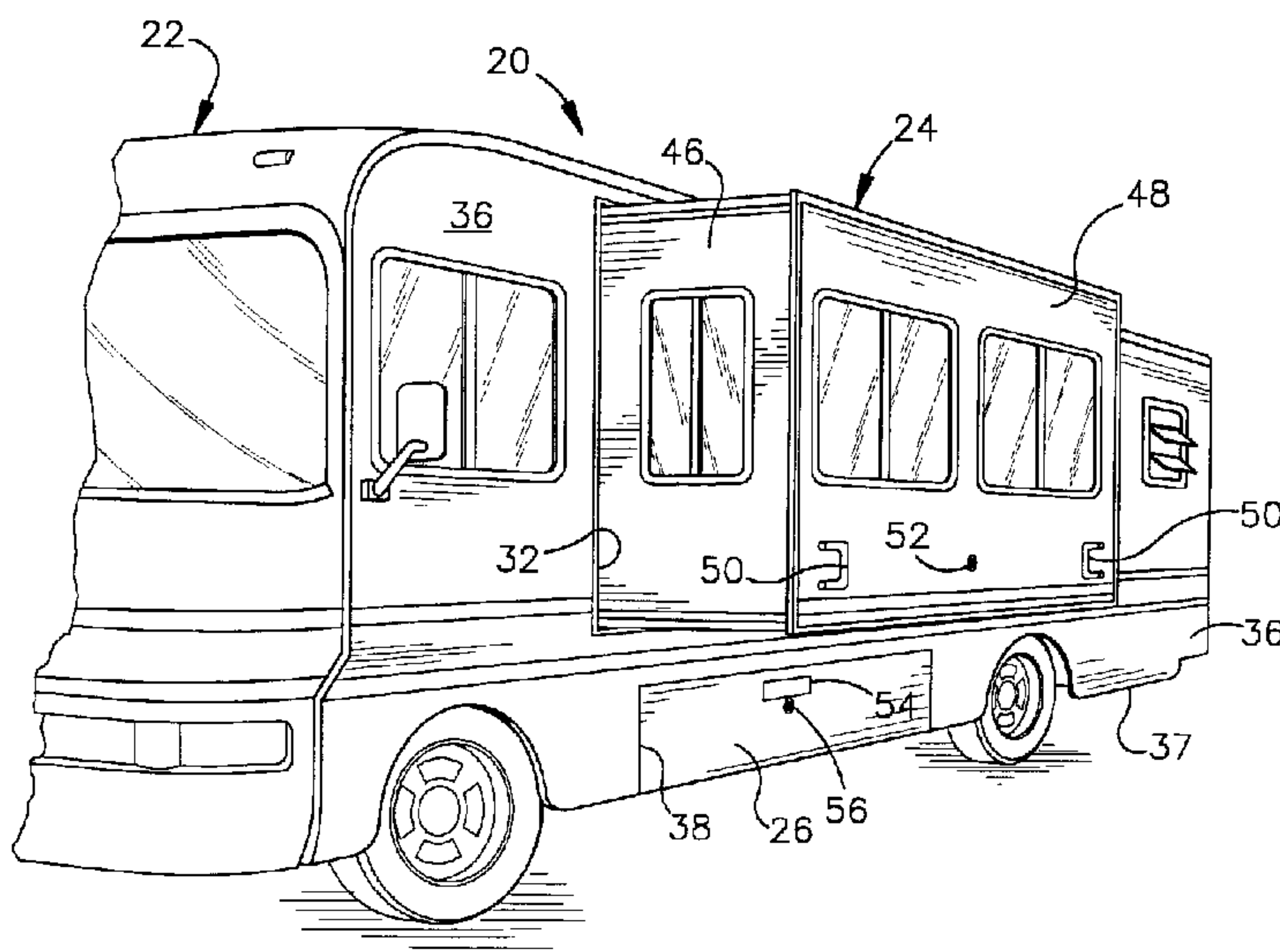




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 (54) Title: SLIDABLE ROOM ASSEMBLY



(57) Abrégé/Abstract:

A slidable room assembly (20) comprises a vehicle body (22) having an opening formed in an exterior wall, and a reciprocable slideout unit (24) or compartment (26) in the opening and slidable between a retracted position and an extended position. Sliding movement of the slideout unit is controlled by means of a drive mechanism which includes either one or two endless cables (62, 64). A plurality of sheaves (100), rotatably mounted on the slideout unit, define a path for the endless cable or cables. This path includes a pair of parallel longitudinally extending courses disposed on opposite sides of the slideout unit. Anchors (8) attached to respective longitudinally extending courses of the cable(s) and to adjacent portions of the vehicle body, effect relative reciprocation between the slideout unit and the vehicle body. Sliding movement of the slideout unit may be either motor driven or manually powered.



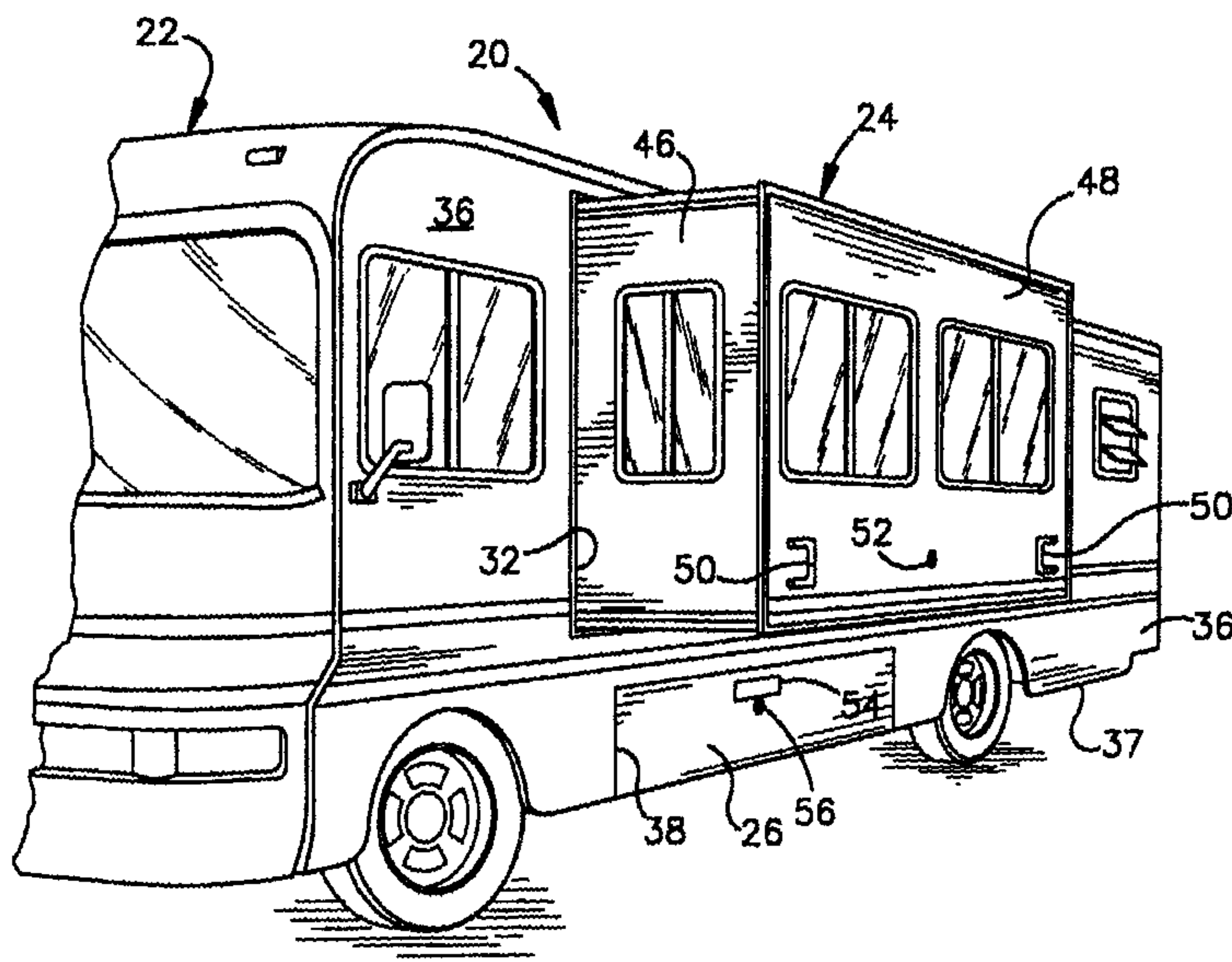
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(57) Abstract

A slidable room assembly (20) comprises a vehicle body (22) having an opening formed in an exterior wall, and a reciprocable slideout unit (24) or compartment (26) in the opening and slidable between a retracted position and an extended position. Sliding movement of the slideout unit is controlled by means of a drive mechanism which includes either one or two endless cables (62, 64). A plurality of sheaves (100), rotatably mounted on the slideout unit, define a path for the endless cable or cables. This path includes a pair of parallel longitudinally extending courses disposed on opposite sides of the slideout unit. Anchors (8) attached to respective longitudinally extending courses of the cable(s) and to adjacent portions of the vehicle body, effect relative reciprocation between the slideout unit and the vehicle body. Sliding movement of the slideout unit may be either motor driven or manually powered.

SLIDABLE ROOM ASSEMBLY

Field of the Invention

This invention relates to a slidable room assembly, particularly to a slidable
5 room assembly for a vehicle having a slideout room or compartment which is
retracted when the vehicle is in motion and may be extended to afford more room
when the vehicle is parked. More particularly, this invention relates to a slidable
room assembly which includes an improved mechanism for closing sliding or
reciprocation of the slideout unit relative to the vehicle.

10

Background of the Invention

Recreation vehicles including motor homes and travel trailers may be provided
with an extensible slideout unit for increasing the vehicle's living space. This
slideout unit may be extended for use when the vehicle is parked and is retracted in a
15 telescoping manner when the vehicle is to be moved.

Prior vehicle slideout installations which include an extension/retraction
system that relies on screws or a pinion for effecting telescoping movement of the
slideout unit relative to the vehicle are known. Screws, in particular, must be short for
practical reasons, including the tendency of a longer screw to deflect so that the axis
20 of the screw is not absolutely straight. This, of course, greatly impairs operability of
the screw. Pinions must also be comparatively short for practical reasons, including
excessive weight in a pinion of greater length. Since the amplitude of movement of
the slideout room or compartment can be no greater than the length of the screw or
pinion, the amplitude of sliding movement, and hence the amount of additional space
25 gained by the slideout compartment, is limited.

Other types of slideout installations for vehicles are also known. One such
installation employs an endless cable which passes over one pair of pulleys supported
by a main part of a mobile home and a second pair of pulleys mounted on side walls
of an extension part of the mobile home to cause the extension part to reciprocate.
30 Another slideout installation shows an expanding caravan which also includes a
rotatable shaft and two types of cables wound therearound. Rotation of the shaft in

one direction causes one type of cable to wind as the other type unwinds, causing a sliding unit a second module to reciprocate in one direction (say outwardly) relative to first module. Rotation of the shaft in the opposite direction causes the second module to move in the opposite direction (say inwardly relative to the first module).

5 Presently known room slideout units have various problems.

A major problem is that a slideout room is cantilevered as it is extended. The outer end of the extended slideout room tends to tip downwardly. This puts weight on the slideout unit's operating mechanism. The cantilevered slideout room also tends to be loose at the top and tight at the bottom. This puts weight on the slideout
10 mechanism, which in turn impairs slideability and also invites leakage.

Another problem with presently known slideout units is that they require modification of the vehicle's underframe, unless the slideout unit is of small size. For example, it may be necessary to cut away a portion of the underframe in order to accommodate the operating mechanism of the slideout unit. This impairs the ability
15 of the underframe to support the vehicle by lessening the strength and rigidity of the underframe.

Summary and Objects of the Invention

It is an object of this invention to provide a vehicle slideout assembly which
20 permits greater amplitude of movement of a slideout unit than is obtainable with presently known slideout arrangements.

Another object of this invention is to provide a slideable room assembly which permits greater design flexibility and a slideout room of larger size than is possible in presently known slideable room assemblies.

25 It is a further object of this invention to provide a vehicle slideout assembly which does not rely on either screws or pinions to achieve relative movement between a slideout unit and a vehicle on which the slideout unit is mounted.

A still further object of this invention is to provide a vehicle slideout assembly which includes a drive mechanism which may be mounted on either a slideout unit or
30 a vehicle body and which directly grips the other in order to accomplish relative movement between the two.

According to this invention, a vehicle is provided with one or more horizontally reciprocable slideout units. Slideout units according to this invention include one or more room slideout units and/or one or more storage slideout units (or compartments). A vehicle may have either type, or both types, of slideout units, and
5 may have one or more slideout units of each type.

The vehicle comprises a vehicle body having a plurality of exterior walls, at least one of which has an opening therein. Each slideout unit is disposed in a vehicle body opening and is slidable between an extended position and a retracted position. The vehicle body and a slideout unit form respective first and second relatively
10 reciprocable modules. The drive mechanism is supported by one of the modules (preferably the slideout unit) and comprises at least one flexible drive member and a plurality of (preferably four) attachment members or anchors for securing the drive member (or members) to the other module (preferably the vehicle body). The drive mechanism further comprises a series of freely rotating guide members and means for
15 alternately pulling the drive member(s) in opposite directions across the guide members to reciprocate the slideout unit.

Either one or more drive members are provided. The cable drive member(s) may be pulled either by a power unit (e.g., a motor), or manually.

The drive member should remain taut and is therefore made of high modulus
20 material. An endless cable is the preferred drive member. The guide members guide the drive member(s) in a predetermined path. Ordinarily, the guide members rotate about fixed axes. Sheaves are preferred guide members.

Pulling of the cable drive member(s) in one direction reciprocates the slideout unit in one direction, e.g., toward the extended position. Pulling of the cable drive
25 member(s) in the opposite direction reciprocates the slideout unit in the opposite direction, e.g., toward the retracted position.

Brief Description of the Drawings

This invention will now be described with particular reference to the
30 accompanying drawings, in which:

Fig. 1 is a partial perspective view of a recreational vehicle incorporating slideout units in accordance with the present invention, illustrating the slideout units in the retracted position.

Fig. 2 is a perspective view of a recreational vehicle incorporating slideout
5 units in accordance with the present invention, illustrating a slideout unit which forms a room extension in the extended position.

Fig. 3 is an upper partial perspective view of a recreational vehicle incorporating a slideout unit in accordance with the present invention, wherein a slideout unit forming a room extension is illustrated in the extended position.

10 Fig. 4 is a fragmentary perspective view of a recreational vehicle in which a second slideout unit, in this case a storage compartment, is in the extended position.

Fig. 5 is a diagrammatic perspective view of a drive mechanism for a slidable room assembly according to a first embodiment of this invention showing the drive mechanism in a first or slideout retracted position.

15 Fig. 6 is a diagrammatic perspective view of the drive mechanism shown in Fig. 5, showing the drive mechanism in a second or slideout extended position.

Fig. 7 is a diagrammatic perspective view of a drive mechanism according to a further embodiment of the invention, showing the drive mechanism in a first or slideout retracted position.

20 Fig. 8 is a diagrammatic perspective view of the drive mechanism shown in Fig. 7, showing the drive mechanism in a second or slideout extended position.

Fig. 9 is a fragmentary diagrammatic view showing a modified form of a portion of the drive mechanism of Fig. 7.

25 Fig. 10 is a schematic fragmentary side elevational view of a vehicle according to this invention, showing a room slideout unit and the positions of anchors which secure slideout unit cables to a fixed vehicle frame.

Fig. 11 is a perspective view of a portion of the interior of a slideout unit in accordance with this invention.

30 Fig. 12 is a perspective view of a portion of the apparatus of this invention, showing a cable attachment and anchor and a pair of sheaves on an enlarged scale.

Fig. 13 is a top plan view looking down on a motor used in a first embodiment of the invention illustrated in Figs. 5 and 6.

Fig. 14 is a perspective view of a portion of the interior of a slideout unit according to a further embodiment of this invention in which cables cross over in
5 proximity with the outside wall of the slideout unit.

Fig. 15 is an elevational view of a portion of the interior of a slideable room assembly of this invention, looking up at the underside of a slideout unit and showing an anchor and a roller for positioning and supporting the slideout unit.

Fig. 16 is a front elevational view of an anchor according to one embodiment
10 for securing a cable to a frame of the vehicle body.

