwardly to the FIG.
20 3 position, the rod member 46 is

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raised until the lock slides 44 are raised to a position within the upper frame section 17a clear of the lower frame section. Because of the rearward position of hinge pivots 33, handle H can then be swung rearwardly with
5 suitable clearance to the folded down position shown in Figure 3. The weight of the upper section and handle will be sufficient to maintain the upper frame section 17a in the Figure 3 position.

To restore the upper frame section to the
10 Figures 1 and 2 position, it is merely necessary to grasp the handle H and fold the upper frame section up into vertical alignment with the lower frame section. The locking rod handle 46 can then be moved downwardly with the aid of gravity to slide the lower ends of the lock
15 slides 44 downwardly into the upper ends of the side rail members 26. The slides 44 freely move downwardly toward locked position until halted in locked position by member 47 reaching the lower stop ends of slots 42 because the locks 45 can travel downwardly relative to the lower
20 fasteners 40. For rigidity purposes, the rod 46 is moved to its lowermost position in which substantial lengths of the lock plates 44 are received and closely confined in the upper ends of side rails 26. The slots 42 function as elongate vertical guides for the shanks of pins 47 and
25 the slots 45 do likewise for the lower fastener pin shanks 40. Both mechanisms may function as guide mechanism interacting between the upper frame rail

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section and the lock slides 44. The lower ends of slots 42 also provide and function as stop surfaces, as indicated.

To restore the nose plate to operative position, it is merely necessary to grasp the front edge of the horizontal portion of nose plate 18 and pivot it downwardly. As the back plate 18a of the nose plate swings forwardly and upwardly, the inclined camming walls 51 of the brackets 18b engage the ends of rod 53 (carried in slots 53a) to automatically vertically raise the rod 53 to a position in which its ends are disposed above the slots 52 and can descend under the influence of gravity in the slots 52 to be captured in the locked position. The brackets 18b and rod 53 function as interacting lock mechanism to lock the nose plate 18 in operative position.

In constructing the present vertically foldable hand truck, standard hand truck side rail extrusions are utilized and simply cut in half. The hinge members 25 are then mounted in position along with the fitting 39 and lock plate 44 sub-assemblies which include the lock rod 46 fastener members 47 extending through the slots 42. The lower end of the lower frame section 17b is then changed by adding the lock brackets 18b to nose 18 and the lock rod 53 which is receivable in the slots 52 provided therein. The members 54 and 56 are, of course, installed first of all.

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It is to be understood that the embodiment described is exemplary of various forms of the invention only and that the invention is defined in the appended claims which contemplate various modifications and
5 embodiments within the spirit and scope of the invention.

CLAIMS

I claim:

5 1. A hand truck comprising:

a. a skeletal generally vertically disposed frame including side rails with front and rear sides, exterior sides, and interior sides connected by generally laterally extending braces, said frame having separated upper and lower frame sections with upper
10 and lower side rail sections meeting at side rail interfaces;

b. a pair of wheels connected to said lower frame section rearwardly of said lower side rail sections;

15 c. a load support nose member connected to said lower frame section having an operative position extending generally horizontally forwardly from said lower frame section;

d. hinges connecting said upper frame section to said lower frame
20 section for relative folding movement from a first operative position in which said upper and lower side rail sections are generally vertically aligned to a folded-down stowed position in which said side rail sections are in front to rear lapping relationship, said hinges having lateral hinge pins rearward of said upper side rail sections, each said pin connecting a hinge member secured to the exterior side of said upper side rail section and a hinge member
25 secured to the exterior side of said lower side rail section, said upper section of said frame folding down rearwardly to lie rearwardly of said lower section of said frame.

e. handle operated lock slides carried by said upper rail sections for downward locking vertical sliding movement within said upper side rail sections from a first
30 raised position vertically free of said lower rail sections to a second locking position extending past said interfaces into the upper ends of said lower rail sections to prevent relative folding movement of said upper and lower side rail sections; and

f. stop surfaces carried by said lock slides interacting with said frame for
35 limiting the downward, gravity assisted locking travel of said lock slides beyond said locking position.

2. The hand truck of claim 1 wherein said stop surfaces interact with said upper frame section.

3. In a hand truck having a skeletal generally vertically disposed frame including channel side rails with front and rear sides, exterior sides, and open interior sides connected by generally laterally extending braces, said frame having separated upper and lower sections with upper and lower side rail sections meeting at laterally aligned interfaces, the improvement comprising:

a. hinging devices carried on said side rail sections and connecting said rail sections for relative hinging movement from a first generally vertically aligned operative position to a folded down stowed position in which said frame sections are in front to rear lapping relationship;

b. support guide plates spanning and fixed to said open laterally interior sides of said channel side rails, and having elongate vertical guide slots therein providing vertical guide surfaces; and

c. rigid, non-hinged lock parts for said upper and lower frame sections carried within said side rail channels and having laterally inwardly projecting parts movable in engagement with said guide surfaces on said guide plates from a position removed from said interfaces to a projected position spanning said interfaces and blocking said relative hinging movement of said upper and lower rail sections.

4. The hand truck of claim 3 wherein said lock parts comprise lock slides and said guide slots have lower ends defining locking stop surfaces for said slides.

5. The hand truck of claim 4 wherein laterally inwardly projecting parts on said lock parts are connected by a laterally extending handle disposed laterally between said upper side rail sections.

6. The hand truck of claim 5 wherein said lock slides have vertically extending slide slots therein and fasteners for securing said guide plates to said rail sections extend through said lock slide slots and further guide said lock slides in their sliding movement.

7. The hand truck of claim 3 wherein said hinging devices mount said upper frame section for folding movement to a position rearward of said lower frame section.

8. A method of constructing a hand truck having a skeletal generally vertically disposed frame including side rails with front and rear sides, exterior sides, and interior open sides connected by generally laterally extending braces, said frame having separated upper and lower frame sections with upper and lower side rail sections meeting at side rail interfaces; a pair of wheels connected to said lower frame section rearwardly of said lower side rail sections; a load support nose member connected to said lower frame section having an operative position extending generally horizontally forwardly from said lower frame section; hinges connecting said upper frame section to said lower frame section for relative folding movement from a first operative position in which said upper and lower side rail sections are generally vertically aligned to a folded-down stowed position in which said side rail sections are in front to rear lapping relationship; comprising:

a. providing guide plates on said open interior sides of said channel side rails having elongate vertical guide slots and further providing handle operated lock slides with parts guiding in said guide slots carried by said upper rail sections for downward locking vertical sliding movement within said upper rail sections from a first raised position vertically free of said lower rail sections to a second locking position extending past said interfaces into the upper ends of said lower rail sections to prevent relative folding movement of said upper and lower side rail sections; and

b. providing stop surfaces carried by said lock slides interacting with said frame for limiting the downward, gravity-assisted locking travel of said lock slides beyond said locking position.

9. A hand truck comprising a skeletal generally vertically disposed frame including side rails with front and rear sides, exterior sides, and interior sides connected by generally laterally extending braces, said frame having separated upper and lower frame sections with upper and lower side rail sections meeting at side rail interfaces; a pair of wheels connected to said lower frame section rearwardly of said lower side rail sections; a load support nose member connected to said lower frame section having an operative position extending generally horizontally forwardly from said lower frame section; hinges connecting said upper frame section to said lower frame section for relative folding movement from a first operative position in which said upper and lower side rail sections are vertically aligned in vertically abutting position on opposite sides of said interfaces to a folded-down stowed position in which said side rail sections are in front to rear lapping relationship, and characterized in this that:

handle operated lock slides carried by said upper rail sections for
downward locking vertical slide movement within said upper side rail sections when said
upper and lower frame sections are vertically aligned from a first raised position vertically
5 free of said lower rail sections to a second locking position extending past said interfaces
into and within the upper ends of said lower rail sections to prevent relative folding
movement of said upper and lower side rail sections; and

stop surfaces carried by said lock slides interacting with said frame for
10 limiting the downward, gravity assisted locking travel of said lock slides beyond said locking
positions.

