ABSTRACT

The present invention achieves a slide rail device for a vehicle in which a locking member that constitutes a member for restricting a sliding movement of an upper rail with respect to a lower rail and moves in response to a rotational operation of a lock-release lever is forwardly/rearwardly movable with respect to the upper rail, while the locking portion can be securely returned inside the forwardly/rearwardly-restricted grooves formed in the upper rail when the lock-release lever is returned to the locked position.

The solution is a slide rail device including forward/rearward-movement restricting grooves 40 which are formed on an upper rail 35; lock portions 64 which are movable in at least one of the forward direction and the rearward direction relative to the upper rail, wherein the lock portions are lock-engaged with the lock grooves and the forward/rearward-movement restricting grooves when the lock release lever is positioned at the locked position, and wherein the lock portions are released from the lock grooves when the lock release lever is positioned at the unlocked position; and restricting lugs 41 which are formed on a lower rail, wherein the restricting lugs restrict the lock portions from moving forward or rearward from the forward/rearward-movement restricting grooves, to which the lock portions correspond, by the lock portions coming in contact with the restricting lugs when the lock release lever is positioned at the unlocked position.

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2. The slide rail device for a vehicle according to claim 1, further comprising:

a rotational contact portion formed on an upper surface of said rail-incorporated portion, said rotational contact portion contacting a roof surface of said upper rail; and

a biaser which biases said rail-incorporated portion toward said roof surface.

3. The slide rail device for a vehicle according to claim 2, wherein said biaser comprises said lock portions, and wherein said biaser rotationally biases said lock release lever toward said locked position.

4. The slide rail device for a vehicle according to any one of claims 1 through 3, wherein stopper portions, which can come in contact with said restricting lugs, are provided on said lower rail and are positioned on a straight line extending in the forward/rearward direction and through said restricting lugs.

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