Fig. 16A is a vertical sectional view taken along line 16A-16A of Fig. 16.

Fig. 17 is an exploded view of an anchor according to a second embodiment of this invention.

Fig. 17A is a perspective view of a shim plate useful with the anchor of Fig.
15 17.

Fig. 17B is a diagrammatic side elevational view of the anchor of Fig. 17 secured to a frame member.

Fig. 17C is a fragmentary side elevational view of an installation comprising the anchor of Fig. 17.

Fig. 18 is a perspective view of an anchor according to a further embodiment
20 of this invention.

Fig. 18A is a diagrammatic side elevational view of an installation comprising the anchor of Fig. 18A.

Fig. 19 is a perspective view of an anchor according to a still further
25 embodiment of this invention.

Fig. 19A is a diagrammatic view of an installation comprising the anchor of Fig. 19.

Fig. 20 is a diagrammatic side elevational view of a slideout unit according to this invention showing rollers for supporting the slideout unit and a limit stop for
30 limiting outward movement of the slideout unit.

Description of the Preferred Embodiments

This invention will now be described in detail with particular reference to preferred embodiments, including the best mode and preferred embodiment of the invention.

5 Referring now to Figs. 1-3, the present invention in its preferred embodiments relates to a vehicle **20** comprising a vehicle body **22** (or base unit or first module) having one or more room slideout units (or second modules) **24** which is horizontally reciprocable relative to the vehicle body **22** between a retracted (or first) position shown in Fig. 1 and an extended (or second) position shown in Figs. 2 and 3. The
10 slideout unit **24**, when extended, affords more room or space to the interior of the vehicle. A novel actuation system or drive mechanism (or force transmitting mechanism), to be described later, is provided for reciprocation of the slideout unit **24**. This first slideout unit (room slideout unit or space-expanding slideout unit) **24**, and the drive mechanism for reciprocating the slideout unit **24**, together form a slidable
15 room assembly.

The vehicle **20** may alternatively or further comprise one or more reciprocable storage slideout units **26**, which may serve as storage compartments. This second or storage slideout unit **26**, show in closed (or retracted) position in Figs. 1 and 2, may be disposed in a lower portion of a side wall of vehicle body **22**. This storage slideout
20 unit **26** will be described in greater detail subsequently with reference to Fig. 4. The actuating system or drive mechanism for reciprocating the storage slideout unit **26** may be similar to that used to reciprocate room slideout unit **24**, but may be smaller and less powerful (since a storage slideout unit **26** is much lighter than a room slideout unit **24**) and is preferably positioned differently, as will be described
25 subsequently.

A vehicle **20** may have either one or more room slideout units **24**, or one or more storage slideout units **26**, or both. Thus, a vehicle **20** may have one or two storage slideout units **26** but no room slideout unit **24** if desired. Also, a vehicle may have either one or two room slideout units **24** but no storage slideout unit **26** if
30 desired.

The vehicle **20** may be a self-powered vehicle, such as a recreational vehicle, or may be a trailer which is adapted to be towed, e.g., by an automobile or a truck tractor. The vehicle may be one which is designed for living (as a house trailer), or may be a work vehicle (e.g., a mobile library).

5 In any case, a vehicle **20** according to this invention comprises a vehicle body **22** having a plurality of exterior walls, e.g., a roof, a front wall, side walls, and a rear wall. The interior of vehicle body **22** also has a floor. Beneath the floor is an underframe (not shown) for supporting the vehicle body **22**, the underframe may be conventional. At least one of the exterior walls, here shown as the left side wall **30**,
10 has an opening **32** therein for receiving the first reciprocable slideout unit **24**. The opening **32** in the left side **30** of vehicle body **22** is preferably rectangular, as shown, and has a perimeter which includes horizontal top and bottom edges and vertical side edges. A fixed frame member **34**, which may be metallic or rigid composite in its preferred form, encircles the perimeter of the opening **32**. Each of the side walls **30**
15 (only the left side wall is shown) has a lower portion or skirt **36**, which is disposed below the floor of vehicle **20** and which terminates in a lower edge **37**. One or both side walls **30** may have an opening **38**, which is preferably rectangular, for receiving storage slideout unit **26**. There may be any number of such openings **38** equal to the number of storage slideout units **26**. These openings **38** may be in any location.
20 Opening **38** preferably extends to the lower edge **37** of the side wall **30**.

Both slideout units **24** and **26** should always be retracted, as shown in Fig. 1, when the vehicle is in motion. When the vehicle is parked or stationary, the room slideout unit **24** may be slid to the extended position shown in Figs. 2 and 3, to afford additional room in the interior of the vehicle. Similarly the storage slideout unit **26**
25 may be opened (i.e., moved to extended position), as shown in Fig. 4, when the vehicle is at rest.

The interior of room slideout unit **24** is illustrated in Figs. 11-15. Figs. 10 and
20 are diagrammatic views of slideout unit **24** and the adjacent portions of the wall **30** of vehicle **22** in which slideout unit **24** slides.

30 The room slideout unit **24** has the same cross-sectional shape as the opening **32** in the vehicle body **22**, i.e., rectangular in the preferred embodiment shown. The

slideout unit **24** (see especially Figs. 3 and 11) may comprise a floor **40**, a ceiling **42**, left and right side walls **44** and **46**, respectively (as seen from the interior of vehicle **20** looking out), and a forward or outside wall **48**. The forward or outside wall **48** of the slideout unit **24** is substantially coincident with (and spaced slightly outwardly from) the left side wall **30** of the vehicle body **22** when the slideout unit **24** is retracted (Fig. 1), and is parallel to and spaced outwardly from the vehicle body side wall **30** when the slideout unit **24** is extended (Fig. 2). As described, the left side wall **44** of the slideout unit **24** is disposed in a rearward direction of the vehicle body **22**, and the right side wall **46** of the slideout unit **24** is disposed in a forward direction of the vehicle body. The spacing between opposite side walls **44** and **46** (which are respective left and right hand walls) is just slightly less than the width of the opening **32** in the vehicle body **22**, to afford enough clearance for sliding movement of the slideout unit **24** while minimizing the intrusion of the elements such as wind and rain. The size of the forward or outer wall **48** is just slightly greater than the size of the vehicle body opening **32**. In this manner, the edges of the forward wall **48** overlie the fixed frame member **34** on the vehicle body **22** which is an aid in maintaining a good seal when the slideout unit is retracted. Seals (not shown) extending around the perimeter of opening **22** may be provided.

The room slideout unit **24** may be provided with windows in the forward and side walls, as shown, particularly when the vehicle is used as a recreational vehicle or house trailer.

Opening and closing movements of either the first or second slideout units or compartments **24** and **26** can be accomplished either manually or with a power assist, as will be described later. One of the slideout units can be powered and the other (say storage slideout unit **26**) can be manually operated if desired. In certain embodiments (i.e., when manual operation is desired), handles **50** may be provided on the front wall of the slideout unit **24**, so that the slideout unit can be opened and closed manually. A lock **52** for room slideout unit **24** may be provided. Such lock should be provided unless the drive mechanism employs a drive (e.g., a worm drive) which locks the slideout unit **24** in position when it is at rest (whether retracted, extended or in

between). Similarly, the storage slideout unit **26** may be provided with a handle **54** for manual operation, and a lock **56**.

Either one or more than one space-expanding slideout unit **24** may be provided in a vehicle **20** in accordance with this invention. A horizontally reciprocable room
5 slideout unit **24** may be provided in any of the exterior walls of vehicle **20**, e.g., the left side wall **30** as shown, the right side wall, and/or the rear wall of vehicle **20**. Two room slideout units **24**, one on each side of the vehicle may be provided. Also in accordance with this invention, one may provide a vertically reciprocable slideout unit in order to expand interior space in a vertical direction. The drive mechanism in all
10 cases may be as described in Figs. 5-9.

Figs. 5-9 show various force transmission mechanisms (or drive mechanisms) in accordance with this invention for transferring force or power from a power input source to a slideout unit. The power input source may be either manual or motorized, as will be illustrated hereinafter. Force is transmitted evenly to upper and lower
15 portions and to both sides of the slideout unit, resulting in smooth, even application of force, so that the slideout unit reciprocates smoothly along its predetermined axis and in a predetermined plane, with no tendency to twist or bind, and with minimum power input required, considering the appreciable weight of a typical slideout unit for a vehicle.

20 The force transmission systems (or drive mechanisms) illustrated in all of the embodiments of Figs.5-9 are shown as on-board systems which are mounted on the slideout unit **24** so that the drive mechanism in its entirety reciprocates with the slideout unit **24**. By mounting the entire drive mechanism on the slideout unit **24**, and not on fixed frame **34** or any other member which is part of the vehicle body **22**, one
25 can manufacture the slideout unit **24** and its drive mechanism as a modular unit and ship the modular unit to another site for assembly with or installation in a vehicle body **22** having a slideout opening **32** of the required size.

Referring now to Figs. 5 and 6, a drive mechanism, (or force transmission mechanism) **60** according to a first and preferred embodiment is shown in retracted
30 and extended positions, respectively, of slideout unit **24**. This mechanism **60** comprises a pair of flexible, high modulus drive members, which are preferably

endless cables **62**, **64**, as shown. (Only one cable is required in another embodiment, shown in Figs. 7 and 8). Each of the endless cables **62**, **64** comprises a substantial length of strong, flexible cable **66** joined at its ends to respective ends of a short length of chain **68** (e.g., 48 inches or 1.2 meters). The material forming cable **66** may be steel, nylon, or other strong, flexible high modulus material. The preferred cable material is 3/16 inch (4.8 mm) diameter steel. The short lengths of chain **68** of the endless cables **62**, **64** engage respective axially spaced first and second sets of sprocket teeth of a double sprocket **70**. The length of chain **68** must equal or exceed the sum of the amplitude of reciprocating movement of first slideout unit **24** and one-half the circumference of sprocket **70**.

While cables are the preferred drive members (with or without a short length of chain **68** as illustrated in Figs. 5 and 6), other flexible, high modulus drive members, such as v-belts, can also be used. A chain is less desirable than a cable for an entire drive member. The cables or other drive members should be taut at all times, and so a high modulus material should be used. A drive member material which has no tendency to creep is preferred; if the material does creep, periodic adjustment of tension will be required.

Sprocket **70** may be located in a lower portion of slideout unit **24**, just above the floor **40** and just behind the forward or outside wall **48** of the slideout unit, as best seen in Fig. 13. Sprocket **70** is mounted on a shaft **72**, which may be a drive shaft for rotation therewith. Shaft **72** extends along a center axis **Y** (see Fig. 5) of slideout unit **24**, midway between side walls **44** and **46**. Shaft **72** may be a drive shaft of an electric motor **73**, which (when present) may be mounted just above floor **70** of the slideout unit **24**, close to outside wall **48**. Alternatively, a portable motor (which is connected to drive shaft **72** only when the slideout unit **24** is to be moved), a hand crank (which may be connected to drive shaft **72**), or manual power (applied through handles **50**) may be used instead of electric motor **73**. Whatever form of power input is used, it is advisable to lock the slideout unit in place when it is not in motion. A worm drive is one means (and a preferred means) for accomplishing this. The worm drive performs a locking function when the slideout unit **24** is at rest, locking the slideout unit **24** in place (in closed position when fully retracted, for example), so that lock **52** is not

necessary. With other drive mechanisms, locking means (e.g., a cam lock, or clamp in the walls of slideout unit **24**) must be used to retain the slideout unit **24** in position.

A plurality of anchors **80** are provided for securing the cable drive members **62**, **64** to fixed frame member **34** of vehicle body **22**. Four anchors **80**, **80a**, **80b**, and **80c**, i.e., two anchors for each cable drive member **62**, **64**, are highly preferred. These anchors **80** are mounted on fixed frame **34** (see Fig. 12) and clamp the endless cable drive members **62**, **64**, at spaced points as shown in Figs. 5 and 6. When four anchors **80**, **80a**, **80b** and **80c** are used, two anchors **80** and **80b** are disposed in vertically spaced relationship on one side of room slideout unit **24**, and the other two anchors **80a** and **80c** are disposed in vertically spaced relationship on the other side of room slideout unit **24**, as may be seen in Figs. 5, 6 and 10. Two anchors **80**, **80a** are disposed in an upper portion of room slideout unit, above the center of mass **CM** (see Fig. 10) and the other two anchors **80b**, **80c** are disposed in a lower portion of room slideout unit **24**, below the center of mass **CM**.

The reason why at least four anchors **80** are highly preferred may be seen with reference to Fig. 10. If one uses four anchors **80**, **80a**, **80b** and **80c** as shown in Figs. 5, 6 and 10, i.e., two anchors **80**, **80a** in an upper portion of slideout unit **24**, above the center of mass **CM** thereof, and the other two anchors **80b**, **80c** in a lower portion of slideout unit **24**, below the center of mass **CM**, force is applied evenly to the slideout unit **24** so that the slideout unit **24** slides smoothly in a predetermined path along its axis of reciprocation **Y**. This places minimal stress on the guide means (discussed subsequently) for guiding the slideout unit **24**. The slideout unit **24** is pulled as it slides. This requires a sturdier guide system, one which will support as well as guide slideout unit **24**, than is necessary when four anchors are used. More than four anchors can be used, but this requires a more complex drive mechanism without commensurate benefit. The benefits of this invention are best obtained with four anchors arranged as described above.

Any device which is capable of securing or clamping a cable **66** (or other flexible drive member) to vehicle body **22** (specifically to frame **34** thereof) can be used as an anchor. A few suitable structures are shown and described subsequently

with reference to Figs. 17 through 19B. It is preferred to use structurally identical anchors in any given installation.

Returning now to Fig. 5, drive mechanism 60 further comprises a series of sheaves 100. Sheaves 100 are idler wheels which serve as possible guides for guiding
5 endless cables 62 and 64. Together with sprocket 70, sheaves 100 define the paths of endless cables 62 and 64.

Other types of guide members can be used when other types of drive members, e.g., v-belts or chains, are used instead of cables. The guide members may be an adjustable sheave, a sprocket or a pulley, for example; typically the guide member is a
10 wheel of one sort or another. The type of drive member dictates the preferred form of guide member as is well known.

Sheaves 100 may be of conventional structure, each comprising a groove for receiving a cable portion 66 of endless cable 62 or 64. Sheaves 100 are arranged in two sets 102 and 104. A first set 102, disposed along a first or left (or rearward) side
15 44 of slideout unit 24, defines (together with sprocket 70) a path for the first endless cable 62. A second set 104, disposed along a second or right side 46 of slideout unit 24, defines (together with sprocket 70) a path for the second endless cable 64.

The first set 102 of sheaves 100 comprises four pairs A, B, C and D of sheaves, and a fifth sheave E, which is a single sheave. The sheaves 100 forming the
20 first pair A have a common longitudinal axis (i.e., an axis which is parallel to the center axis Y and to the side walls 44 and 46 of the slideout unit 24). Each of the pairs B, C and D comprises two sheaves having a common transverse axis (i.e., an axis which is perpendicular to the center axis Y and parallel to the forward or outside wall 48 of the slideout unit). Sheave E also has a transverse axis. The sheaves 100
25 forming each pair A, B, C and D are freely rotatable on their respective shafts and freely rotatable with respect to each other. All sheaves 100 rotate only when slideout unit 24 is being moved and are stationary at other times. The two sheaves 100 of each pair rotate in opposite directions during movement of slideout unit 24, as will be hereinafter explained.

30 The first pair A of the first set 102 of sheaves 100 is located in a lower corner of the slideout unit 24, near the intersection of the slideout unit's floor 40, forward

wall **48** and left side wall **44** (which is a rearward side wall relative to vehicle body **22** in the embodiment shown, wherein the slideout unit **24** is on the left side of the vehicle **20**). The second pair **B** and third pair **C** of sheaves **100** are located near the slideout unit's ceiling **42**, and near the forward and rearward ends, respectively, of the slideout unit **24**. The fourth pair **D** of sheaves **100** and the fifth sheave **E** are located near the floor **40** of the slideout unit **24**, along the left side **44** of the unit **24** and near the rearward and forward ends, respectively, of the slideout unit as shown in Figs. 11 and 12. Similarly, sheaves **A'** through **E'** of the second set **104** are located in corresponding position adjacent to the right side wall **46** of slideout unit **24**. The positions of the sheaves **100** in both sets **102** and **104** are shown diagrammatically in Figs. 5 and 6, and pictorially in Figs. 11 and 12.