FIG-1

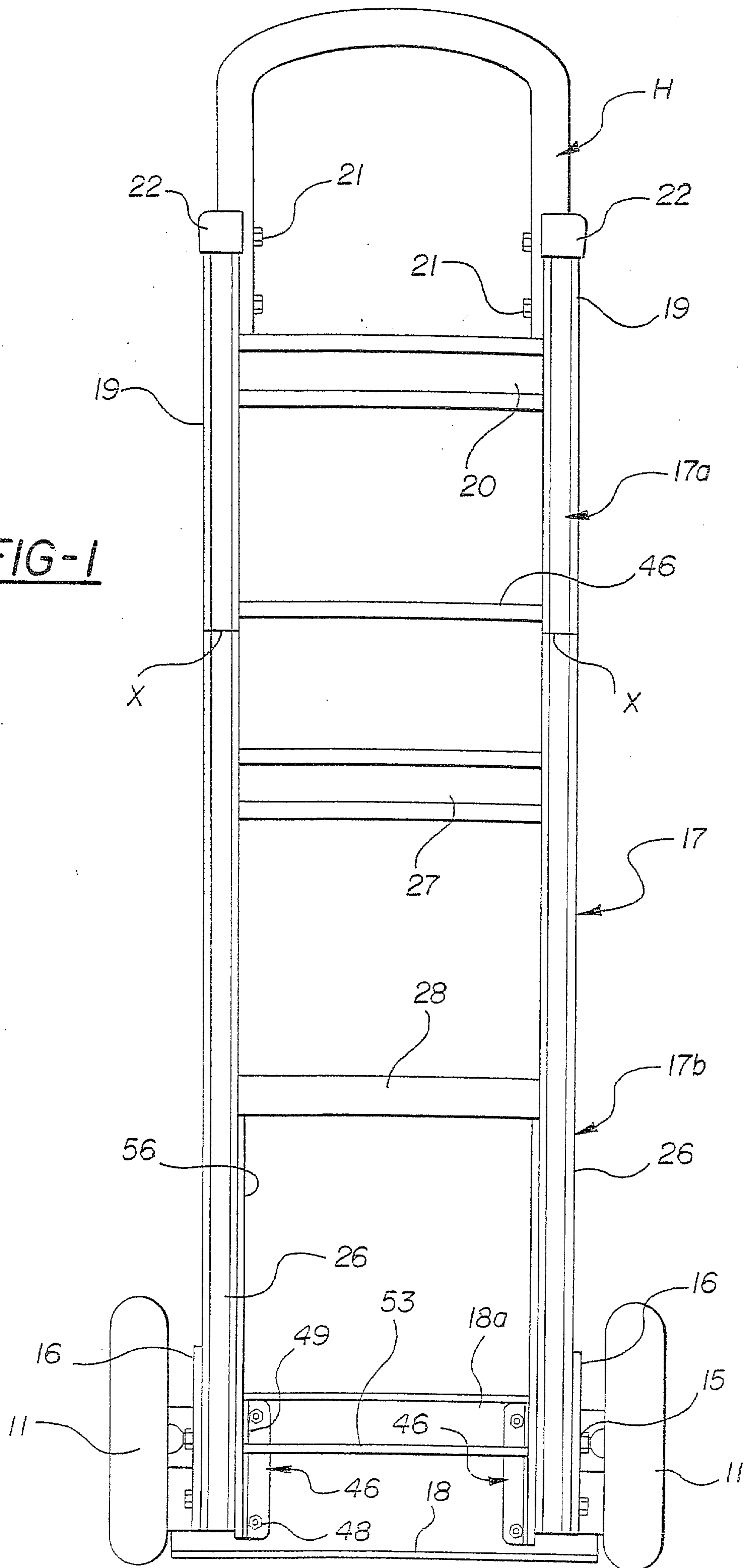
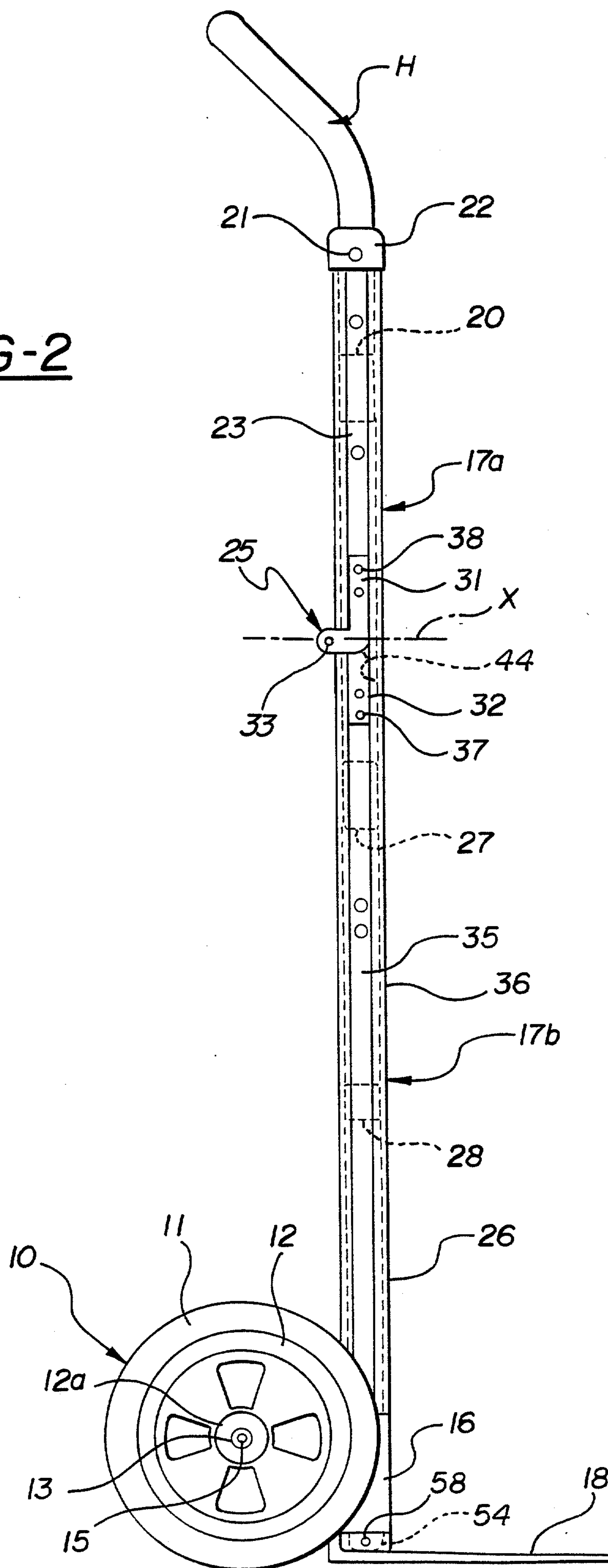
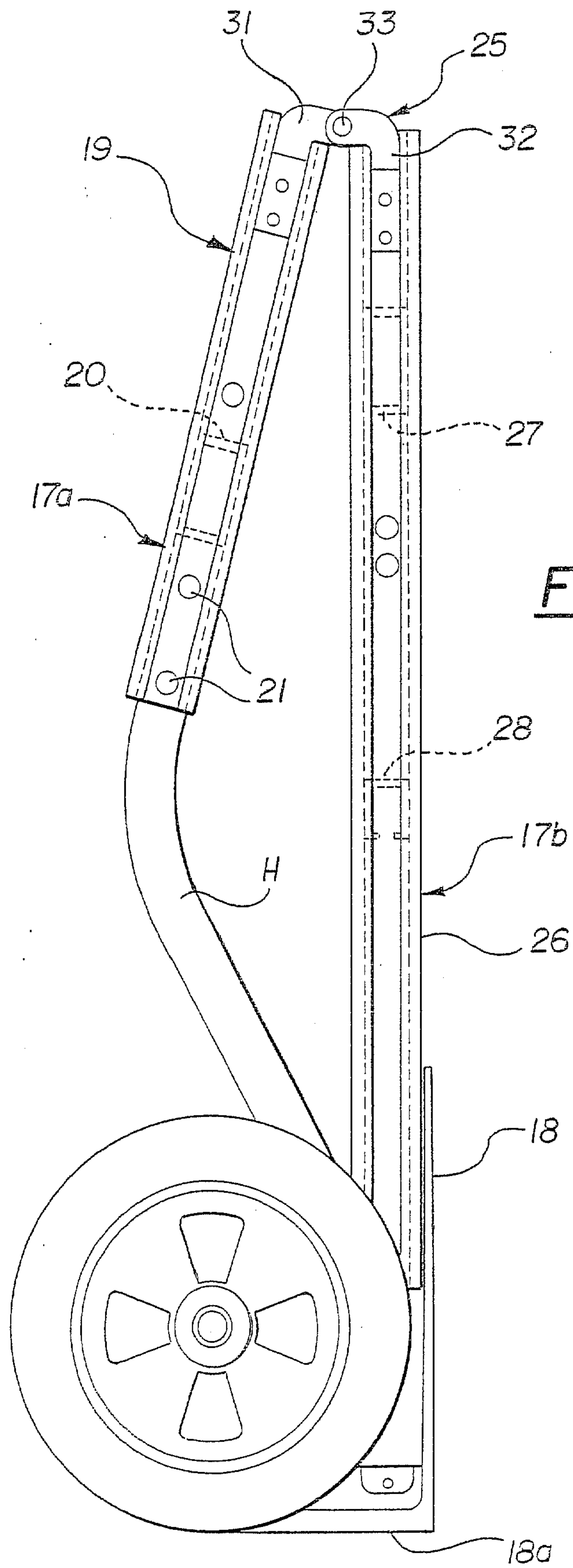


