

FIG.1

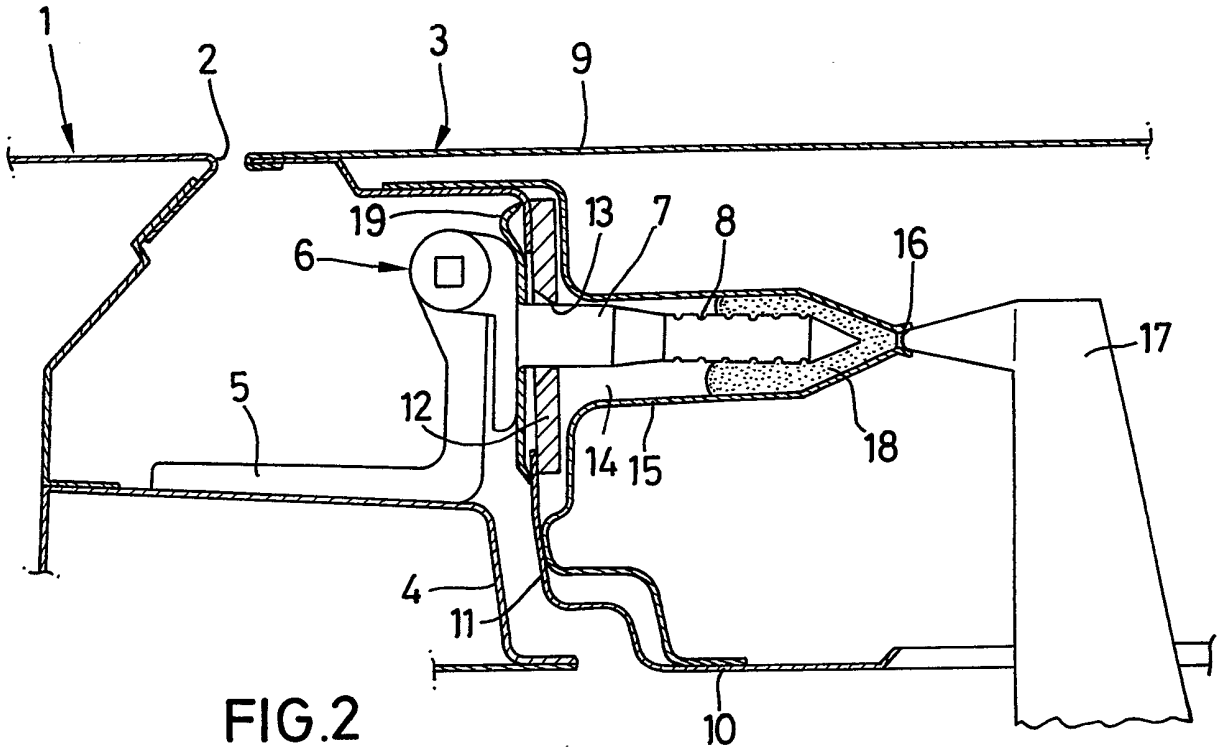


FIG. 2

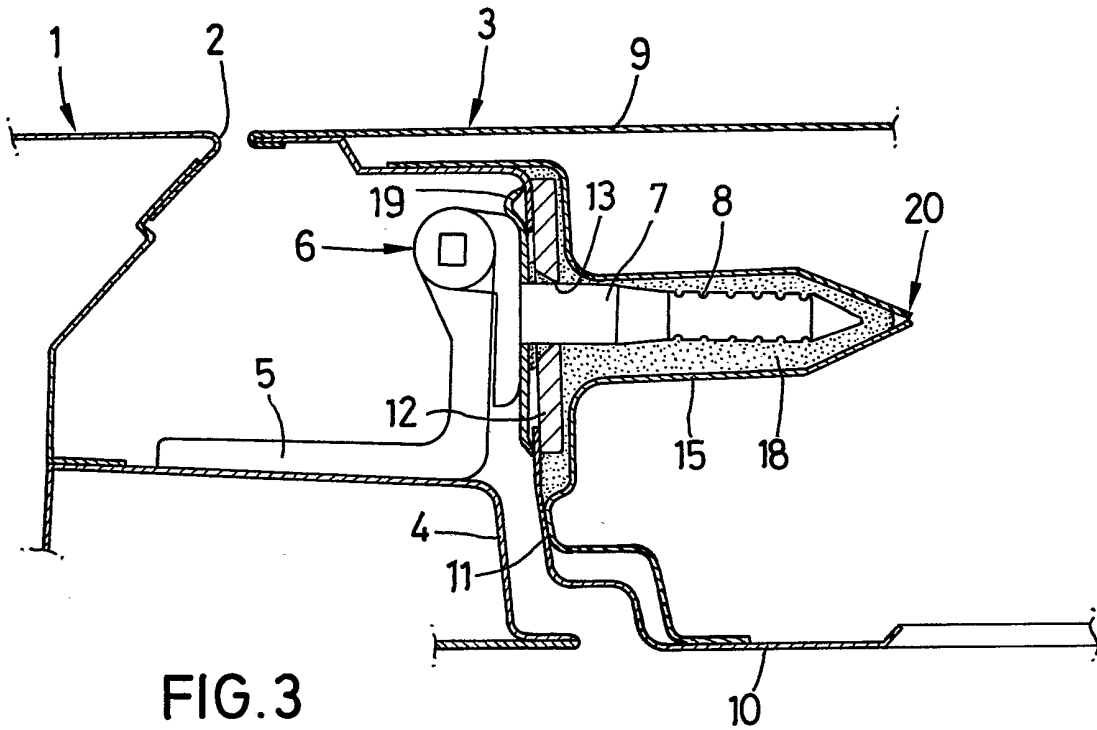


FIG. 3

SPECIFICATION

Mounting of a vehicle door

5 The invention relates to a method for the preliminary and final mounting of a vehicle door and to a vehicle door hinge assembly.

Conventionally, the vehicle doors are secured to the body shell of a vehicle by way of two hinges

10 comprising hinge leaves which are secured to the body shell by welding or screw-fastening the leaves.

It has been usual to realign the doors by using large lever arms which lead to deformation of the parts of the body adjacent to the hinge leaves, to produce an

15 alignment of the vehicle door with respect to the bodywork opening. With this procedure, undesired stresses and springing back had to be reckoned with.

The bodywork is altered by the subsequent manufacturing processes, such as the painting process and

20 the final assembly, so that eventually the alignment of the vehicle door with respect to the bodywork opening is no longer true.

The alignment of a vehicle door with respect to the bodywork opening receiving it becomes even more

25 difficult if the vehicle door has to be removed from the bodywork for the purpose of passing it through a separate painting process and a separate assembly line. In this case alignment of the vehicle door with respect to the bodywork opening has been possible

30 only with expensive, adjustable hinges, as disclosed for example in the German Offenlegungsschrift (Laid-Open Specification) 29 37 166.

A method and an apparatus for the preliminary and/or final mounting of a vehicle door is already

35 known from the German Patent 25 40 856, in which deformable intermediate layers, which determine a first position of the vehicle door during the preliminary mounting of the door, are arranged on the body shell between the shell and the leaves of the hinge,

40 after which the body shell together with the vehicle door passes through the entire painting process and the final assembly and after that the final mounting, which determines the final position of the door, is carried out by the application of a greater screwing

45 force.