The first set **102** of sheaves **100**, together with sprocket **70**, collectively define a path for the first endless cable **62**. This path comprises a plurality of courses, **a** through **j**, each course being defined as a segment of the endless cable **62** between the sprocket **70** and the first drive wheel, and between each pair of successive drive wheels in the drive train. Starting at the sprocket **70**, a first outbound course **a** extends transversely from the sprocket **70** to one of the first pair **A** of sheaves **100**. Successive outbound courses **b**, **c**, **d**, and **e** extend from the first pair **A** of sheaves **100** to the fifth and last sheave **E**, as shown in Fig. 5. Courses **b** through **e** are disposed alongside the left side **44** of the slideout unit **24**. At the fifth and last wheel **E**, the first endless cable **62** reverses direction, and the return path comprises a plurality of courses **f** through **i**, from the fifth sheave **E** through the first pair **A** of sheaves, alongside the left side **44** of the slideout unit **24**. Courses **b** through **i** (those disposed along the left side **44** of slideout unit **24**) collectively form a first set of courses. Finally, a return course **j** extending from the first pair of sheaves **100** transversely back to the sprocket **70** completes the closed loop through which the first endless cable **62** moves.

Similarly, a second set **104** of sheaves **100**, comprising a first pair **A'** of sheaves **100** having a longitudinal axis (at the lower right forward corner of the slideout unit **24**) second through fourth pairs (**B'**, **C'** and **D'**) of sheaves **100**, and a fifth sheave **E'**, each having a transverse axis, together with the sprocket **70**, define a path for the second endless cable **64**. This path is a mirror image of the path for the

first endless cable **62** and comprises courses **a'** through **j'**. Courses **b'** through **i'** are parallel and adjacent to the right side wall **46** of slideout unit **24** and form a second set of courses. Those courses **a**, **a'**, **j** and **j'**, which are parallel to the forward or outside wall **48** of slideout unit **24** (and are therefore perpendicular to side walls **44** and **46**) form a third set of courses. All of the sheaves **100** in the second set **104** are located near the right hand (or forward) wall **46** of the slideout unit **24**.

Sheaves **100** may be rotatably mounted on shafts which in turn are fixedly secured to a slideout unit frame **110** (see Figs. 11 and 12). Referring to Fig. 12, the slideout unit frame **110** may include a pair of L-shaped frame members **112**, which are affixed to the floor **40** of slideout unit **24** and which extend close to respective slideout unit side walls **44** and **46** from a forward end to a rearward end of the slideout unit **24**, (i.e., longitudinally or parallel to axis of reciprocation **Y**), and a pair of longitudinally extending channels which are affixed to respective L-shaped frame members **112**. As a result, the axes of all of the sheaves **100** will reciprocate with slideout unit **24**, and the sheaves **100** themselves will both reciprocate and rotate (as a result of cables **62** and **64** passing over the sheaves **100**) as the slideout unit **24** is reciprocated.

The slideout frame structure may further include hollow sheaths **114** and **116** of rectangular cross section. These hollow sheaths **114** and **116** provide guide tracks for vertical courses of endless cables **62** and **64**.

Anchors **80** and **80b** are mounted in vertically spaced relationship on fixed frame **34** of vehicle body **22**, adjacent to side wall **44** of slideout unit **24**, and engage cable **62** along courses **c** and **f**, respectively. (As will be noted, **c** is an outbound course and **f** is a return course.) Similarly, anchors **80a** and **80c** are mounted in vertically spaced relationship on fixed frame **34**, adjacent to the other side wall **46** of slideout unit **24**, and grip cable **64** along courses **c'** and **f'**, respectively.

A plurality of roller assemblies **120** (see Figs. 15 and 20) may be provided for smooth reciprocation of slideout unit **24** relative to vehicle body **22**. These roller assemblies **120** may include a roller which engages the underside of slideout unit floor **40**, and which is rotatably mounted in a mounting bracket which may be affixed to a lower portion of the floor of vehicle body **22** or to a lower portion of frame **34** as

shown in Fig. 15. If desired, the mounting of roller assemblies **120** can be reversed, so that the roller assemblies **120** are rotatably mounted in mounting brackets on the underside of slideout unit floor **40** and engage the floor of which body **22** in rolling relationship. In either case, the roller assemblies may be located close to side edges of slideout unit floor **40**.

The roller assemblies **120** furnish sufficient support for slideout unit **24** when four anchors **80**, **80a**, **80b** and **80c** are used.

A limit stop **130** (Fig. 20) may be provided to limit outward movement of the slideout unit **24**.

Sliding movement of the slideout unit **24** may be guided by the endless cables **62**, **64**. Because these cables are taut and are formed of high modulus material, no additional guiding system is necessary in preferred embodiments employing four anchors. However, guide means, comprising for example slide blocks (to be discussed hereinafter), are desirable, although not required.

Operation of an apparatus according to a first embodiment of this invention will now be described with particular reference to Figs. 1, 2, 5 and 6.

When a slideout unit **24** of a vehicle is in a first or retracted position, as shown in Fig. 1, drive mechanism **60** is in a first position, as shown in Fig. 5. The chain portion **68** of each endless cable **62** and **64** makes a one-half turn around sprocket **70**, with most of the remaining length of the chain portion disposed on a return course **j** or **j'**, with only a very small part of each chain **68** disposed along an outbound course **a** or **a'** of endless cable **62** or **64**. Anchors **80** are disposed along respective courses **c**, **c'**, **f** and **f'**, at distances from respective sheave pairs **C**, **C'**, **D** and **D'** which exceed the amplitude of reciprocatory movement of slideout unit **24**.

When it is desired to move slideout unit **24** from the first or retracted position shown in Fig. 1 to the second or extended position shown in Fig. 2, motor **73** is started by means of a switch (not shown) and is caused to turn in one direction. Motor **73** drives double sprocket **70**, which in turn drives endless cables **62** and **64** in the direction of the arrows in Figs. 5 and 6. This causes sheaves **100** (which is previously noted are rotatably mounted on the slideout unit **24**) to rotate. The endless cables also move relative to sheaves **100** in the direction of the arrows shown in Figs. 5 and 6.

Since certain courses (**c**, **c'**, **f** and **f'**) of the endless cables **62** and **64** are secured in fixed position relative to the vehicle body **22** by anchors **80**, **80a**, **80b** and **80c**, the entire slideout unit **24**, including sheaves **100**, moves axially along axis Y in the direction of the arrow as shown in Figs. 5 and 6, until the slideout unit **24** reaches the outward or extended position shown in Fig. 2. When slideout unit **24** is in the extended position shown in Fig. 2, the state of drive mechanism **60** is as shown in Fig. 6. That is, most of the length of chain portion **68** of endless cables **62** and **64** either engages sprocket **70** (extending one-half turn therearound) or extends outwardly along outbound courses **a** and **a'** of respective cable **62** and **64**, only a small length of chain remains along return courses **j** and **j'**. Meanwhile, anchors **80**, **80a**, **80b** and **80c** are close to their respective sheave pair **C**, **C'**, **D** and **D'**. Actually the anchors **80**, **80a**, **80b** and **80c** have stood still while the sheaves **100** have moved outwardly along axis Y.

To return the slideout unit **24** to the retracted position shown in Fig. 1, and the drive mechanism **60** to the state shown in Fig. 5, motor **73** is caused to turn in the opposite direction, and the endless cables **62**, **64** move in the direction opposite that shown by the arrows.

Figs. 7 and 8 illustrate a drive mechanism **160** according to a second embodiment of this invention. In this embodiment, the drive mechanism **160** comprises a single endless cable **162**, instead of the pair of cables shown in Figs. 5 and 6. This single endless cable **162** may be formed by 3/16 inch (4.8 mm) steel cable (the same cable material as is preferred in the embodiment of Figs. 5 and 6), whose ends are joined together, e.g., by a turnbuckle, adjustable tensioner, eye-bolt, or other linking member **164** attached to the ends of the cable. This embodiment is ordinarily intended for hand operation of the slideout unit **24**, and so there is no counterpart of the sprocket **70** or motor **73** shown in Figs. 5 and 6. Instead, a spool **170**, which is a passive or idler member, mounted on shaft **172**, may be provided. The axis of shaft **172** coincides with an axis of reciprocation (or center line) Y of the slideout unit **24**. A single loop of cable is looped over spool **170**. If desired, however, a motor (either a permanent motor similar to motor **73** in Figs. 5 and 6, or a portable motor which is connected to shaft **172** only when needed) may be provided. The exterior of slideout

unit **24** is provided with handles **50** and a locking device **52** as shown in Fig. 2. A locking device is essential in this embodiment to prevent unwanted access to the interior or inadvertant opening because the drive mechanism of this embodiment does not provide any locking (except when a worm drive, as described previously with reference to Figs. 5 and 6, is provided).

The sheaves **100** are located in exactly the same position as in the embodiment of Figs. 5 and 6 with one exception. The sheaves of pairs **A** and **A'**, in respective sets **202** and **204** of sheaves **100**, are axially offset as shown in Figs. 7 and 8. This avoids interference between different courses of cable **162** as they travel from sheaves **A** to sheaves **A'** or vice versa. The remaining sheaves in each set, i.e., sheaves **B**, **C**, **D** and **E** in set **202**, and sheaves **b'**, **c'**, **d'** and **e'** in set **304**, are in the same positions as their counterparts in Figs. 5 and 6 and Figs. 7 and 8. The first and second sets of courses (**b** through **i** and **b'** through **i'**), and the locations of the anchors **80**, **80a**, **80b** and **80c** which attach the cable **162** to the vehicle body **22**, are the same as in Figs. 5 and 6. The third set of courses comprises course **r**, leading from the linking member **164** to a sheave in pair **A**; course **s**, which leads from a sheave in pair **A'** to the linking member **164**, and course **t**, which leads from a sheave in pair **A** to a sheave in pair **A'** with a single loop over the spool **170**. It will be noted that courses **r** and **s**, which collectively extend between sheaves in pairs **A** and **A'** and which travel in one direction as shown by the arrows in Figs. 7 and 8, are at a higher elevation than course **t**, which also extends between sheaves in pairs **A** and **A'** and which travels in the opposite direction from courses **r** and **s** when slideout unit **24** is in motion, by virtue of axial and elevational displacement of one sheave **100** relative to the other in each of the pairs **A** and **A'**. This axial and elevational displacement makes travel without interference possible.

Fig. 7 illustrates the state of drive mechanism **160** when the slideout unit **24** is in the retracted position (Fig. 1), and Fig. 8 illustrates the state of the drive mechanism **160** when the slideout unit **24** is in the extended position (Fig. 2). One will note that the anchors **80** in Fig. 7 have the same positions as in Fig. 5, and that the anchors **80** in Fig. 8 occupy the same positions as in Fig. 6.

In the embodiment shown in Figs. 7 and 8, a user grabs both handles **50** on the exterior of the slideout unit **24**, either pulling the slideout unit **24** outwardly toward the extended position shown in Fig. 2, or pushing the slideout unit **24** inwardly toward the retracted position shown in Fig. 1. As the slideout unit **24** is pulled outwardly, the
5 endless cable **162** of drive mechanism **160** moves in the direction of the arrows, from the state shown in Fig. 7 to the state shown in Fig. 8. When the slideout unit **24** is pushed inwardly, exactly the reverse occurs.

The drive mechanism **160** of this embodiment causes force to be applied evenly to the top, bottom and both sides of the slideout unit **24**, whether the user
10 applies force evenly or unevenly to the two handles **50**. This causes force to be exerted smoothly on the slideout unit **24** insuring smooth reciprocation of the slideout unit **24** as it is moved from one position to the other.

Fig. 9 shows a further embodiment of drive mechanism **260** according to this invention. In this embodiment an endless cable **262** is formed by joining opposite
15 ends of a steel cable directly together, rather than through a linking member as in the embodiment of Figs. 7 and 8. Otherwise, the structure and operation of this embodiment are the same as the structure and operation in the embodiment of Figs. 7 and 8.

A still further modification is shown in Fig. 14. In this embodiment, the
20 sheaves **100** of pairs **A** and **A'** are axially aligned, as in Figs. 5 and 6 (only pair **A'** is shown). A single endless cable **66** is formed by joining opposite ends of a steel cable together, as in Fig. 9. However, there is no motor or sprocket as in Figs. 5 and 6, and no spool as in Figs. 7, 8 and 9. Instead, two courses of cable **66** cross over as they travel from a sheave **100** of pair **A** to a sheave **100** of pair **A'** or vice versa.

25 Various forms of anchors according to this invention will now be described. These can be used wherever an anchor **80** (or **80a**, **80b**, or **80c**) has been shown diagrammatically.

A first form of anchor is shown in Figs. 16 and 16A.

Referring now to Figs. 16 and 16A, each of the anchors **280** comprises a base
30 portion **282**, which is affixed to vehicle body **22** and preferably to frame **34** which surrounds opening **32**, and a cable grip portion **284**. As illustrated particularly in Figs.

16 and 16A, the grip portion **284** may comprise a pair of laterally spaced prongs **286** which are set far enough apart to form a slotted opening **288** (which is closed at one end close to base **282** and open at an opposite end) for receiving cable **66**. A pair of axially spaced clamping members **290** and **292** receive the cable **66** between them and clamp the cable in place. First clamping member **290** is a floating element, positioned close to base **282** and having end collars **290a**, **290b** to retain it in the slot **288**. Second clamping member **292** is axially adjustable by means of an adjusting nut **294**. To this end clamping member **292** has end collars **292a**, **292b** which engage axially opposite ends of adjusting nut **294**. Adjusting nut **294** has internal screw threads for engaging external screw threads formed on prongs **286**.

Figs. 17 through 17C show an anchor **300** according to another and preferred embodiment of this invention. A cable anchor **300** according to this invention comprises a machined or molded plastic block of suitable polymeric material, e.g., "DELTRON™". The polymeric material forming anchor **300** is a highly stable cross-linked polymer which has a low coefficient of thermal expansion and does not undergo cold flow or hot flow. The polymer forms a friendly surface for cable **66**.

Anchor **300** may be of molded plastic and may comprise two portions, i.e., a base portion **302** of rectangular cross-section, and an extension **304** which is fused to base portion **302**. Extension **304** is also of rectangular cross-section but is of smaller width and height than base portion **302**. Anchor **300** may be attached to a fixed frame member **34** of vehicle body **22** by four bolts **306** which pass through bolt holes located near the four corners of base portion **302**. A shim plate **308** (typically 14 gauge or thinner), interposed between anchor **304** and the frame member, is provided if needed to obtain desired spacing. Shim plate **308** has two parallel horizontal slots **310**, extending from a vertical edge to allow bolts **306** to pass through. A pair of horizontal bolt holes **312** which extend through the entire thickness of anchor **300** (i.e., portions **302** and **304**), receive a u-bolt **314**, which clamps a cable **66** in place against the anchor **300**. Extension **304** may be provided with an insert **316** of soft material (e.g., lead) which protrudes slightly, to provide a bearing surface for cable **66**.

The anchor blocks **300** position and guide the room slideout unit **24** in addition to securing cables **66** to fixed frame **34**. The lateral positioning afforded by anchor blocks **300** is sufficient when four points of attachment of anchors **80** are provided. The anchor blocks **300** have rubbing surfaces which rub against wall surfaces of the slideout unit **24** (e.g., exterior surfaces of walls **44** and **46** of slideout unit **24**). In short, blocks **300** form guides, slides and cable ties.

A further form of anchor suitable for this invention is shown in Figs. 18, 18A and 18B. This embodiment is well suited for use with cargo vans and other lighter vehicles. Referring now to Figs. 18, 18A and 18B, the anchor of this embodiment is a bolt **320** comprising an externally screw-threaded shank **322**. Shank **322** has a slot **324** for receiving a cable **66** and clamping the cable in place. Slot **324** has a radially extending portion for permitting the cable to be inserted and removed, and an axially extending portion for receiving the cable in clamping position. A removable cable clamp **326** holds the cable **66** in place. Shank **322** is threadedly received by two nuts **328** and **330**, which are positioned on opposite sides of a frame member **34** to which bolt **320** is secured. Bolt holes for shank **322** are formed in the frame **34** at the locations at which bolts **320** are positioned.