FIG-2



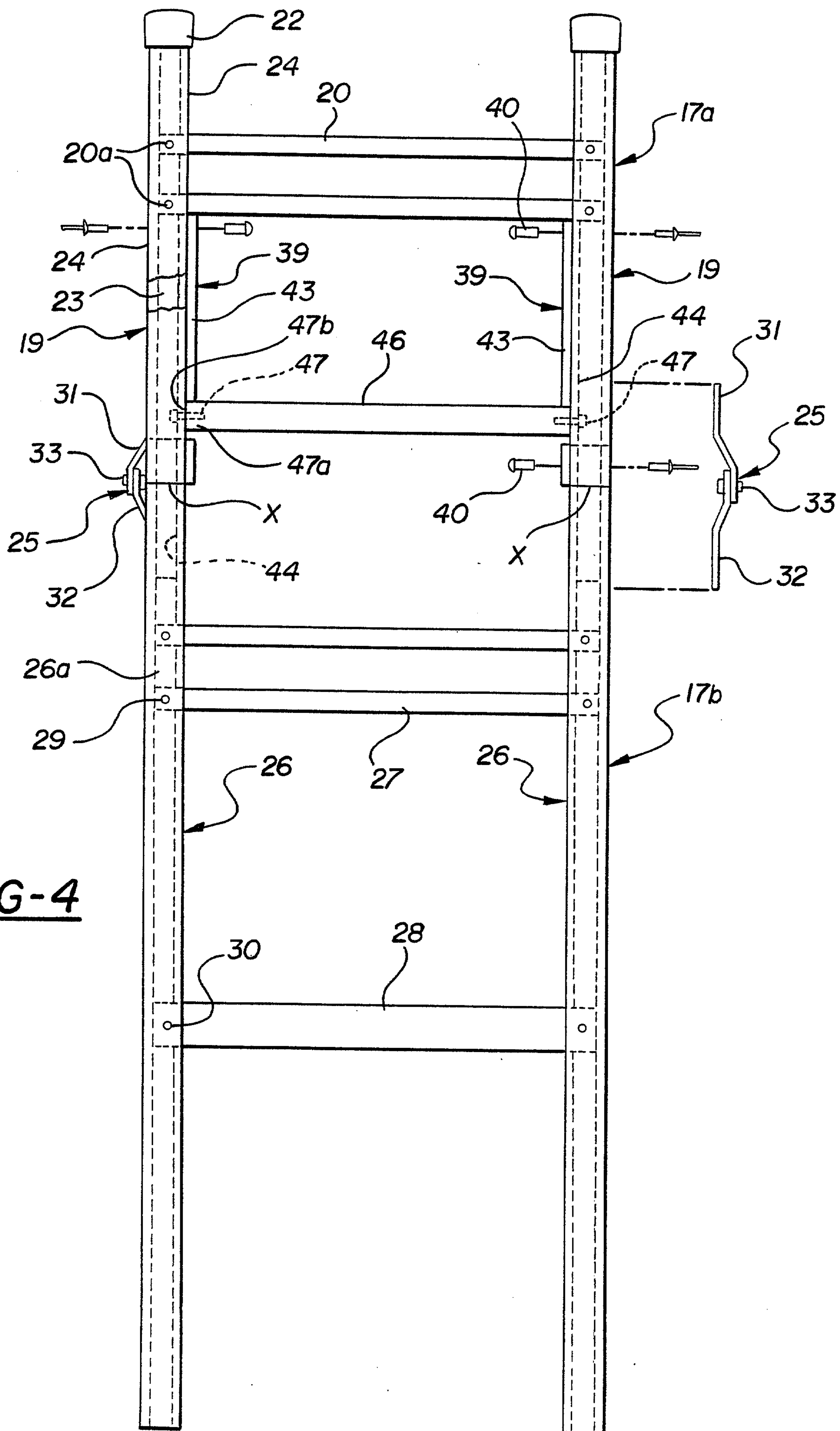
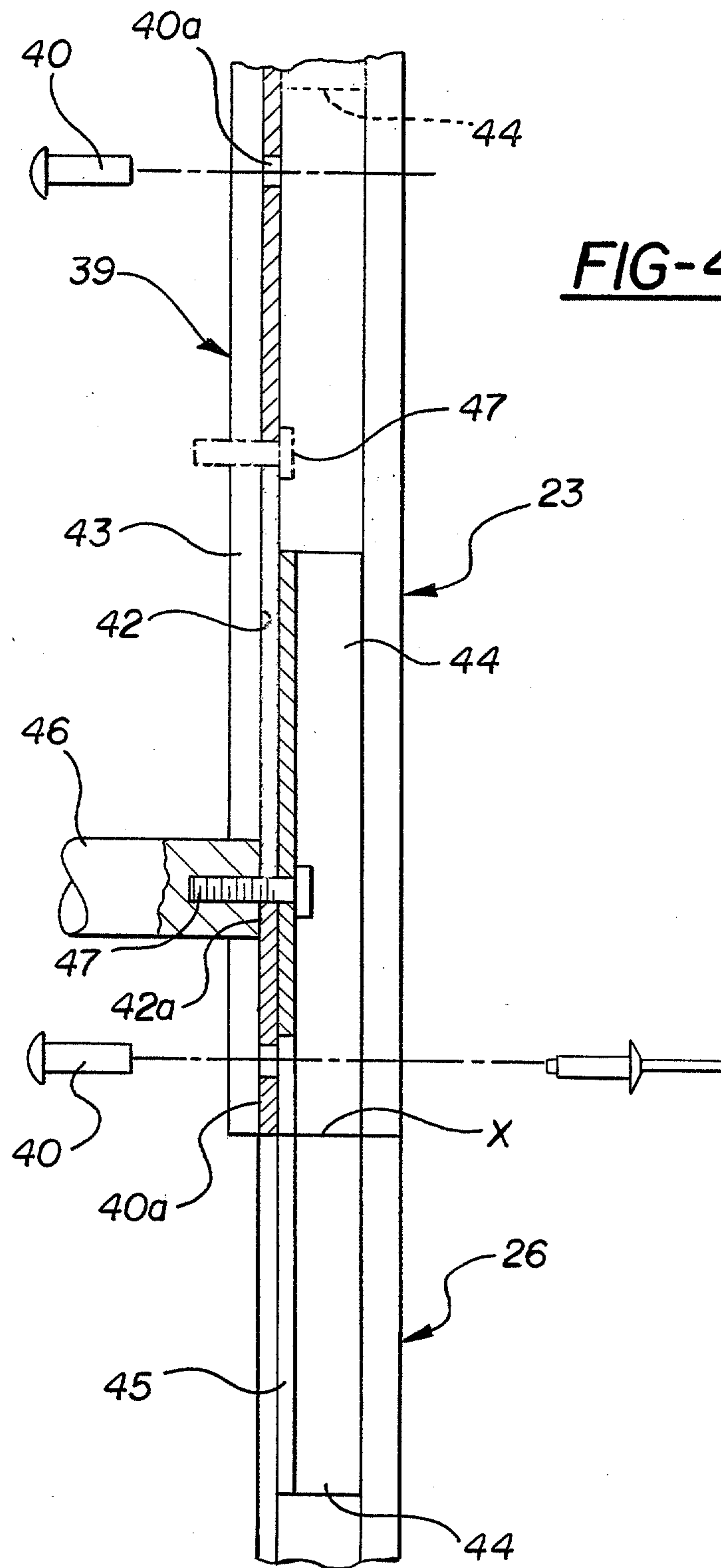