This known method and this apparatus have the disadvantage that only a limited tolerance compensation, which is determined by the deformable intermediate layers, is possible.

50 The invention seeks to find a method and a hinge assembly for the preliminary and/or final mounting of a vehicle door, which will make possible the bridging of even greater and more different tolerance positions in a simple manner.

55 European Patent Publication 0 007 177 and German Offenlegungsschrift 11 09 047 disclose an idea whereby, in order to mount a vehicle door, hinges comprising with hinge leaves are aligned by way of stop surfaces or holding devices and are secured in a cavity

60 in the vehicle door by being set in a foam.

In case of these two known publications, mention is only made in each case of the mounting of the corresponding hinge members on the vehicle door, whereas the fastening of the other hinge members or

65 leaves of the hinge must be carried out in known

manner on the body shell opening. Consequently, undesired divergencies between the contour of the vehicle door and the contour of the bodywork opening can again arise in this case.

70 According to the invention there is provided a method for the preliminary and final mounting of a vehicle door on a vehicle bodyshell by means of hinges which each have two hinge members, one of the members having a projecting pin and the other

75 member having a socket for receiving the pin, characterised by the following method steps;

a) fastening one hinge member of the hinge to part of the bodywork;

b) fastening the other hinge member to the door;

80 c) hanging the vehicle door by plugging the pin on one hinge member into the socket on the other hinge member;

d) removing the vehicle door after the entire bodyshell has passed through the painting process and

85 carrying out the assembly of the bodywork and vehicle door separately;

e) hanging the vehicle door by plugging the pin on one hinge member into the socket on the other hinge member and aligning the vehicle door with respect to

90 the opening in the bodyshell using a jig, and

e) injecting a hardening plastics substance into the socket surrounding the pin, and subsequently sealing the injection opening.