To secure a cable **66** to frame **34**, it is first necessary to form bolt holes in the frame at the desired locations. Then shanks **322**, with nuts **328** in place between the two ends of the shanks, are inserted into the bolt holes. Nuts **330** are then affixed. Then shank **322** is moved axially to “open” position shown in Fig. 18A, in which the radially extending portion of slot **324** is fully exposed. Axial movement can be accomplished by turning one of the nuts **328** or **330**. Arrows **332** and **334** indicate the direction of axial movement and the direction of rotational movement, respectively, as shank **322** is moved to open position. Cable **66** is then inserted with cable clamp **326** removed, and cable clamp **326** is then inserted in place. Shank **322** is then moved to “closed” position (Fig. 18B).

Figs. 19 and 19A show another form of anchor. Anchor **340** according to this embodiment comprises a plastic block **342**, which may be of oblong shape. The plastic material used for the anchor of Figs. 17 to 17C may also be used here. Block

342 has a pair of bolt holes 343 near its end, to receive bolts 344, which secure anchor 340 to frame 34. A pocket or recess 345 of arcuate shape may be provided to receive and position a cable 66. A removable v-bolt 346, which passes through holes in block 342, holds cable 66 in place.

5 This embodiment of anchor (unlike that of Fig. 17) requires separate slides (not shown) to provide surfaces for relative sliding movement between the slideout unit 24 and the vehicle body 22 and to position the slideout unit 24 horizontally for sliding movement.

10 The arrangement of sheaves can be inverted from top to bottom, or reversed from forward end 48 to rearward end of the slideout unit 24, or both, if desired.

15 When sheaves are inverted from top to bottom, sheave pairs A and A' are mounted near the ceiling 42 of slideout unit 24, so that the third set of courses of the endless cable (the courses which cross over from one side of the slideout unit to the other, e.g., from left side 44 to right 46 or vice versa), are near the seating of the slideout unit. Similarly, sheave pairs D and D' and sheaves E and E' would also be disposed near the ceiling 42. Sheaves pairs B, B', C and C' would be rotatably mounted near the floor 40 of slideout unit 24. This variation may be particularly desirable when the drive mechanism of this invention is used to reciprocate a storage slideout unit 26 or similar structure.

20 When the location of all sheave pairs or subsets is reversed from forward to rearward portion of the slideout unit 24, sheave pair A and A' are disposed near a rearward end of the slideout unit, and sheave pairs B and B' and sheaves E and E' are similarly disposed toward a rearward end. Sheave pairs C and C', and D and D' would then be located near a forward end of the slideout unit.

25 It is highly desirable both to invert and reverse the positions of sheaves 100, as described immediately above, when a drive mechanism according to this invention is used to effect sliding movement of a storage slideout unit 26.

30 A preferred second slideout unit or compartment 26 is shown in Fig. 4. This second slideout unit or compartment is particularly useful for storage, e.g., of luggage, tools, or smaller household items). Any number of storage slideout units 26 may be provided in virtually any location on the vehicle. A storage slideout unit 26 is

disposed in a lower portion (or skirt) **36** of a side wall **30** of vehicle body (on either the left side or the right side of the vehicle **20**), below the level of the vehicle floor, and extends down to the bottom edge of the vehicle side wall. This slideout unit **26** is reciprocable between a closed or retracted position shown in Figs. 1 and 2, and an
5 open or extended position shown in Fig. 4. Storage slideout unit **26** may be an open top structure comprising a bottom wall **352**, a forward wall **354** (which may be flush with vehicle side wall **30** when the slideout unit **26** is retracted), a back wall **356**, and opposite side walls **358**. An electric motor **373** may be mounted on an upper portion of back wall **356** to effect opening and closing movement of storage slideout unit **26**.

10 Horizontal reciprocation of slideout unit **26** may be accomplished by any of the drive mechanisms discussed hereinbefore with respect to Figs. 5-9. Motor **373** drives cable(s) **66** (either one or two cables, depending on the drive mechanism chosen). The arrangement of cables can be simplified compared to the arrangements shown in Figs. 5-8. In the arrangement of Fig. 4, cables **66** extend horizontally from
15 motor **373** to the first pairs **A** and **A'** of sheaves on either side of slideout unit **26**. The cables continue horizontally near upper edges of slideout unit **26** to second pairs **C** and **C'** of sheaves **100**. (This arrangement has no counterpart of sheaves **B**, **B'**). The path of cable(s) **66** then extends downwardly to sheaves **D**, **D'** in corners near floor or bottom wall **352** and forward or outside wall **354**, then to single sheaves **E**, **E'**
20 adjacent to floor **352** and back wall **356**. The path of cable(s) reverses at sheaves **E**, **E'** and returns to motor **373**. In addition, a vertical lift-up mechanism, which does not form part of this invention, can be used to lift up the floor **352** (or horizontal platform member, not shown, mounted immediately above floor **352**) to a convenient height if desired.

25 Instead of continuous or endless cable drive members shown, one can use "straight" cables or other drive members, i.e., drive members which have ends. Referring now to Figs. 5 and 6, cable **62** can terminate at anchors **80** and **80b**, eliminating courses **d** and **e**. Similarly, cable **64** can terminate at anchors **80a** and **80c**. The anchors then become end anchors, which may be of one of the structures
30 shown or of other structures. Suitable structures are known in the art. In the embodiment of Figs. 7 and 8, the single endless cable **162** may be replaced with two

cables, i.e., one extending from anchor **80c** to anchor **80**, the other extending from anchor **80b** to anchor **80a**, eliminating courses **d**, **e**, **d'** and **e'**. Four points of attachment (at **80**, **80a**, **80b** and **80c**) are essential in this modification. The endless cables shown represent preferred embodiments, however.

5 The drive mechanism is shown as being mounted on the slideout unit in each of the embodiments illustrated. However, if desired, this mechanism, including the sprocket **70** (where applicable) or spool **170** (where applicable) and the sheaves **100** (in all embodiments) may be mounted on fixed frame members which form part of the vehicle body **22** (or first module). In that case, the anchors **80** would be mounted on
10 frame members associated with the slideout unit **24** (or second module). This is considered a less desirable arrangement. Forces in this arrangement would be concentrated at the anchors (or attachment members), while force transmission in the more preferred embodiments shown in the drawings is more diffuse, being spread out not only over the anchors or attachment members but over the idler wheels in
15 respective mountings as well.

 The present invention affords a simple and reliable drive mechanism for a vehicle slideout unit. This drive mechanism is simpler and more reliable than vehicle slideout drive systems which are presently known. The drive mechanism of the present invention assures that the slideout unit will advance and retract smoothly and
20 evenly, whether power is applied manually or with a motor. Because of the simplicity of the present drive mechanism, there is less that can go wrong than is the case with presently known vehicle slideout operating systems.

 The system of the present invention can be installed at the factory as a modular room, which reduces labor costs.

25 The present invention can be used as a retrofit for existing vehicles both trailers and self-propelled vehicles such as recreational vehicles (RVS). The preferred embodiments, wherein the slideout unit **24** supports the entire drive mechanism, including cable(s), guide sheaves, and a motor where desired, are particularly advantageous in this regard. The present invention can also be incorporated in new
30 vehicles when they are built.

These and other advantages are obtained in assemblies according to this invention.

While the present invention has been described with particular reference to a vehicle, it will be seen that this invention is also applicable to other structures. Such
5 structures may comprise a base unit (or first module) and a slidable unit (or second module) which is reciprocable in an opening in a wall of the base unit between first and second positions relative to the base unit. For example, this invention may be applied to a cabinet having a wall with one or more openings and comprising one or more drawers, each of which is slidably mounted in such opening and is moveable in
10 a reciprocating manner between a closed position and an open position. In general, this invention is particularly useful for the movement of reciprocating members having substantial weight, as for example a slideout unit of an automotive vehicle.

While this invention has been described in detail with respect to specific embodiments thereof, it shall be understood that such description is by way of
15 illustration and not by way of limitation.

Various modifications can be made without departing from the scope and spirit of this invention.

What is Claimed is:

- 1 1. An assembly of the type having a body with a plurality of exterior walls, at
2 least one of which has an opening and a slideout unit disposed in said opening and
3 reciprocable between an extended position and a retracted position, wherein the
4 improvement comprises:
5 a drive mechanism mounted on either the assembly body or the slideout unit;
6 at least one flexible drive member operatively attached to said drive
7 mechanism;
8 a series of guide members to guide said at least one flexible drive member
9 through a predetermined path; and
10 a plurality of anchors for fixedly securing said at least one flexible member to
11 positions about the opening of said body;
12 wherein said drive mechanism acts to pull on said at least one flexible drive
13 member in order to reciprocate said slideout unit.
2. A vehicle slideout assembly according to claim 1 wherein said body is a
vehicle body.
3. A slideout assembly according to claim 1 or 2 wherein said slideout unit is a
room.
4. A slideout assembly according to any of claims 1 to 3 wherein said guide
members comprise freely rotating sheaves.
5. A slideout assembly according to any of claims 1 to 3 wherein said means for
alternately pulling at least one flexible drive member comprises a motor.
6. A slideout assembly according to any of claims 1 to 5 wherein said at least one
flexible drive member is supported by said slideout unit and is secured to said body.

7. A slideout assembly according to claim 6 wherein said means for alternately pulling said flexible drive member are also supported by said slideout unit.
8. A slideout assembly according to claim 7 wherein each said flexible drive member is an endless drive member.
9. A slideout assembly according to any of claims 1 to 8 wherein each said flexible drive member is a cable.
10. A slideout assembly as claimed in claim 8 or 9 wherein at least one flexible drive member comprises a pair of endless drive members which move in paths alongside opposite sides of said slideout unit.
11. A slideout assembly as claimed in claim 8 or 9 wherein at least one flexible drive member comprises a single flexible drive member which moves in a path which extends alongside both sides and across one end of said slideout unit.
12. A slideout assembly as claimed in claim 1 wherein said plurality of anchors comprise at least four (4) points of attachment.
13. A slideout assembly according to claim 1 wherein said drive mechanism is supported by said slideout unit.
- 1 14. A slideout assembly according to claim 1 wherein said plurality of anchors
2 comprises a first pair of vertically spaced anchors disposed on a first side of said
3 slideout unit and a second pair of vertically spaced anchors disposed on a second side
4 of said slideout unit, each said pair of anchors comprising a first anchor disposed in an
5 upper portion of said slideout unit and a second anchor disposed in a lower portion of
6 said slideout unit, whereby there are at least four points of attachment.