FIG-4



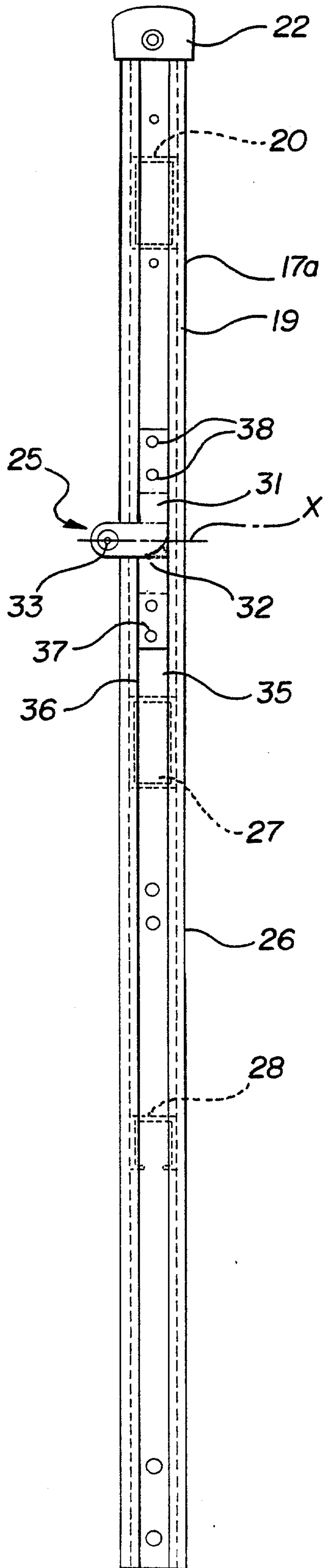


FIG-5

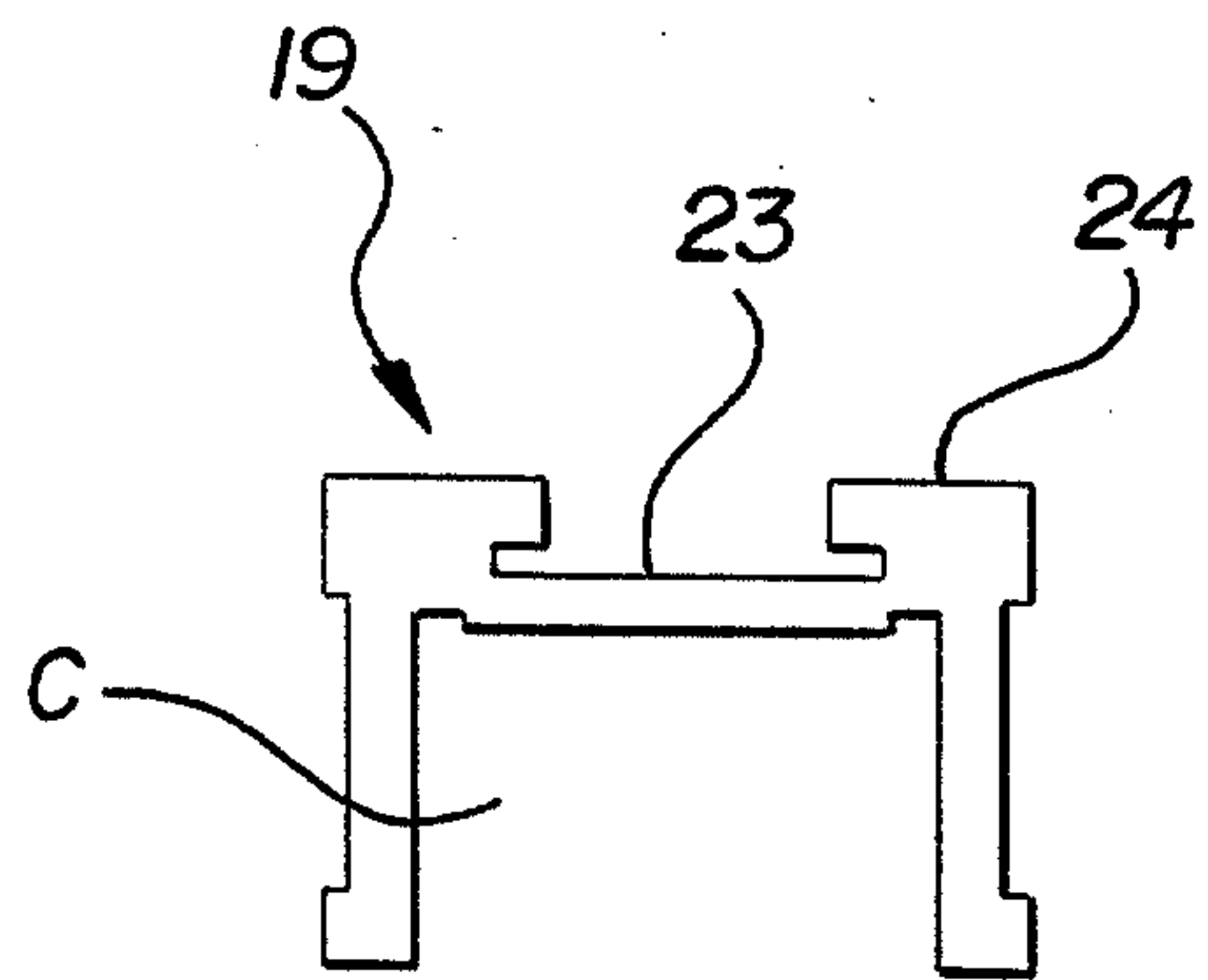
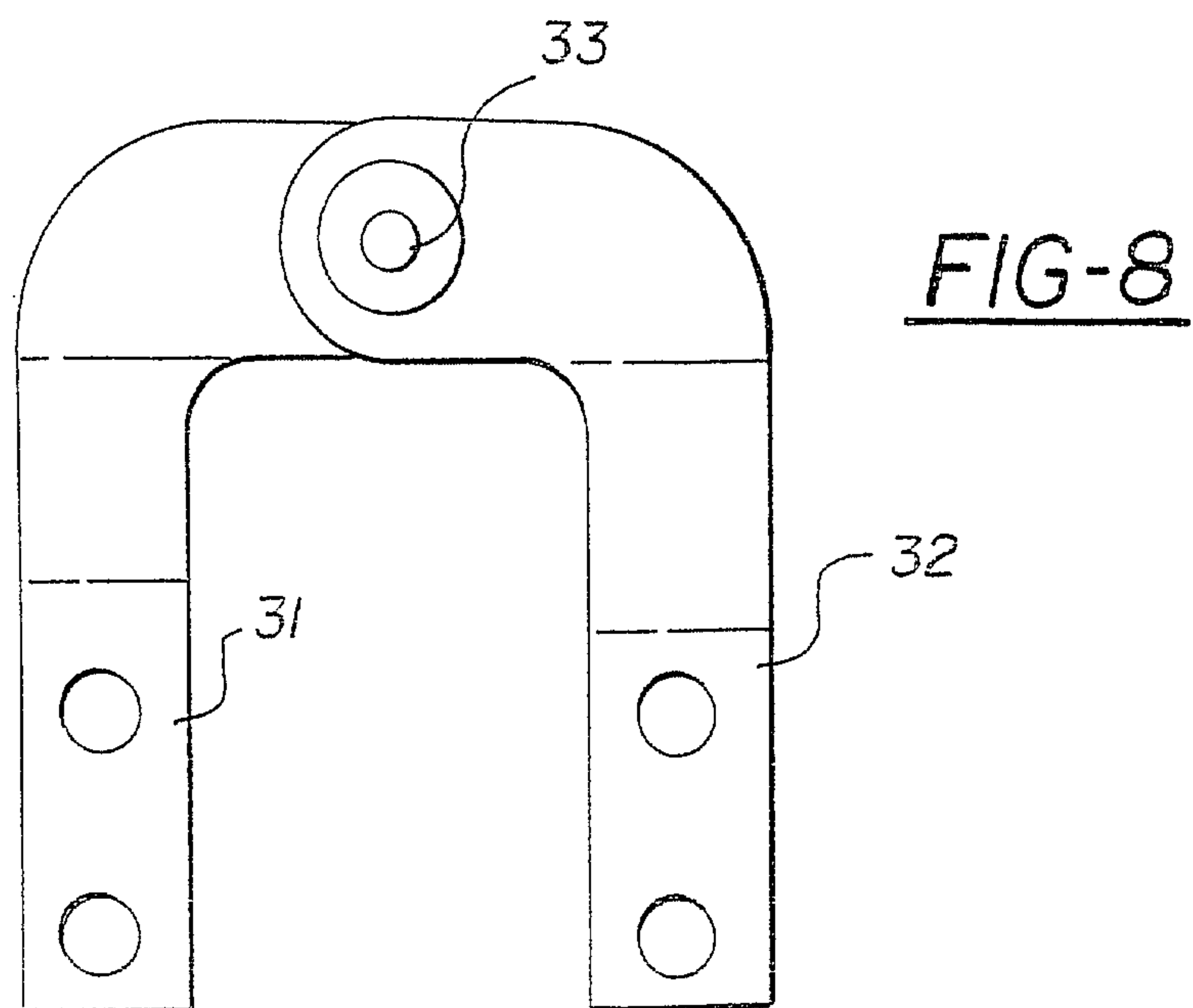
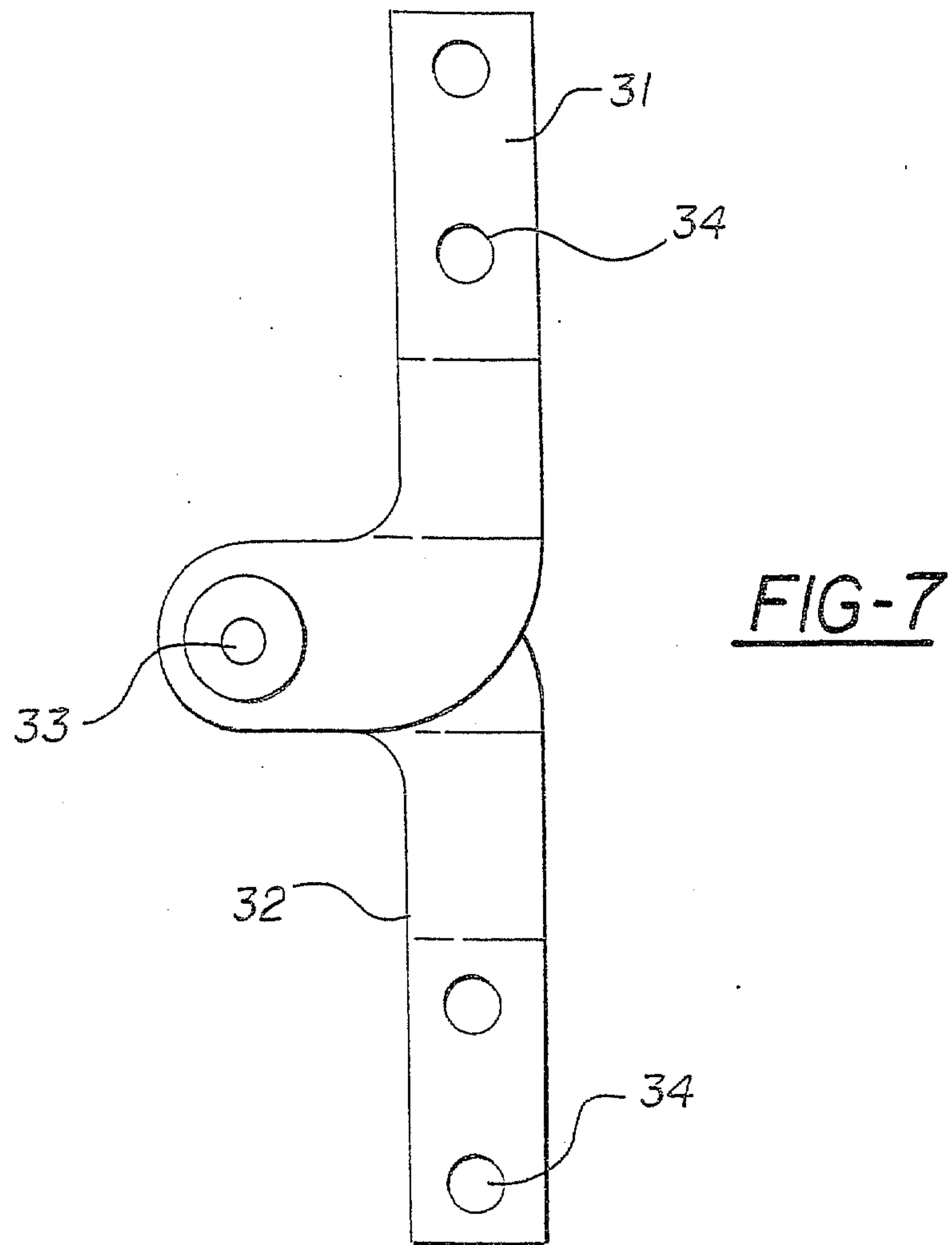