This method can be used when the vehicle doors are

95 painted at the same time as the rest of the bodyshell.

The invention also provides a method for the final mounting of a vehicle door on a vehicle bodyshell by means of hinges which each have two hinge members, one of the members having a projecting pin and

100 the other member having a socket for receiving the pin, characterised by the following method steps;

a) fastening one hinge member of the hinge to part of the bodywork;

b) fastening the other hinge member to the door;

105 c) hanging the vehicle door by plugging the pin on one hinge member into the socket on the other hinge member and aligning the vehicle door with respect to the opening in the bodyshell using a jig, and

d) injecting a hardening plastics substance into the

110 socket surrounding the pin, and subsequently sealing the injection opening.

This method can be used when the vehicle doors are painted separately from the bodyshell, for example when they are composed partly of plastics material and require a different painting process, or possibly no painting at all.

The invention further provides a vehicle door hinge, comprising two hinge members, one member including a projecting pin and the other member including a

120 socket adapted to receive the pin, the pin being formed with notches or grooves on its surface and the socket having a socket mouth which seals around the pin, and the rest of the socket being of such a size that when the pin is inserted in the socket, a cavity exists around the pin to receive a settable substance which

125 can be injected into the cavity to set around the pin and to lock the pin in position in the socket.

With the methods set out above, a trouble-free alignment of the vehicle door with its body-work opening is ensured, it being possible to bridge even

130

substantial tolerances.

By virtue of the fact that one stop or hinge member of the hinge is formed in known manner as a screw-on or weld-on plate and the other stop or hinge member
5 is formed as a setting plug or pin with a plurality of notches and there is secured to the vehicle door a holding plate which is provided with a setting bore or socket and behind which is formed a cavity of limited volume, this hinge arrangement may first of all be
10 used for the preliminary mounting of the vehicle door in conjunction with possible auxiliary devices for the passage of the entire body work through the painting process. After this the bodywork and the vehicle door may be completed on separate assembly lines and the
15 same hinge arrangement may be used for the final mounting of the vehicle door in a position aligned without difficulty, as the cavity is filled up with the hardening plastics mass.

In the same way, in the case of a vehicle door which
20 consists partially or entirely of plastics material, the preliminary mounting for the purpose of passing the entire bodywork through the painting process may be dispensed with. The vehicle door produced separately is set on the setting plug by means of the setting bore
25 in the holding plate and the cavity formed behind is filled with the hardening plastics mass. In this connection the setting bore largely prevents an escape of the plastics mass by means of the rear section of the setting plug.

In addition, a resilient protection disc may be placed at the foot of the setting plug in order to avoid damage to the paint during alignment and in order to catch any possible escape of the hardening plastics mass.

The cavity with limited volume is preferably formed
35 by sleeve-shaped sheet metal parts which are provided at their free end with an injection funnel which may be pinched off after the insertion of the hardening plastics mass.

The invention is described in greater detail with reference to one example of embodiment illustrated in the accompanying drawings, in which:

Figure 1 is a plan view of a hinge assembly according to the invention before assembly;

Figure 2 shows a hinge assembly according to the
45 invention during the injection procedure of the hardening plastics mass, and

Figure 3 shows the assembly according to Figure 2 after the completion of the injection procedure.

The Figures show a door opening 2 which is formed
50 in a vehicle body shell 1 and in which a vehicle door 3 is to be pivotably mounted in alignment with the body shell surface surrounding it and with as uniform as possible a gap.

Part of the door opening 2 is formed by a door pillar
55 4, to which a hinge member or leaf of a hinge 6 in the form of a screw-on or weld-on plate 5 may be secured in a known manner.

The other hinge member of the hinge 6 is formed as a plug 7 with a plurality of notches or grooves 8.

The vehicle door 3 consists in conventional manner
60 of an outside door panel 9 and an inside door panel 10. An angled surface of the inside door panel 10 forms an end face of the vehicle door. On the end face 11 facing the door pillar 4 the vehicle door 3 is provided with a
65 holding plate 12 in which a bore 13 is formed. Behind

the holding plate 12 is a cavity 14 of limited volume which in the present case is formed by a sleeve-shaped sheet metal part 15. The holding plate 12 and the sheet metal part 15 are connected to the inner door
70 panel 10 for example by spot welding.

The method described for the preliminary and/or final mounting of a vehicle door permits preliminary mounting of the vehicle door without finally aligning the door, if it is desired to mount the door for the
75 passage of the bodyshell through the painting process and then to demount the door for subsequent assembly work.