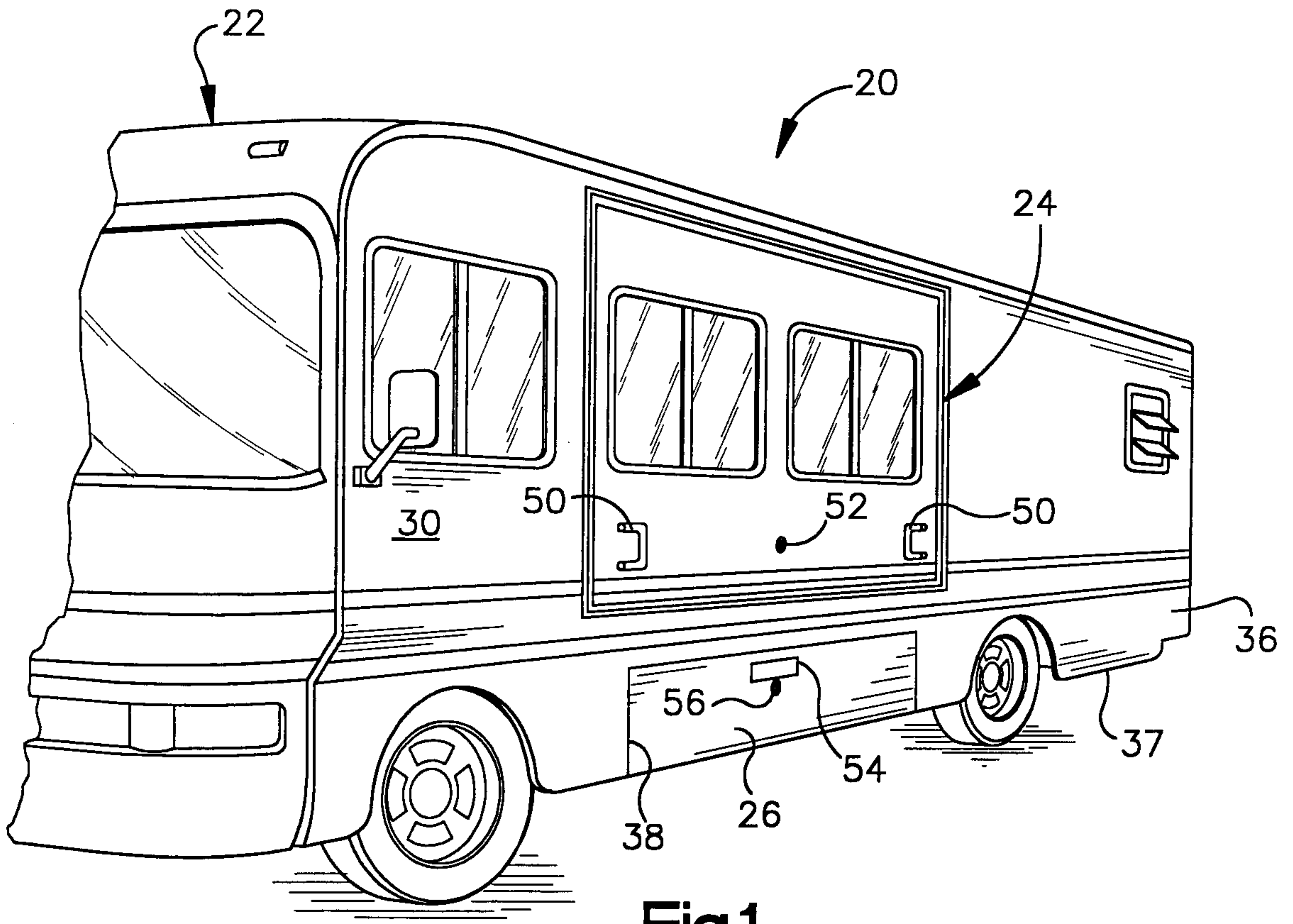


Fig.1

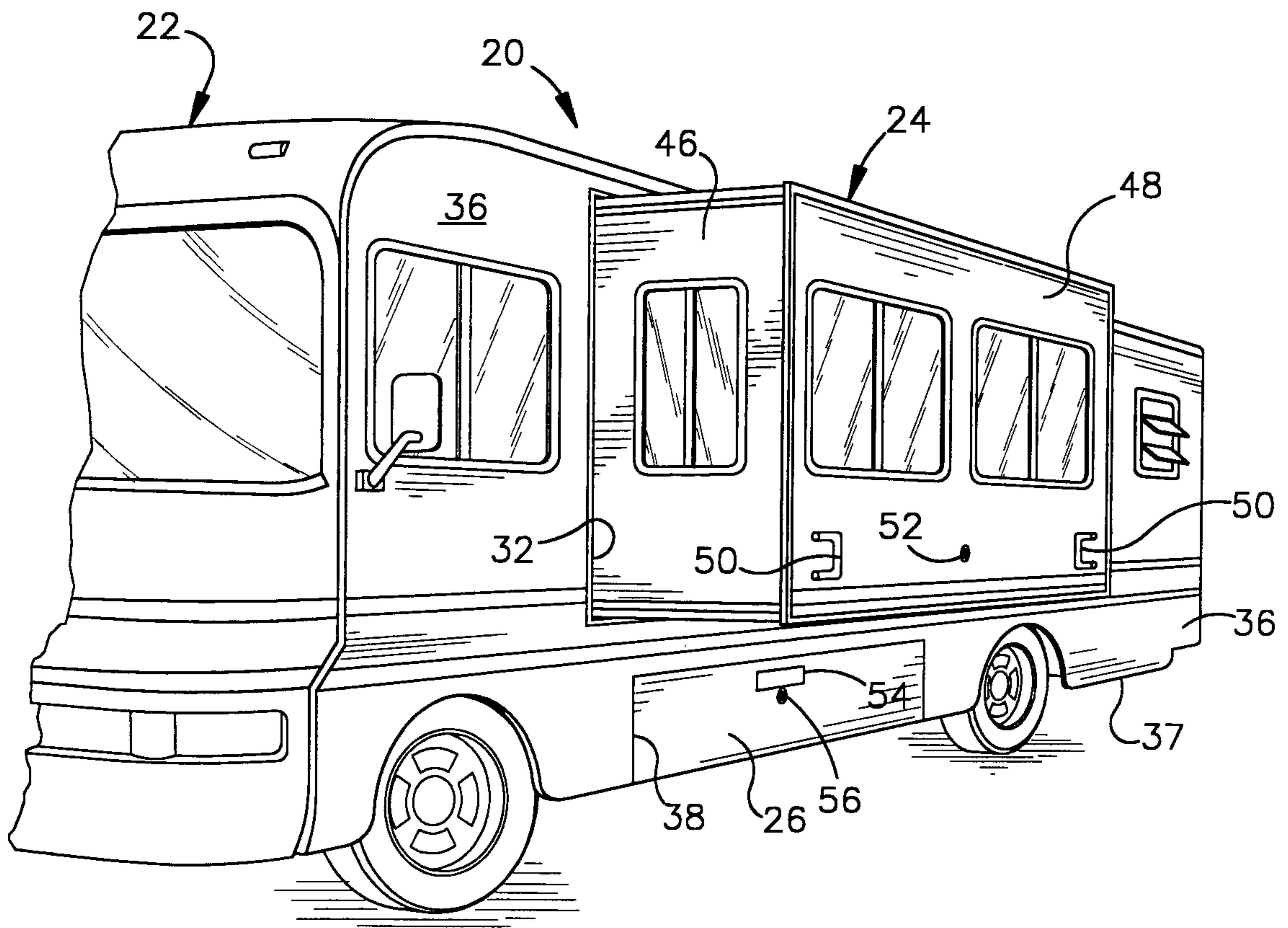


Fig.2

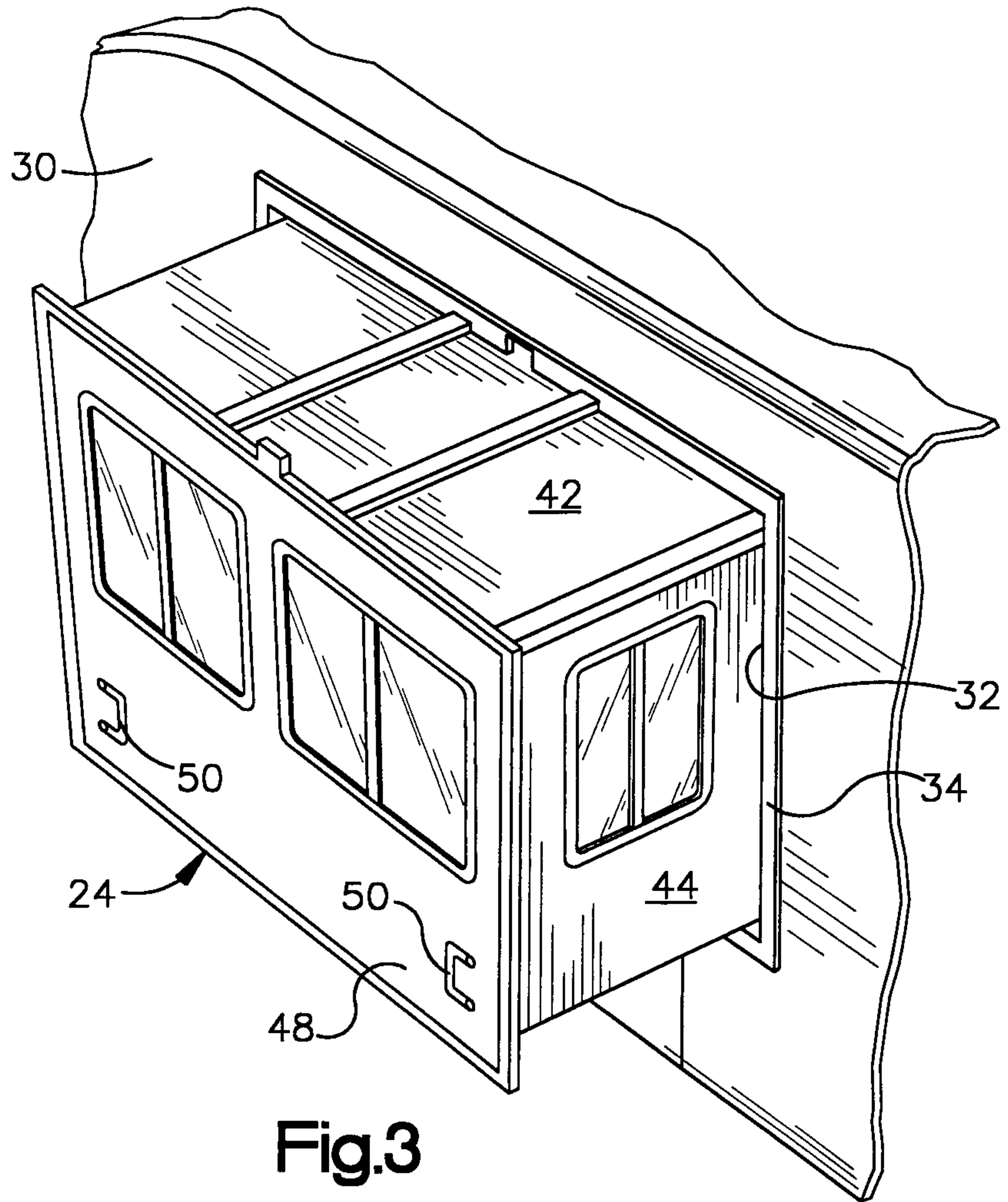


Fig.3

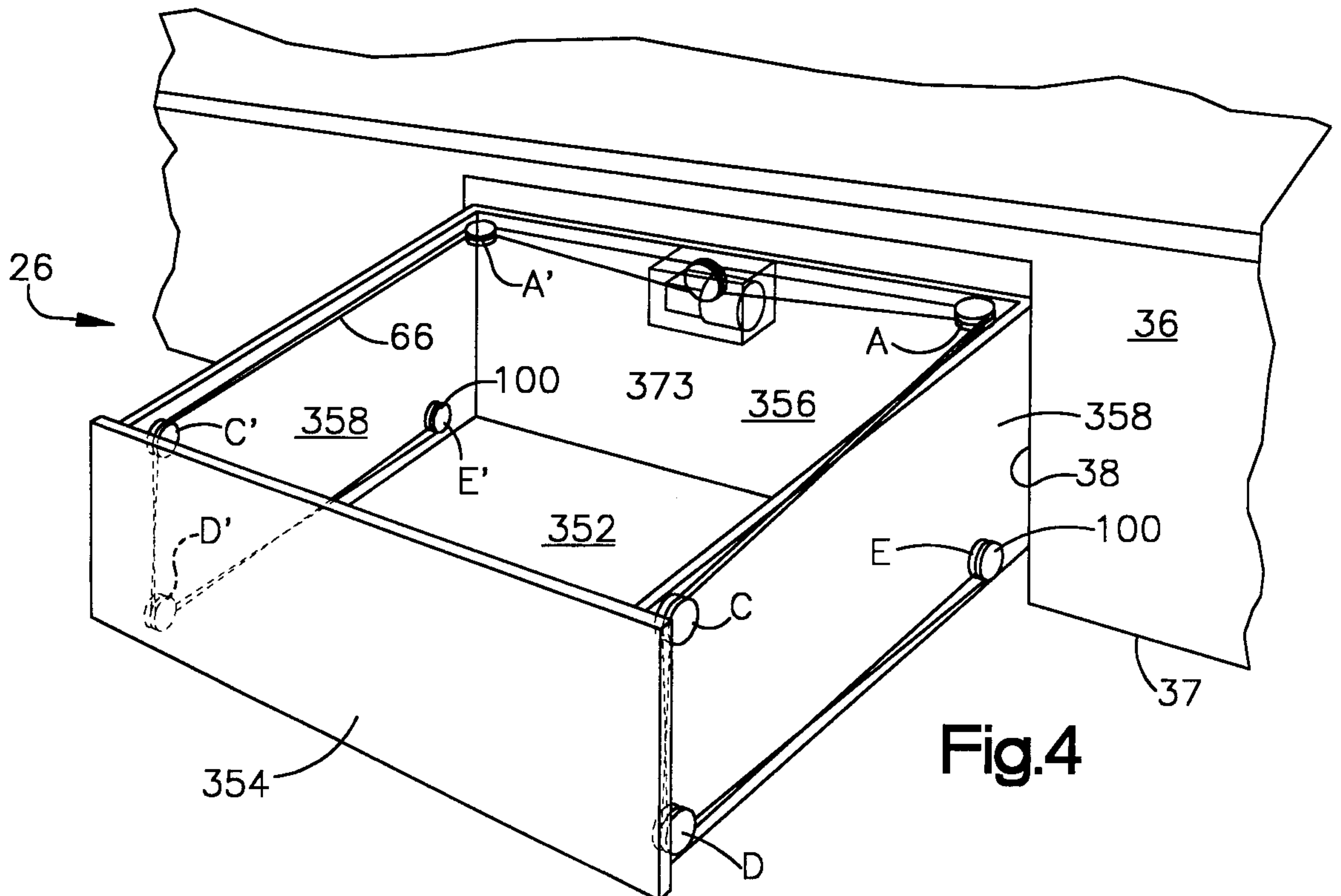


Fig.4

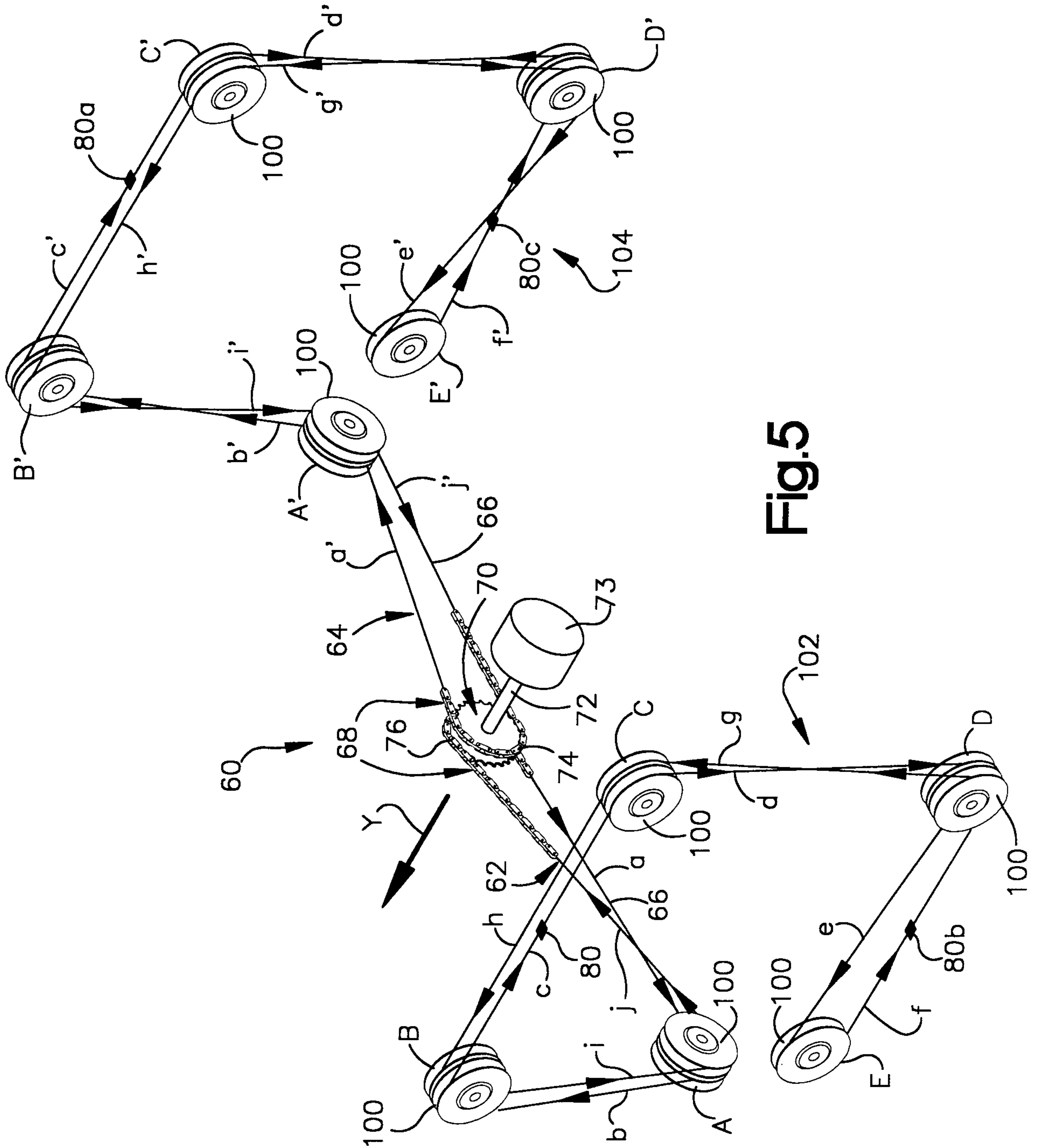