FIG-6



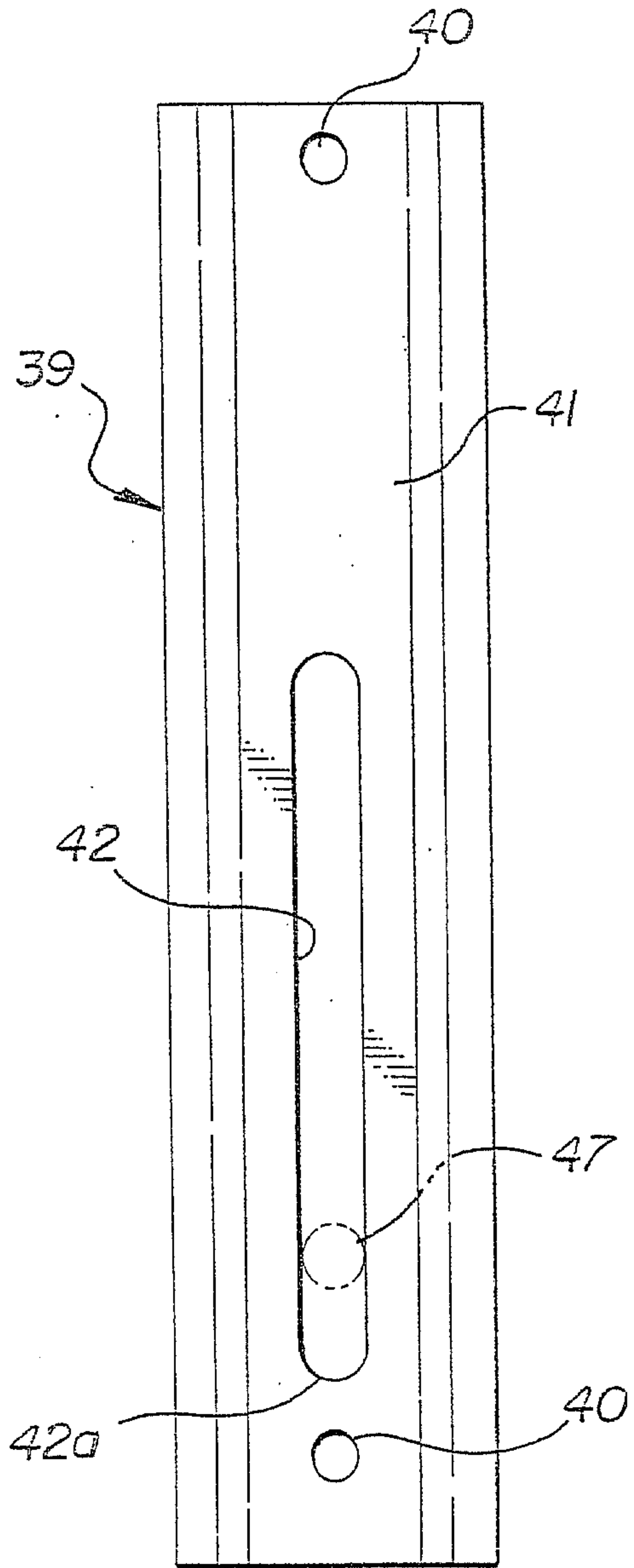


FIG-9

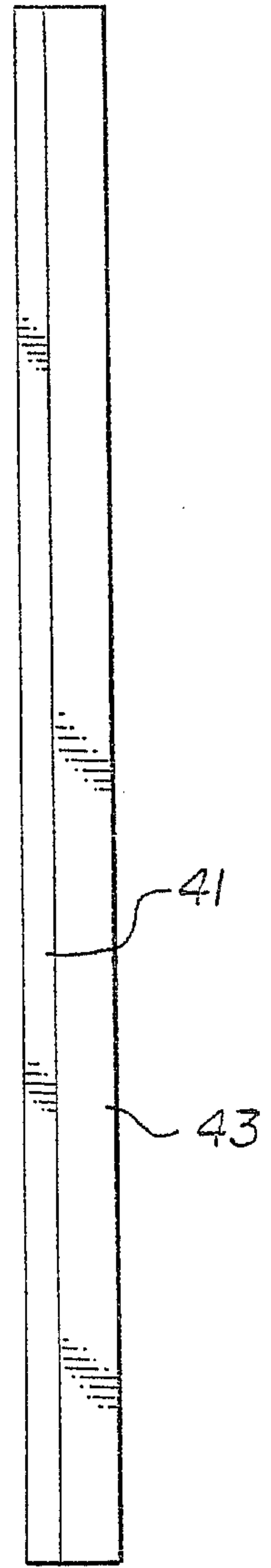


FIG-10