After passing through the painting process the vehicle door may be removed and, on a separate
80 assembly line, it may be completed with the usual devices such as window winders, window guides, lock-actuating devices and the like. As soon as the bodyshell and the vehicle door have each reached a suitable degree of completion, they are assembled
85 together and the vehicle door is again set, by way of its holding plate 12, on the plug 7 of the hinge.

A framing jig which will not be described in detail and which is not shown in the Figures ensures that the vehicle door 3 is flush with the surrounding surface of the bodyshell 1 and that the size of the gap between the door and the door opening 2 in the bodyshell is kept uniform. As soon as the vehicle door is aligned, an injection nozzle 17, which injects a hardening plastics mass 18 under suitable pressure, is applied to the sleeve-shaped sheet metal part 15 which is provided with an injection funnel 16 at its free end. This injection procedure is illustrated in Figure 2. After the cavity 14 has been completely filled by the plastics mass 18 a slight amount of the plastics mass 18 may possibly leak out through the setting bore 13.

A resilient protection disc 19 at the foot of the plug 7 prevents the paintwork from being scratched during alignment and seals off possible residual escape of the plastics mass.

As soon as the cavity 14 is completely filled with plastics mass 18, the injection funnel, as shown at 20 in Figure 3, is pinched off, in order to prevent an escape of the plastics mass 18. The framing jig remains on the vehicle body until the appropriate
110 hardening period of the plastics mass has elapsed.

As is clearly shown by Figures 2 and 3, the axial alignment of the plug 7 may diverge considerably from the axial alignment of the sleeve-shaped sheet metal parts 15, but nevertheless the vehicle door 3 is
115 finally mounted in an aligned and flush position with respect to the body 1 of the vehicle.

The relationship of the two different hinge members of the hinge 6 may also, of course, be reversed, i.e. the hinge member formed as a screw-on or weld-on plate 5 may be associated with the vehicle door and the hinge member formed as the plug 7 may be associated with the door pillar 4 which must then of course be provided with a suitable sheet metal part in order to form a cavity with limited volume for receiving the hardening plastics mass.

A separate sheet metal part for the cavity may of course be abolished if for example the vehicle door is constructed as a sandwich component, in the end face of which an appropriate cavity is formed in advance.

120 CLAIMS

1. A method for the preliminary and final mounting of vehicle door on a vehicle bodyshell by means of hinges which each have two hinge members, one of the members having a projecting pin and the other member having a socket for receiving the pin, characterised by the following method steps;
- a) fastening one hinge member of the hinge to part of the bodywork;
 - b) fastening the other hinge member to the door;
 - c) hanging the vehicle door by plugging the pin on one hinge member into the socket on the other hinge member;
 - d) removing the vehicle door after the entire bodyshell has passed through the painting process and carrying out the assembly of the bodywork and vehicle door separately;
 - e) hanging the vehicle door by plugging the pin on one hinge member into the socket on the other hinge member and aligning the vehicle door with respect to the opening in the bodyshell using a jig, and
 - e) injecting a hardening plastics substance into the socket surrounding the pin, and subsequently sealing the injection opening.

2. A method for the final mounting of a vehicle door on a vehicle bodyshell by means of hinges which each have two hinge members, one of the members having a projecting pin and the other member having a socket for receiving the pin, characterised by the following method steps;

- a) fastening one hinge member of the hinge to part of the bodywork;
- b) fastening the other hinge member to the door;
- c) hanging the vehicle door by plugging the pin on one hinge member into the socket on the other hinge member and aligning the vehicle door with respect to the opening in the bodyshell using a jig, and
- d) injecting a hardening plastics substance into the socket surrounding the pin, and subsequently sealing the injection opening.

3. A vehicle door hinge, comprising two hinge members, one member including a projecting pin and the other member including socket adapted to receive the pin, the pin being formed with notches or grooves on its surface and the socket having a socket mouth which seals around the pin, and the rest of the socket being of such a size that when the pin is inserted in the socket, a cavity exists around the pin to receive a settable substance which can be injected into the cavity to set around the pin and to lock the pin in position in the socket.

4. A hinge according to Claim 3, characterised in that a resilient protection disc for protecting the paintwork during alignment and for catching any residual escape of the settable substance is additionally placed at the foot of the pin.

5. A hinge according to Claim 3 or Claim 4, characterised in that the cavity is formed by sleeve-shaped sheet metal parts which are disposed on the front face of the vehicle door and which are provided at their free ends with an injection funnel which may be pinched off after the insertion of the hardening plastics mass.

6. A vehicle door hinge substantially as herein described with reference to the accompanying drawings.