Fig. 5

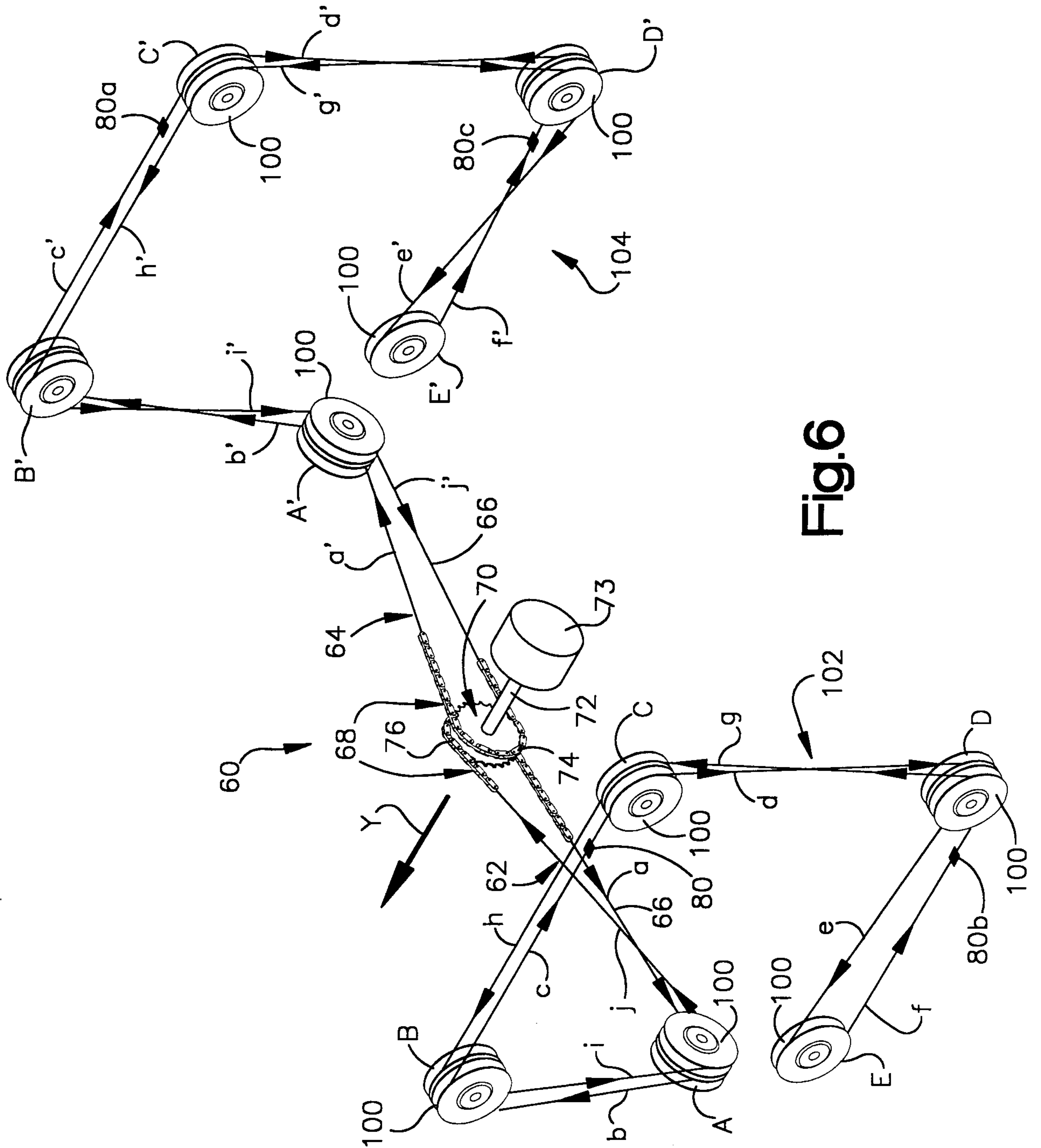


Fig.6

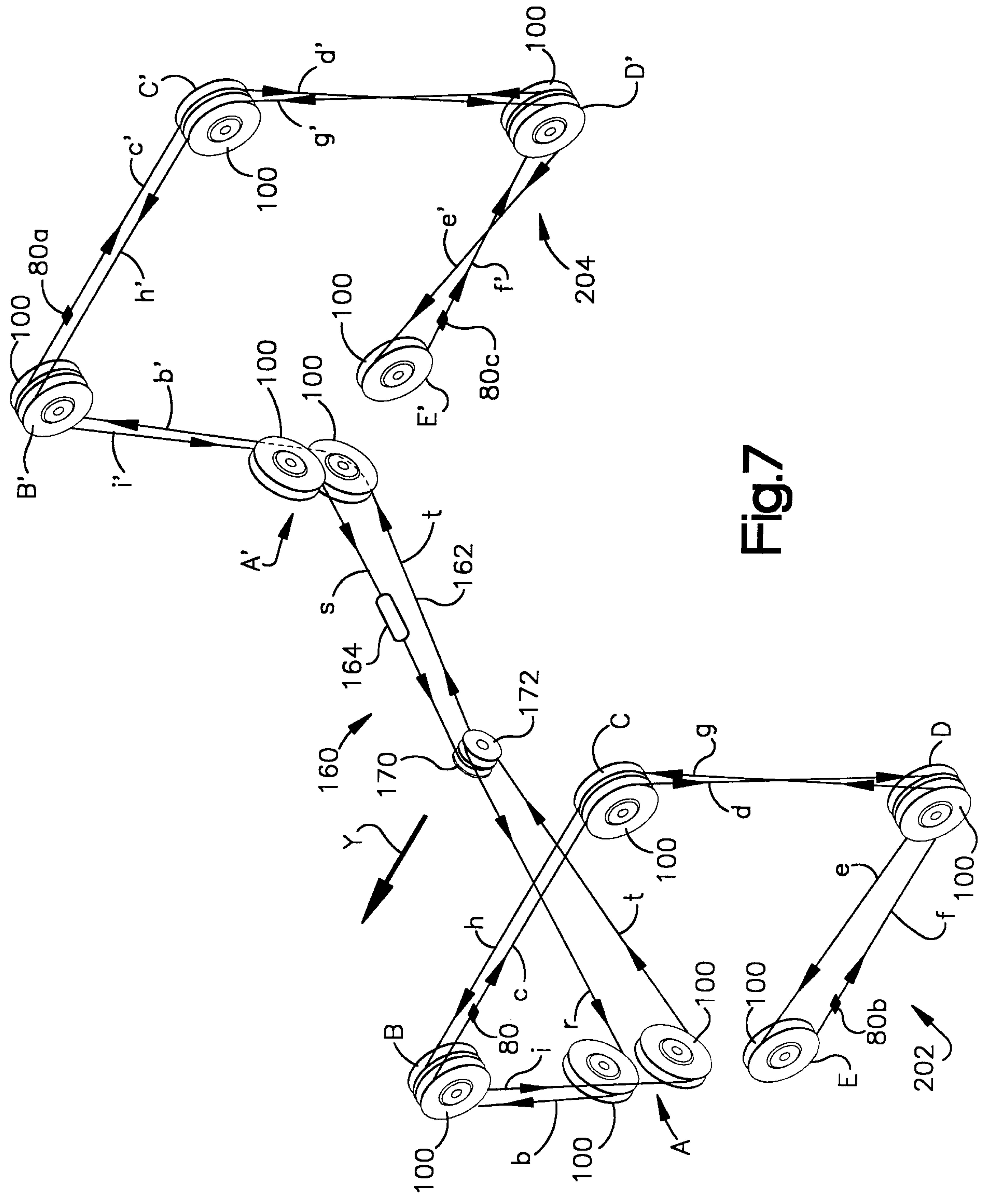


Fig.7

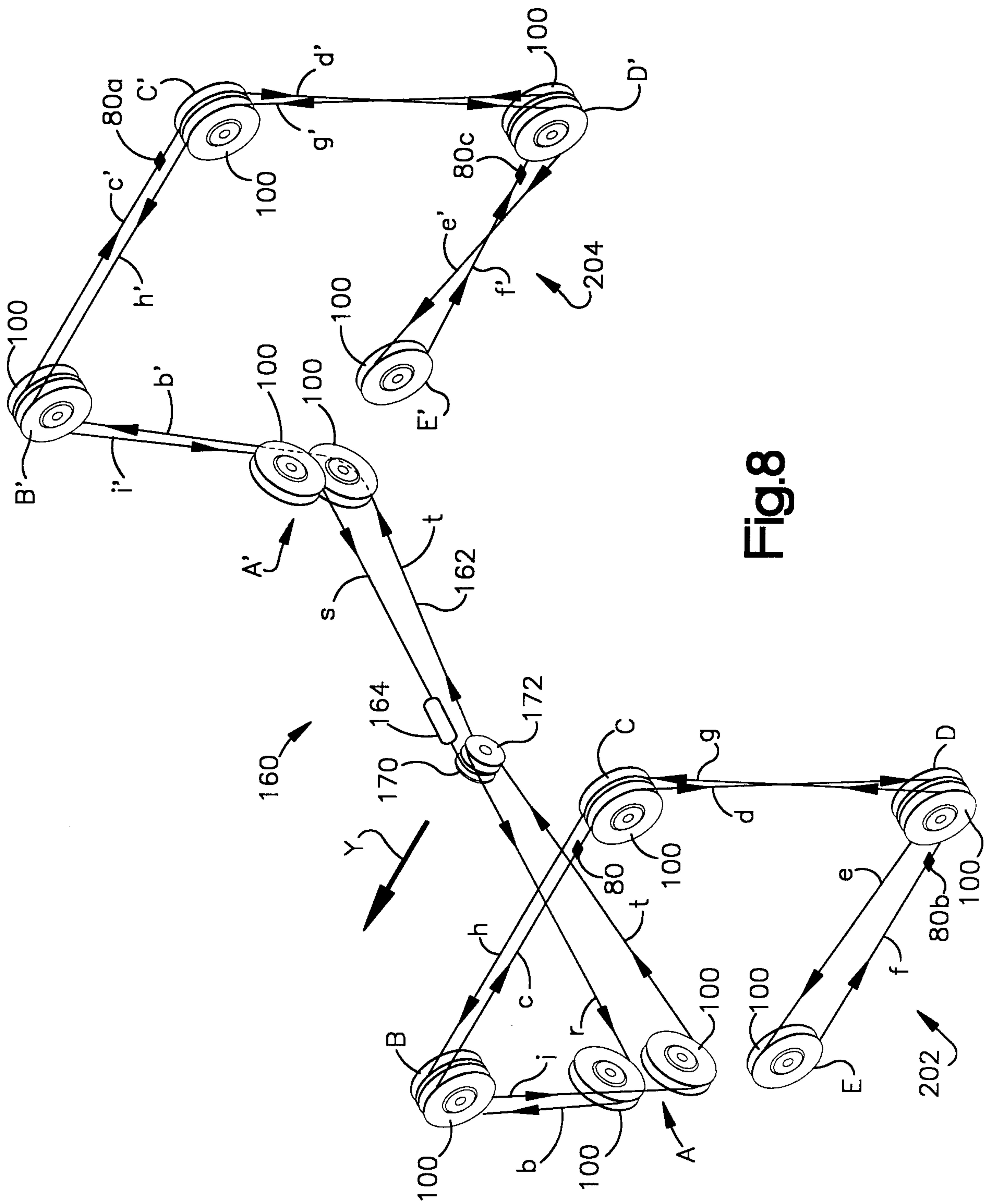


Fig. 8

7/12

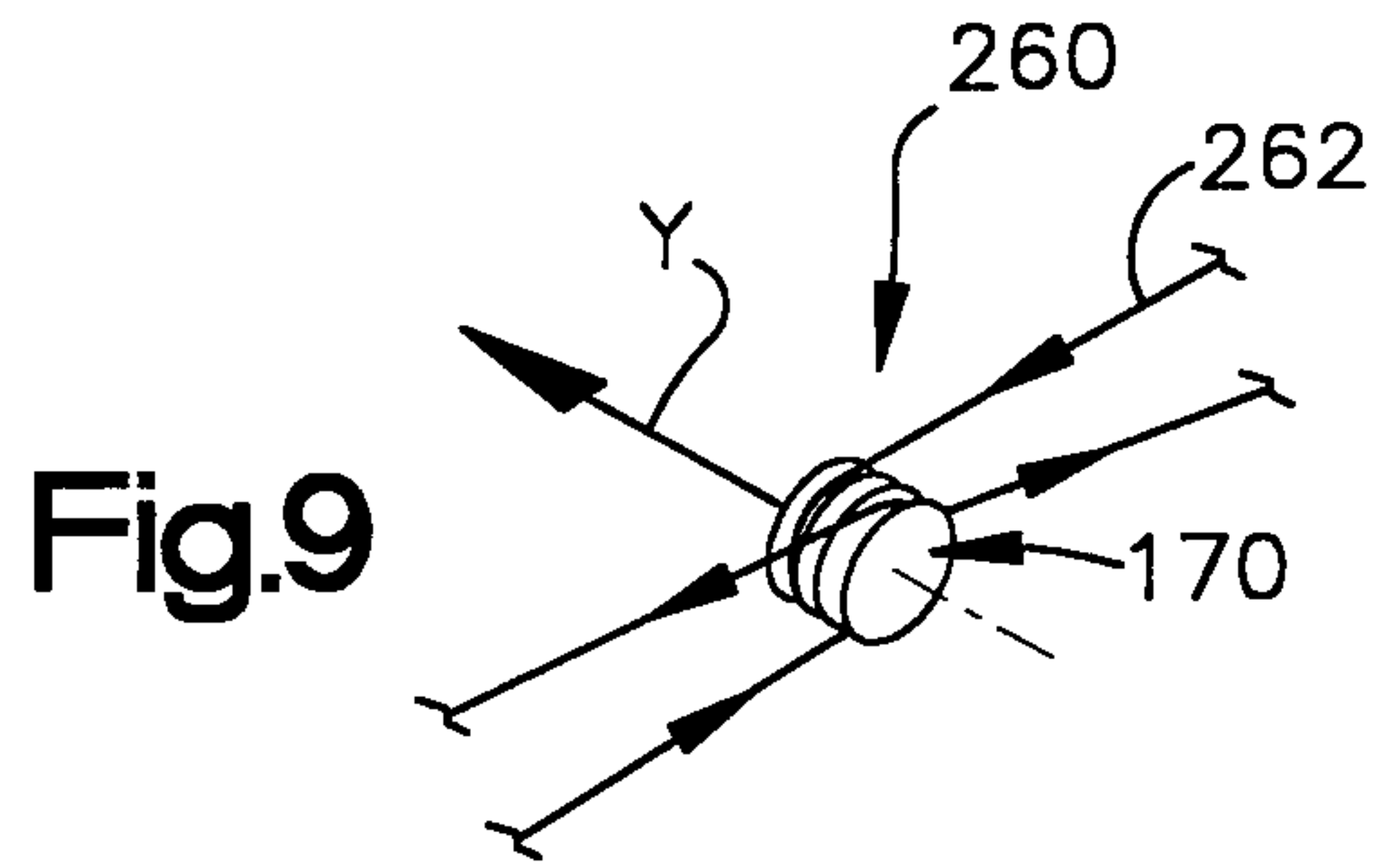


Fig.9

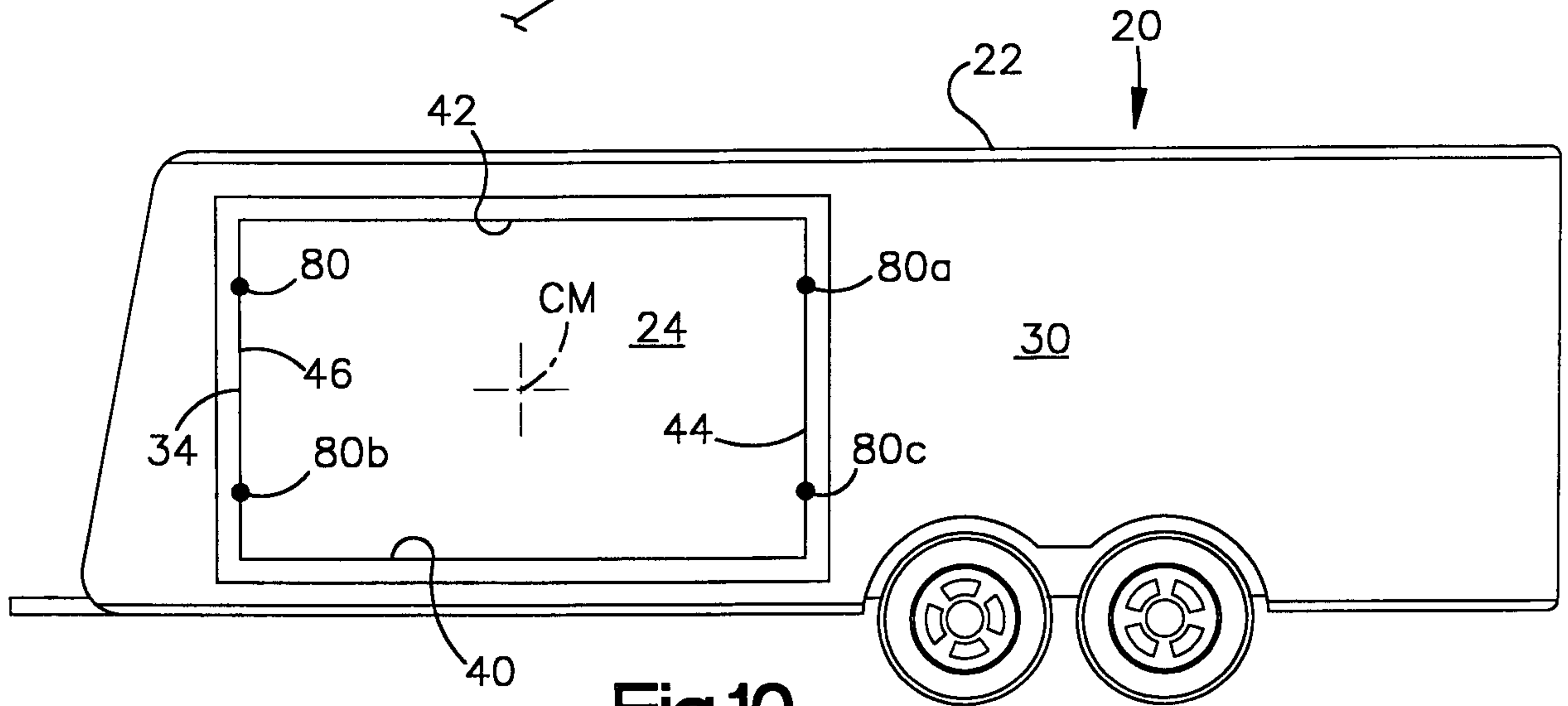