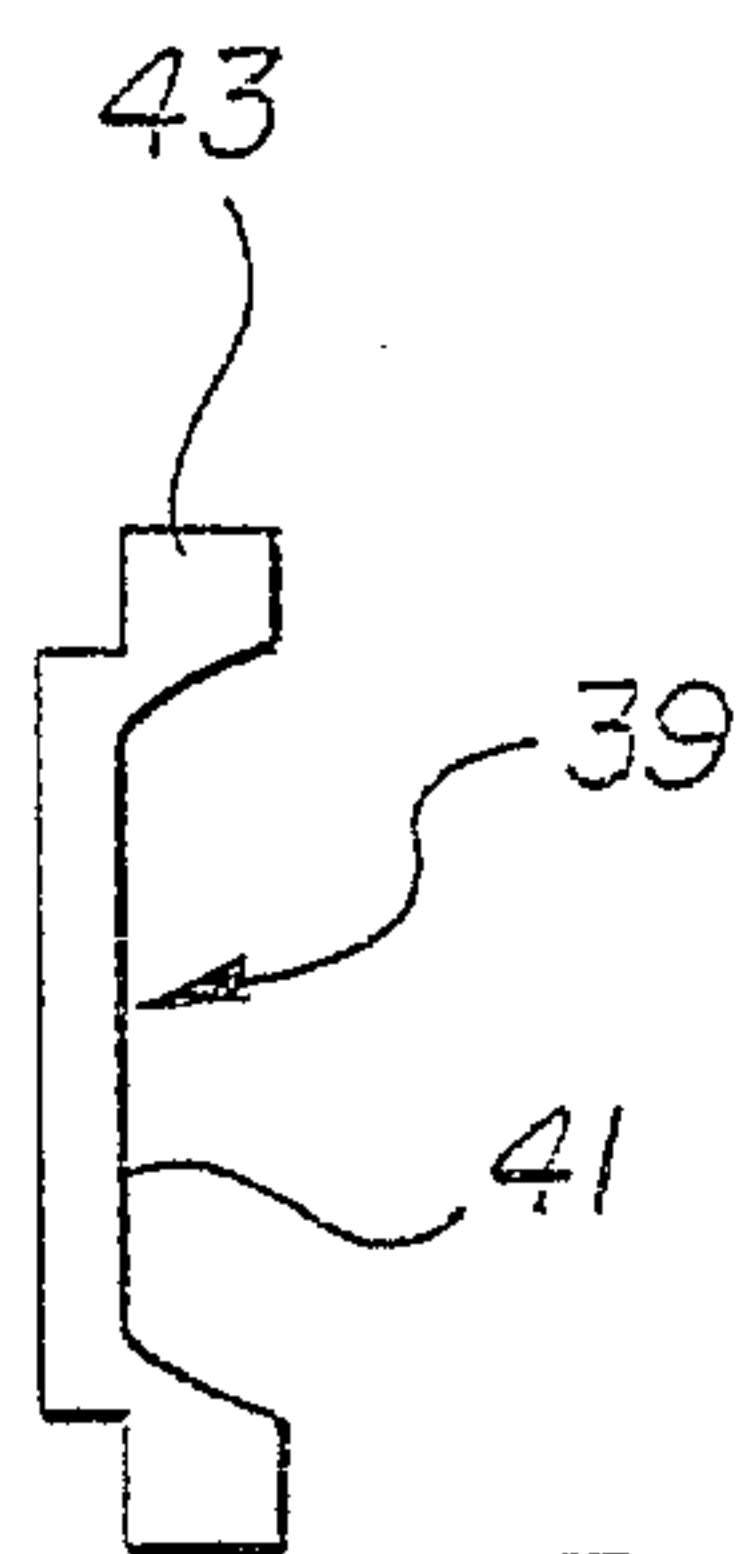
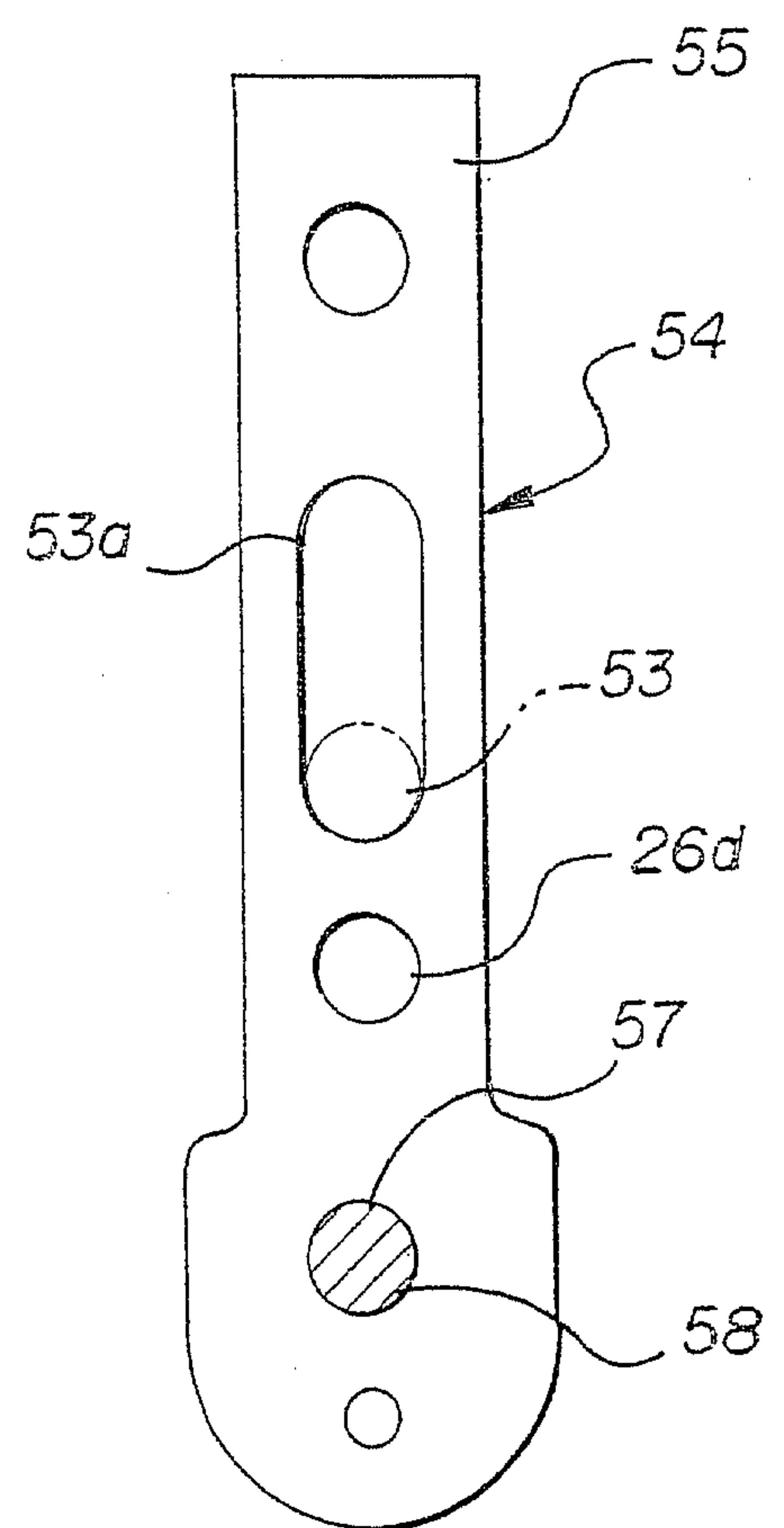
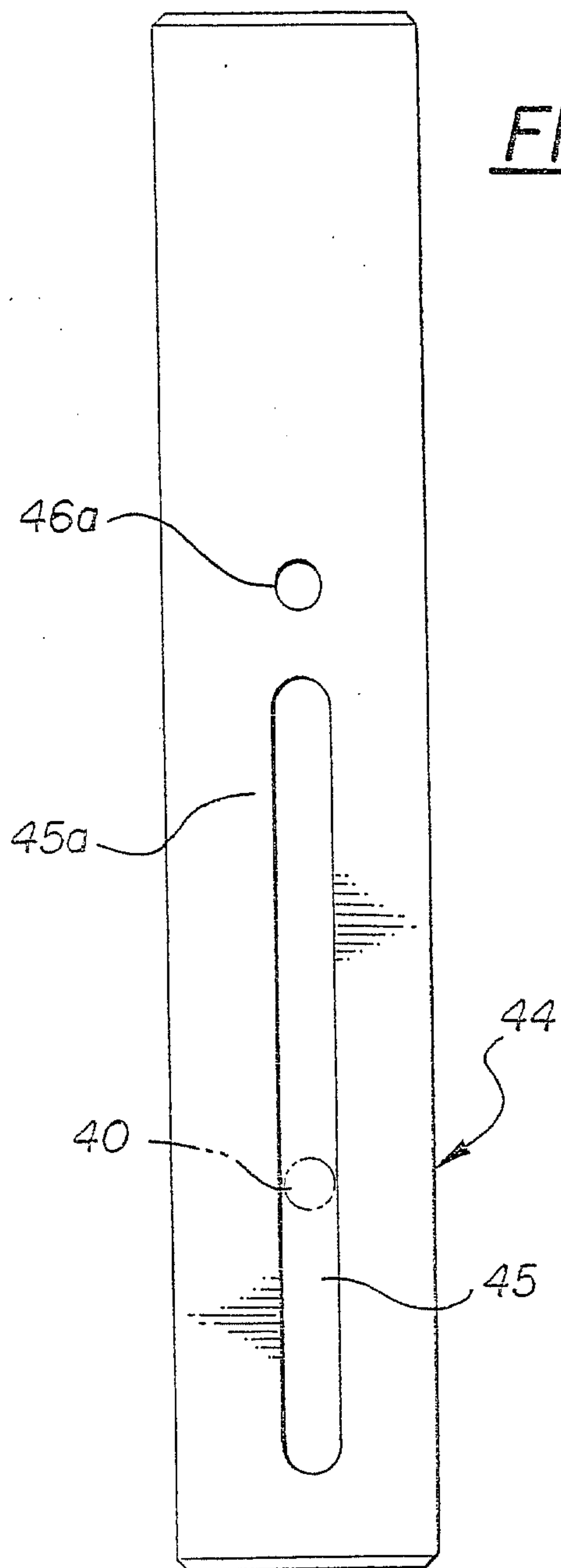