Fig.10

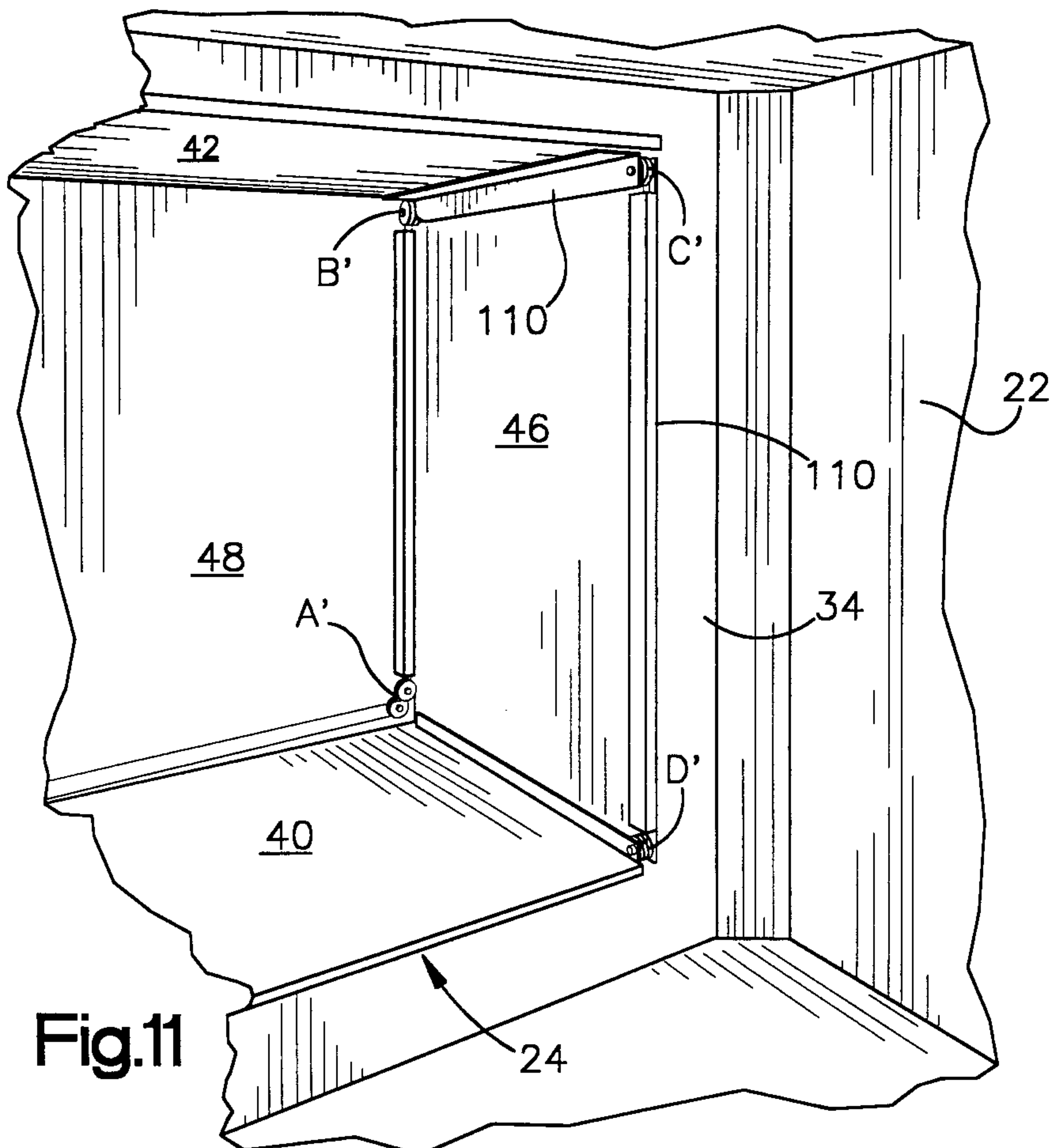


Fig.11

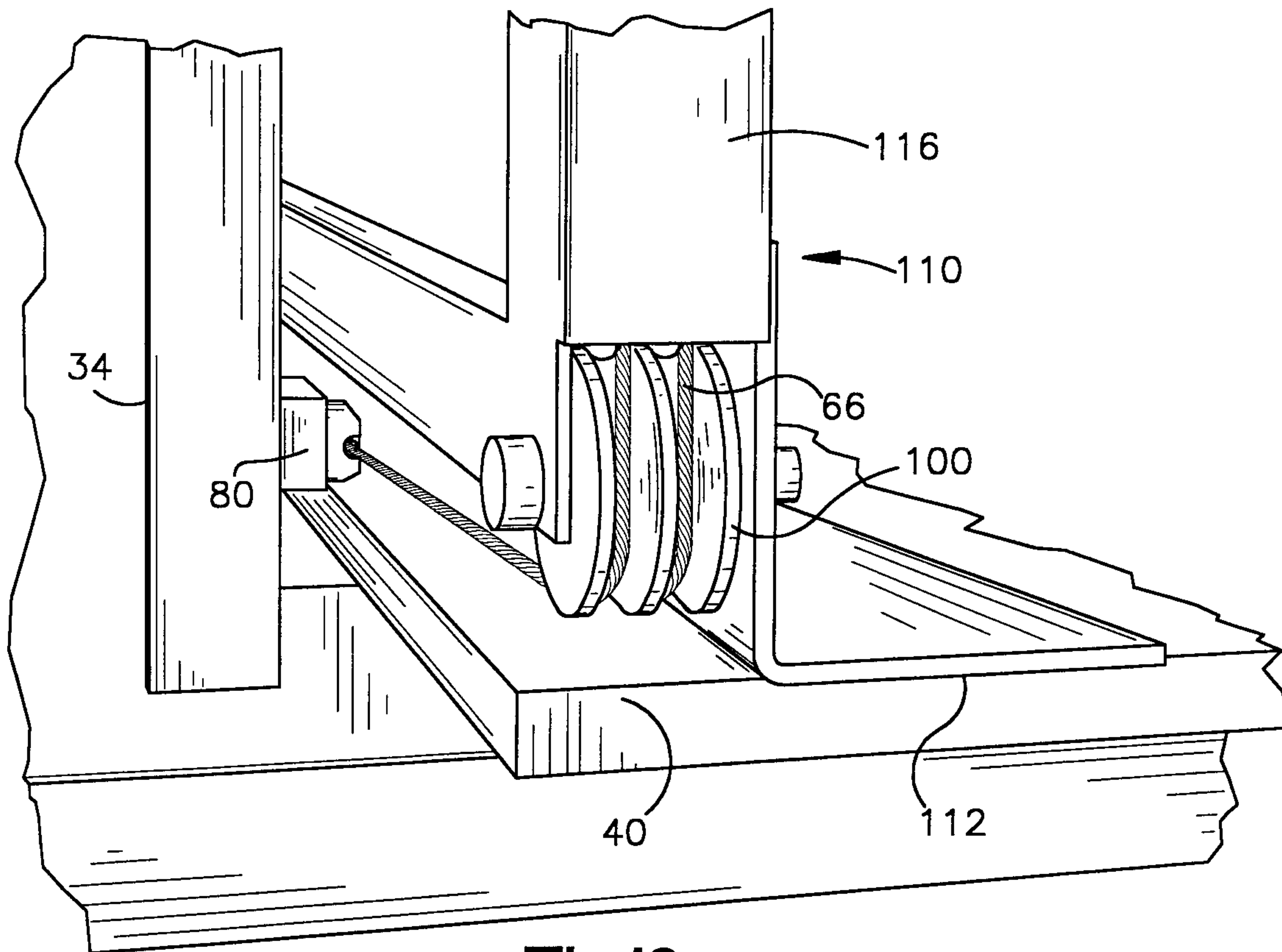


Fig.12

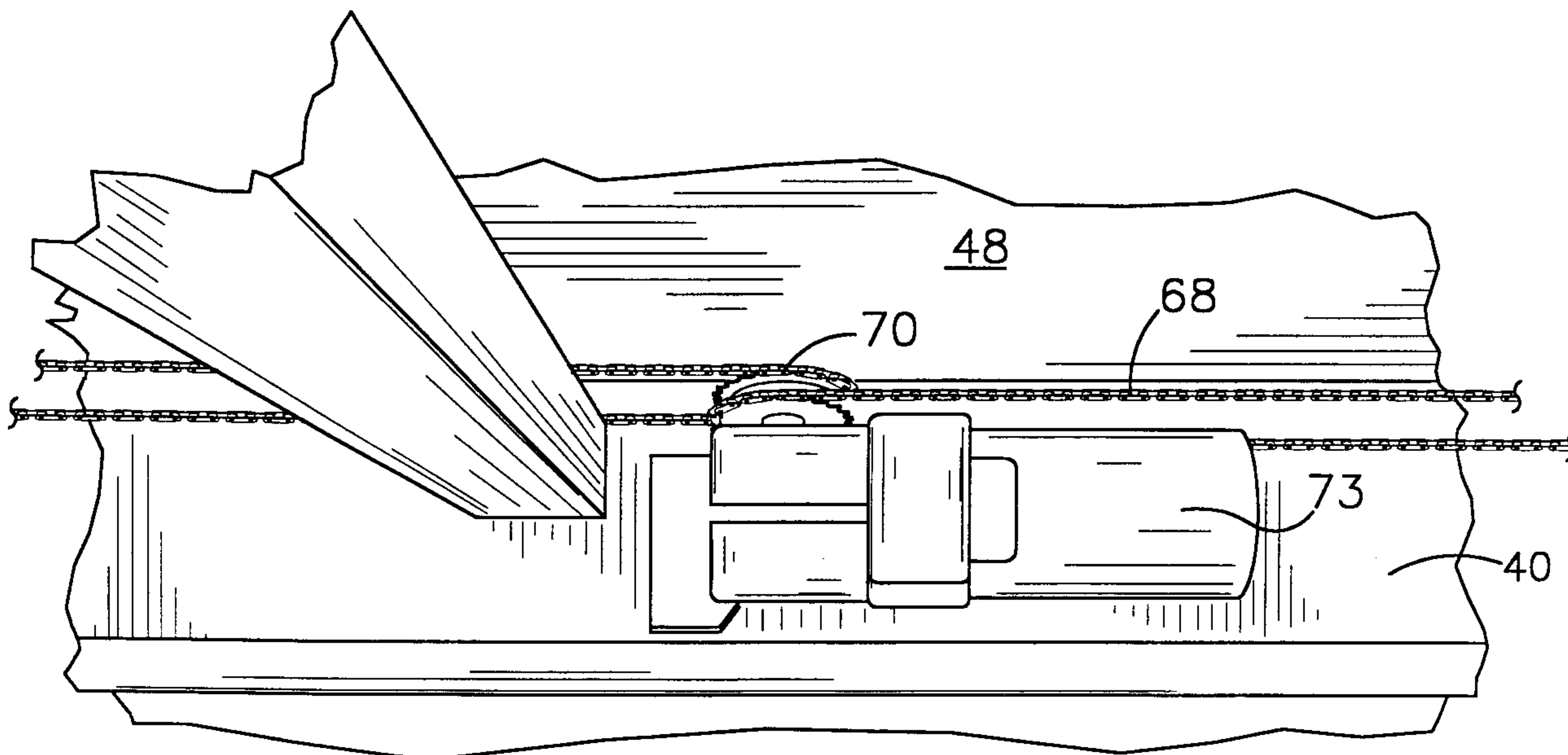


Fig.13

9/12

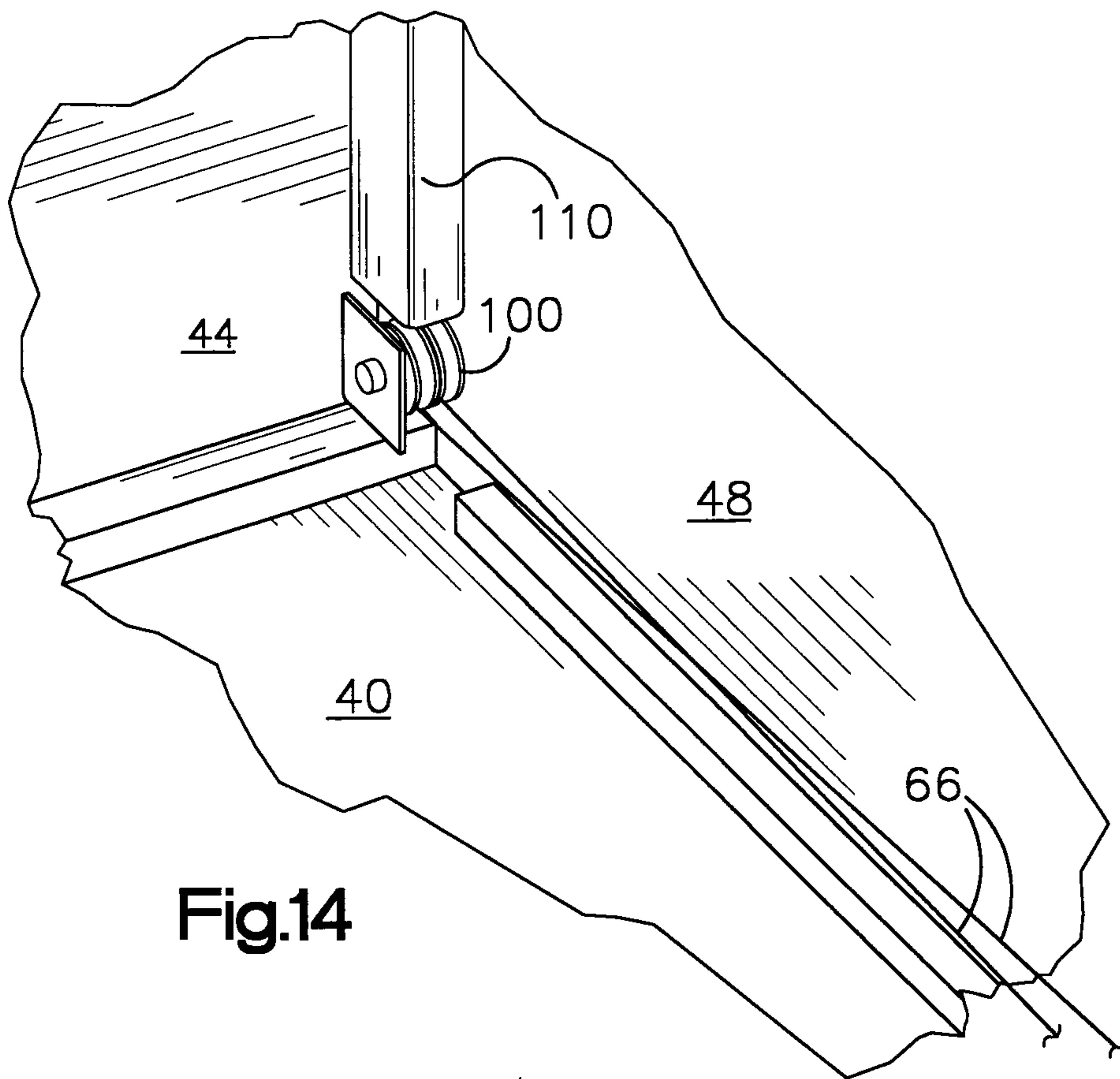


Fig.14