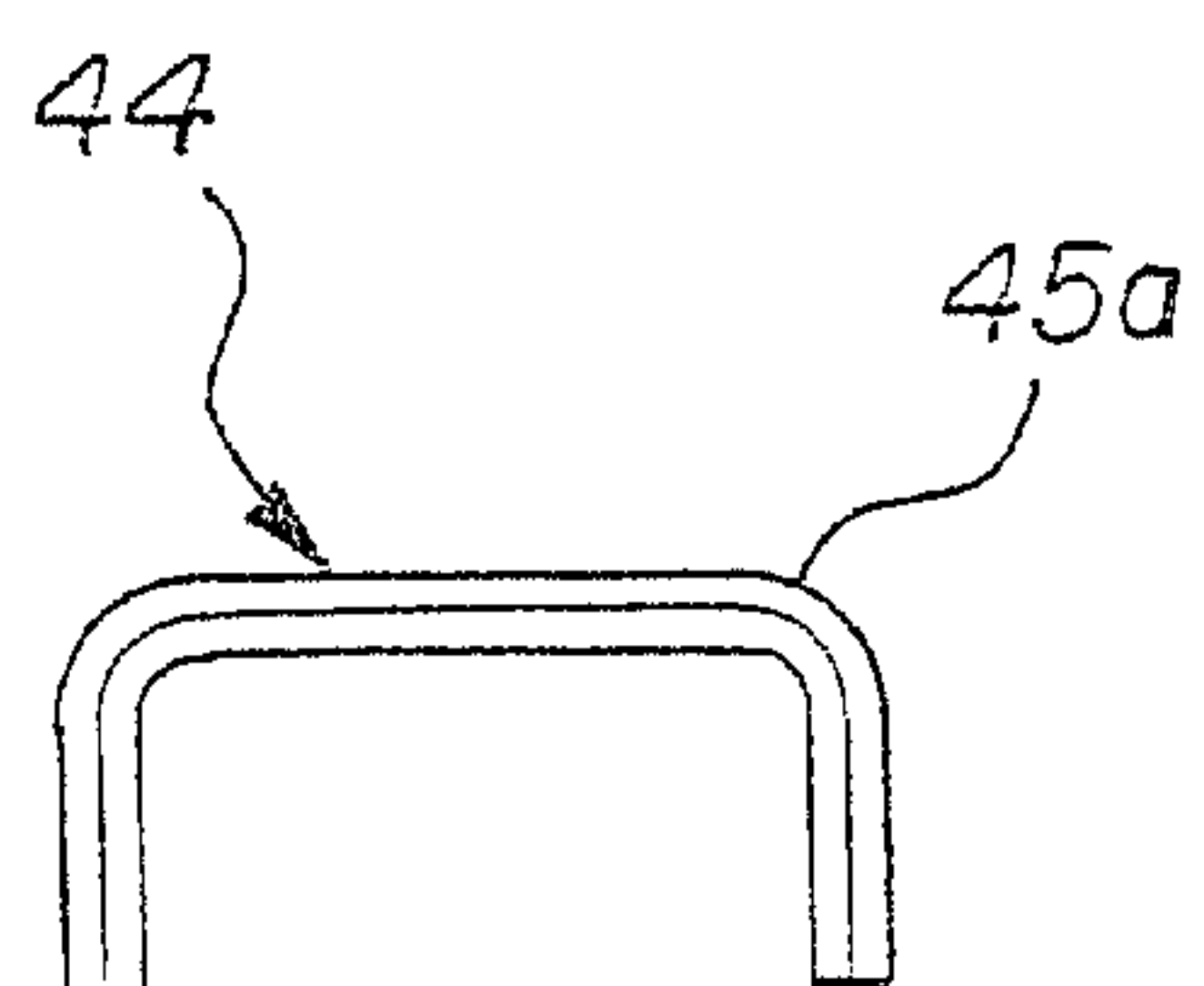
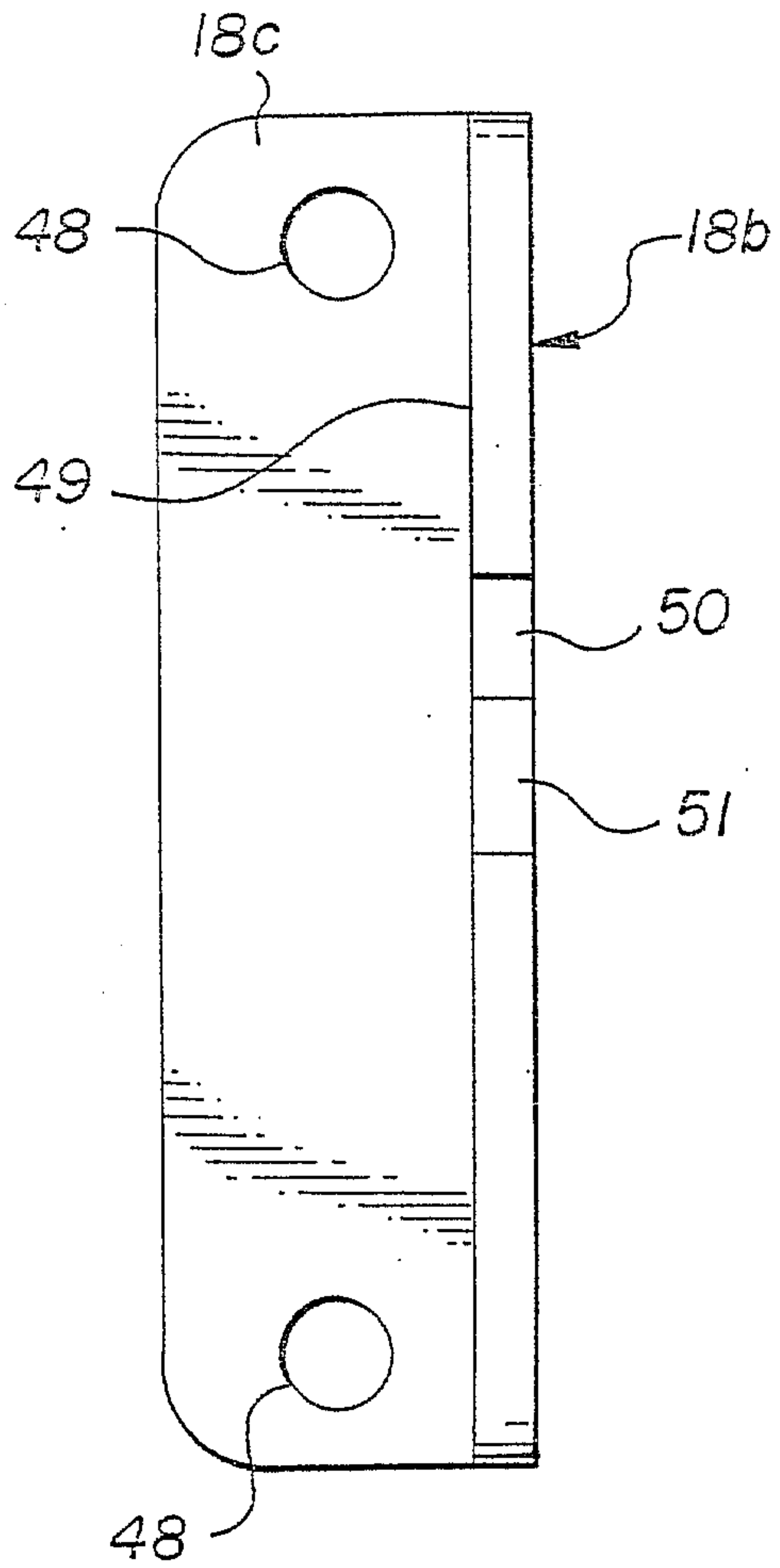
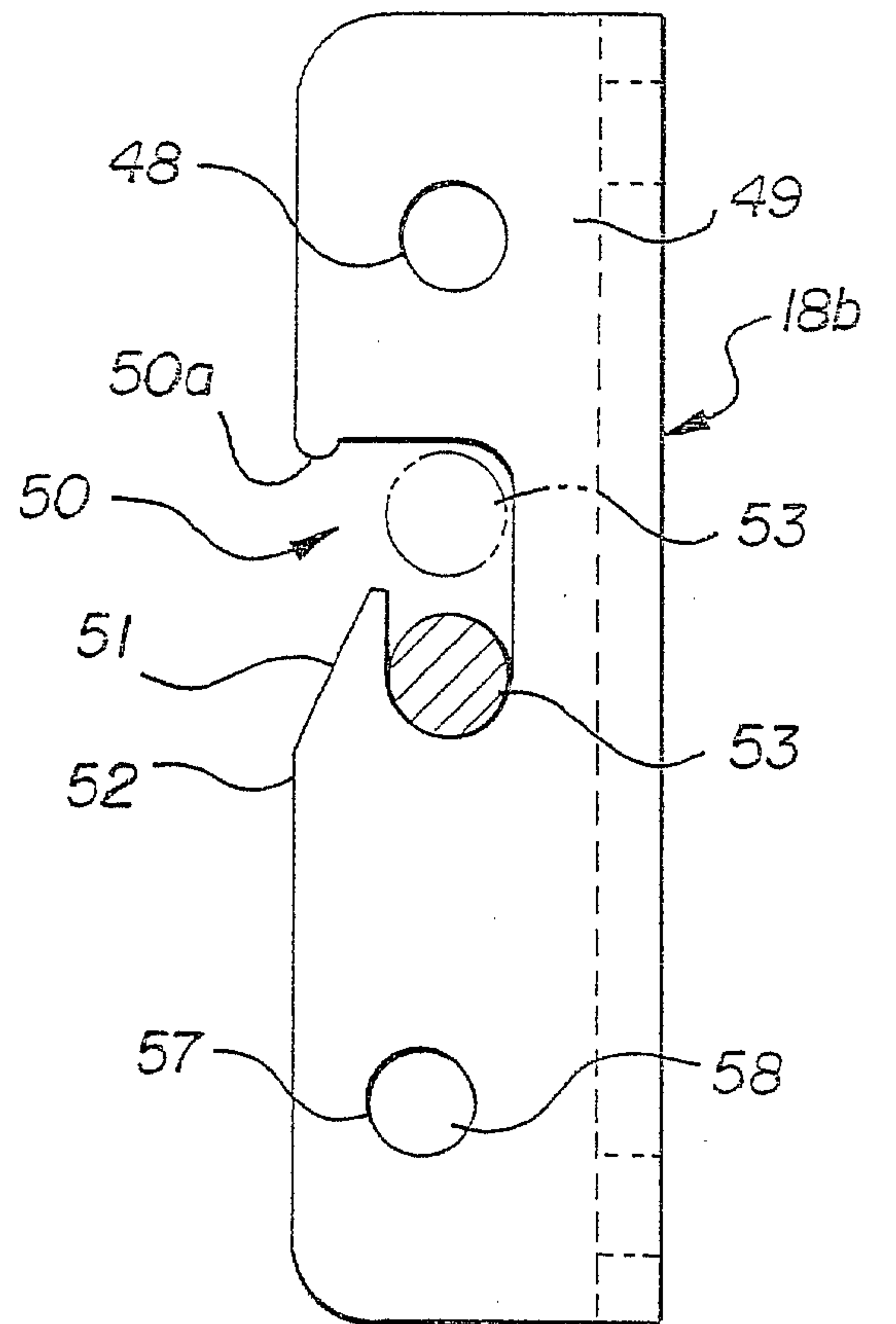
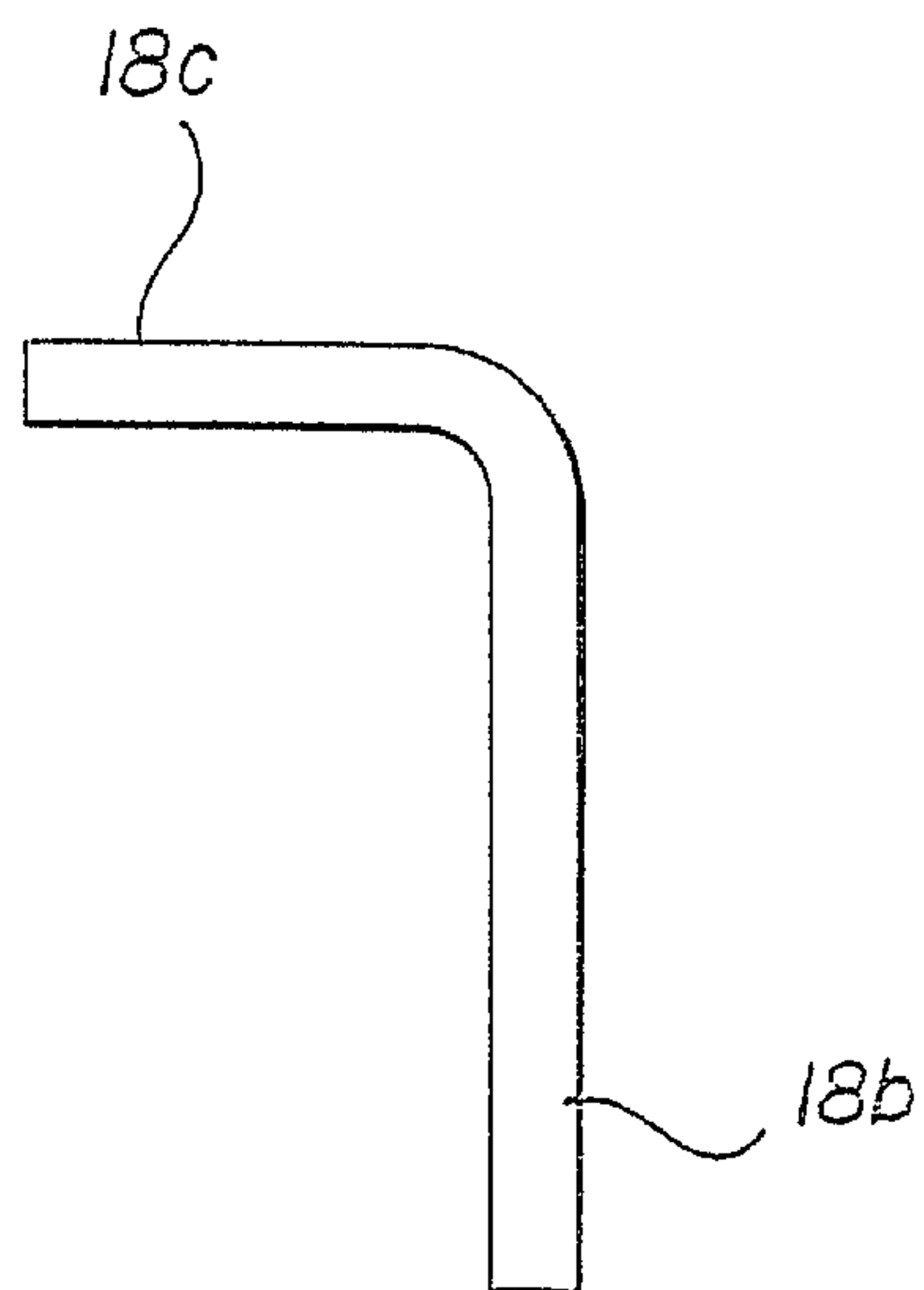


FIG-11

FIG-12FIG-17FIG-13

FIG-14FIG-15FIG-16