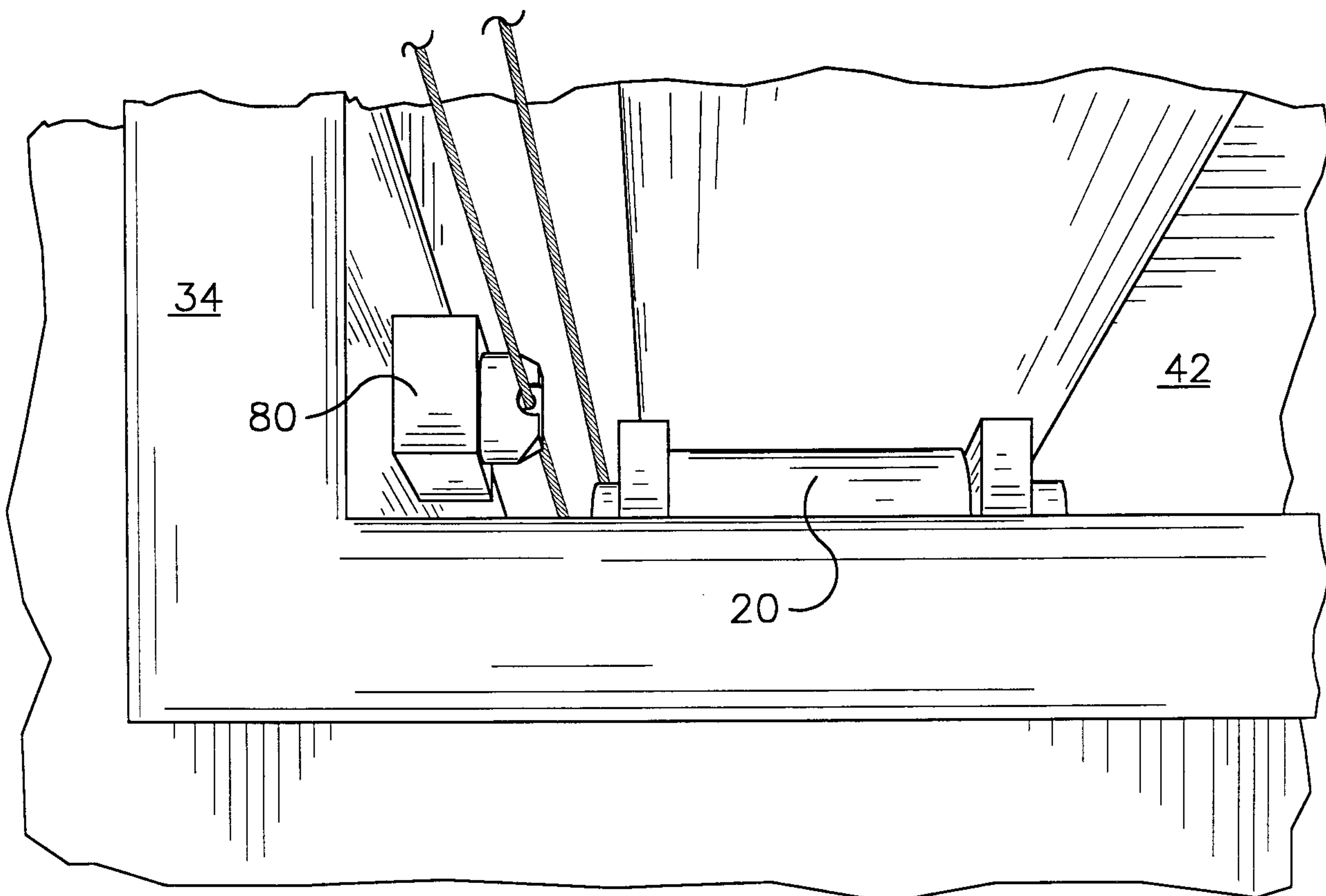


Fig.15

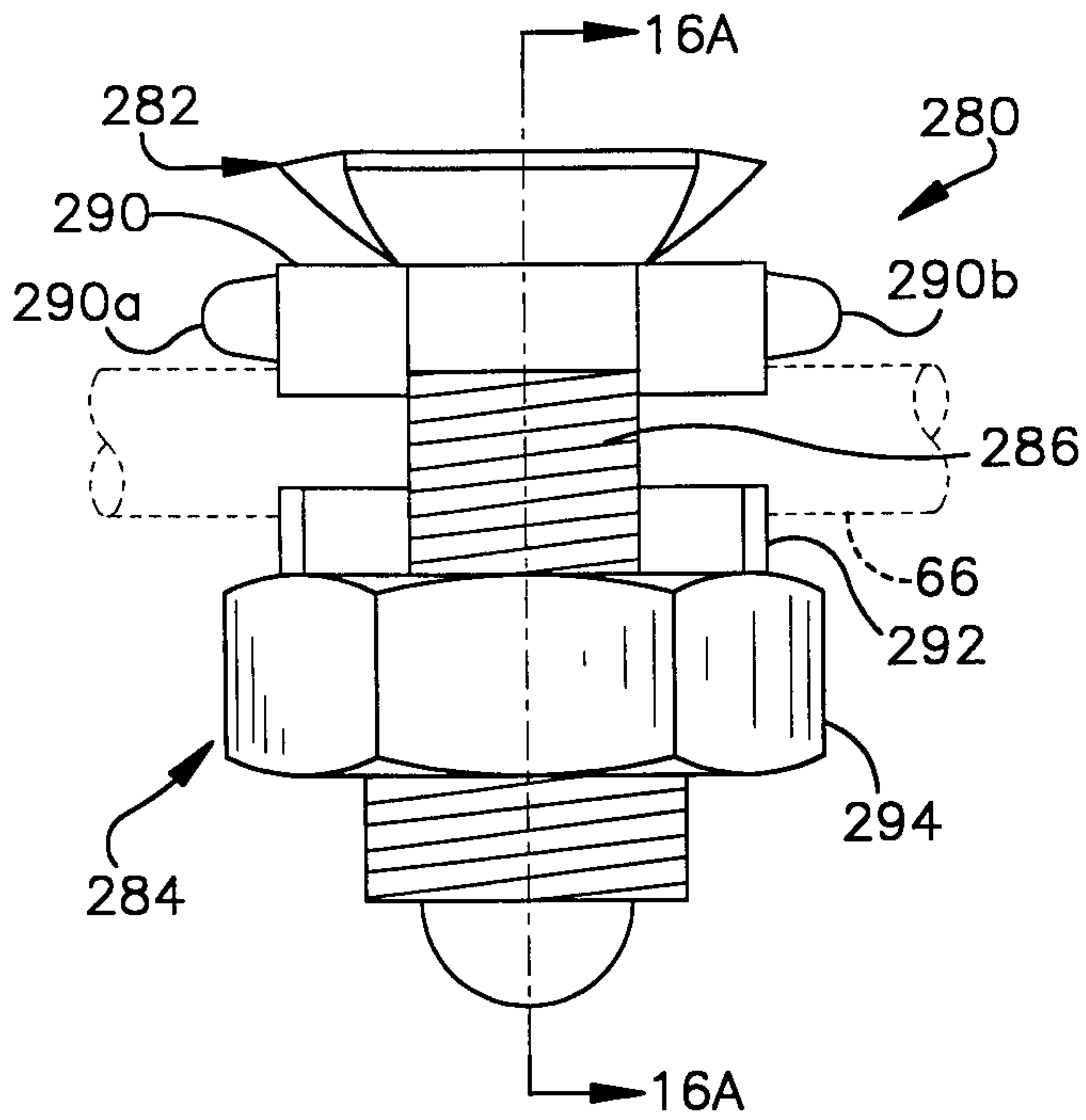


Fig.16

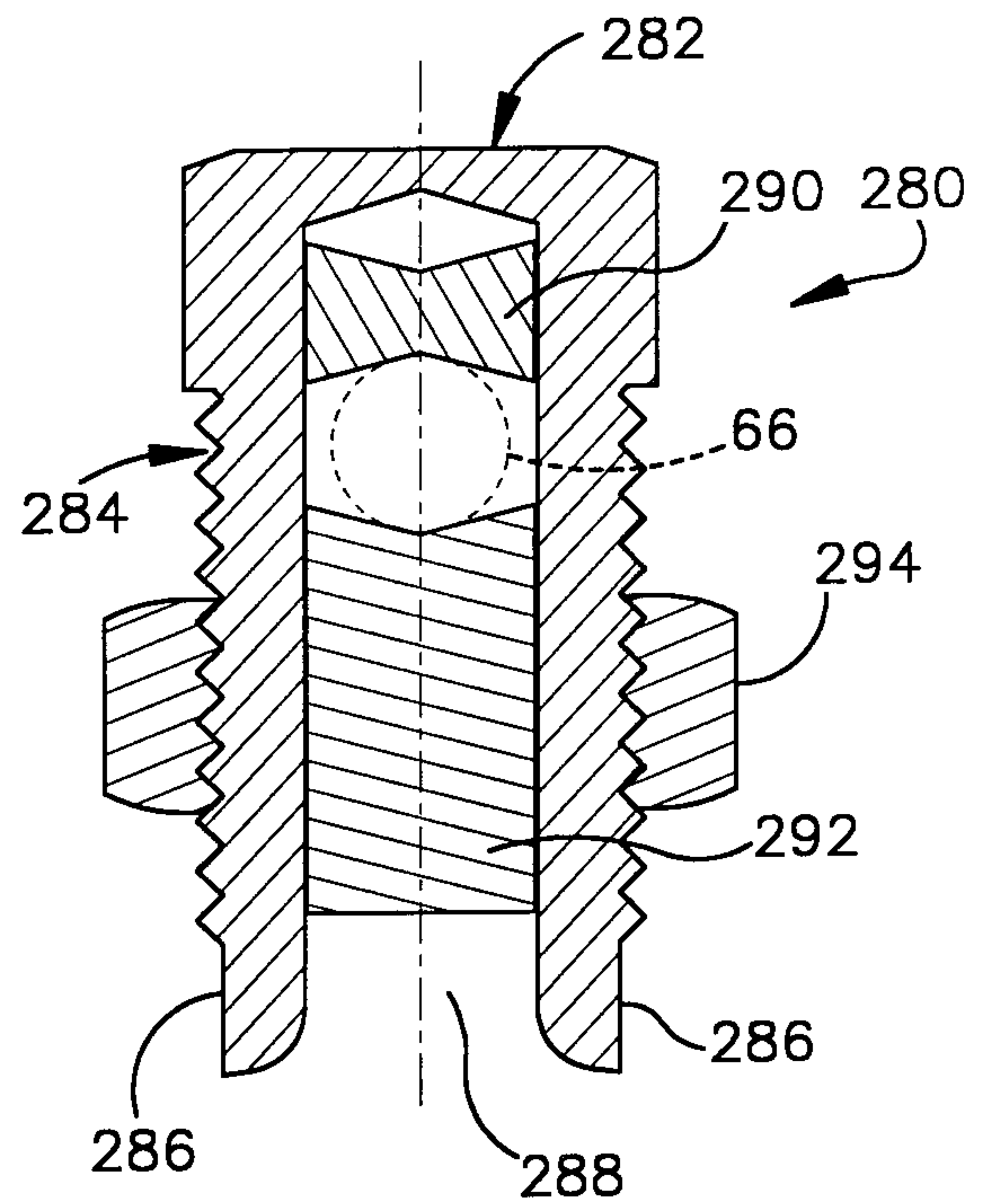


Fig.16A

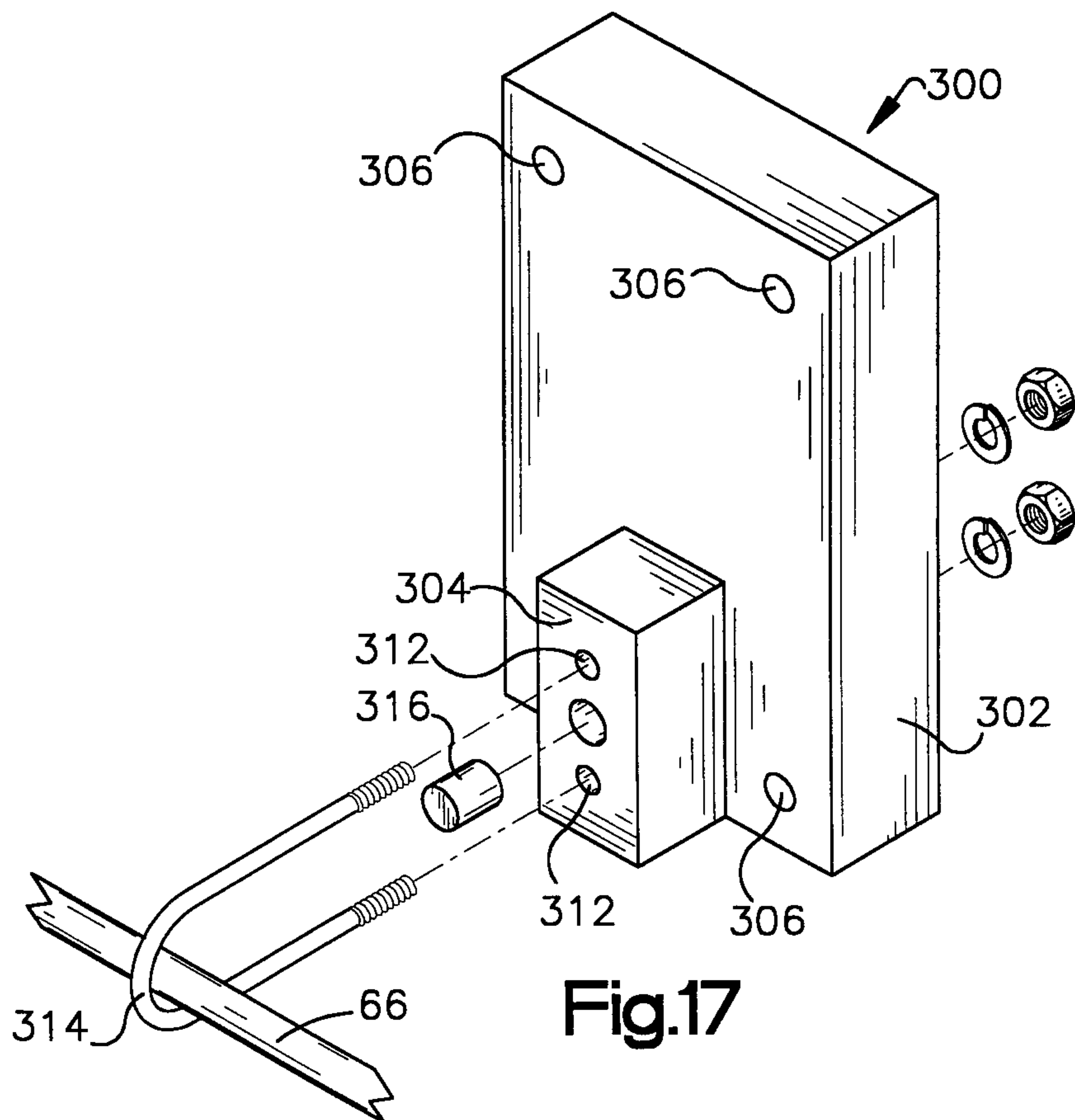


Fig.17

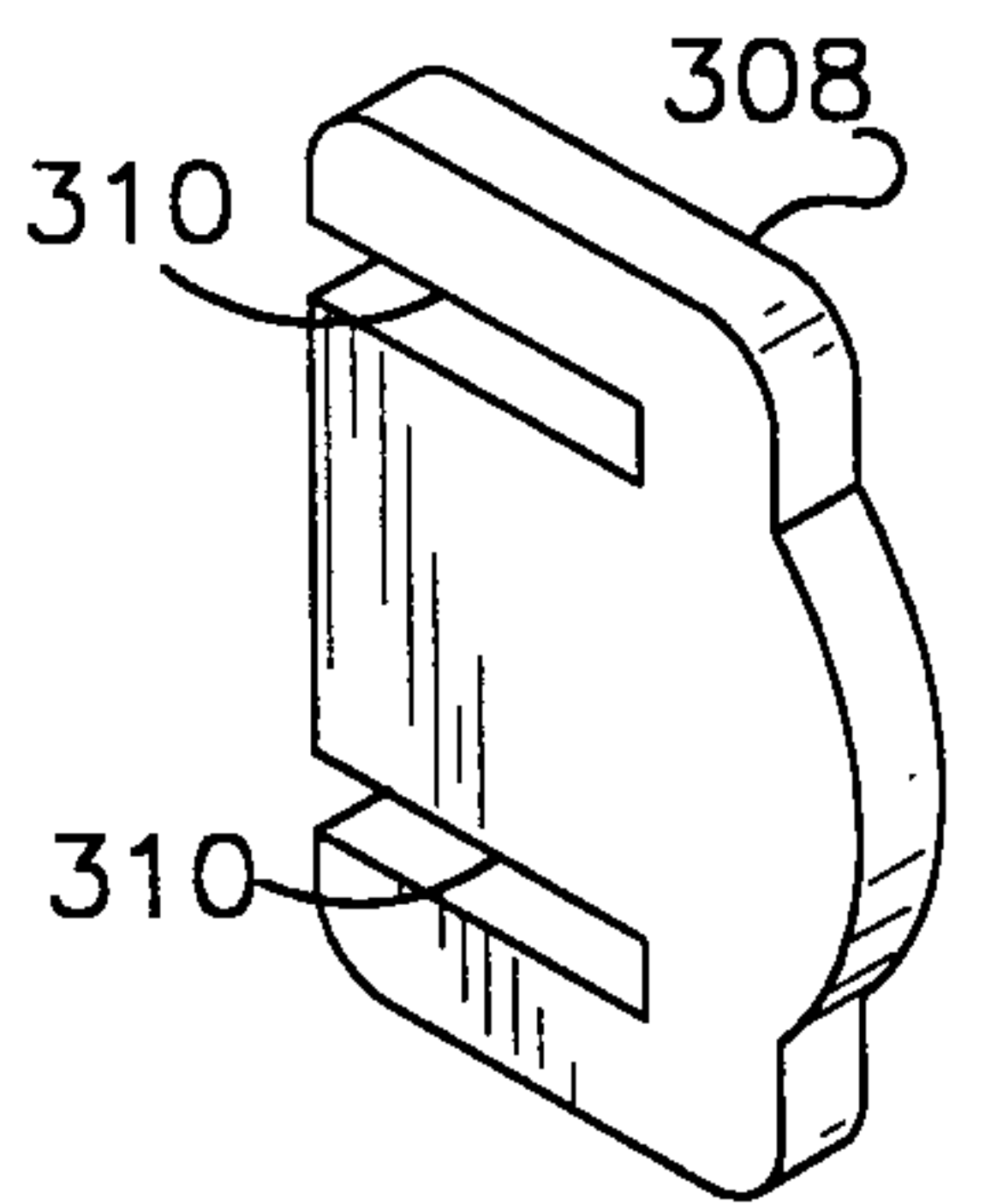


Fig.17A

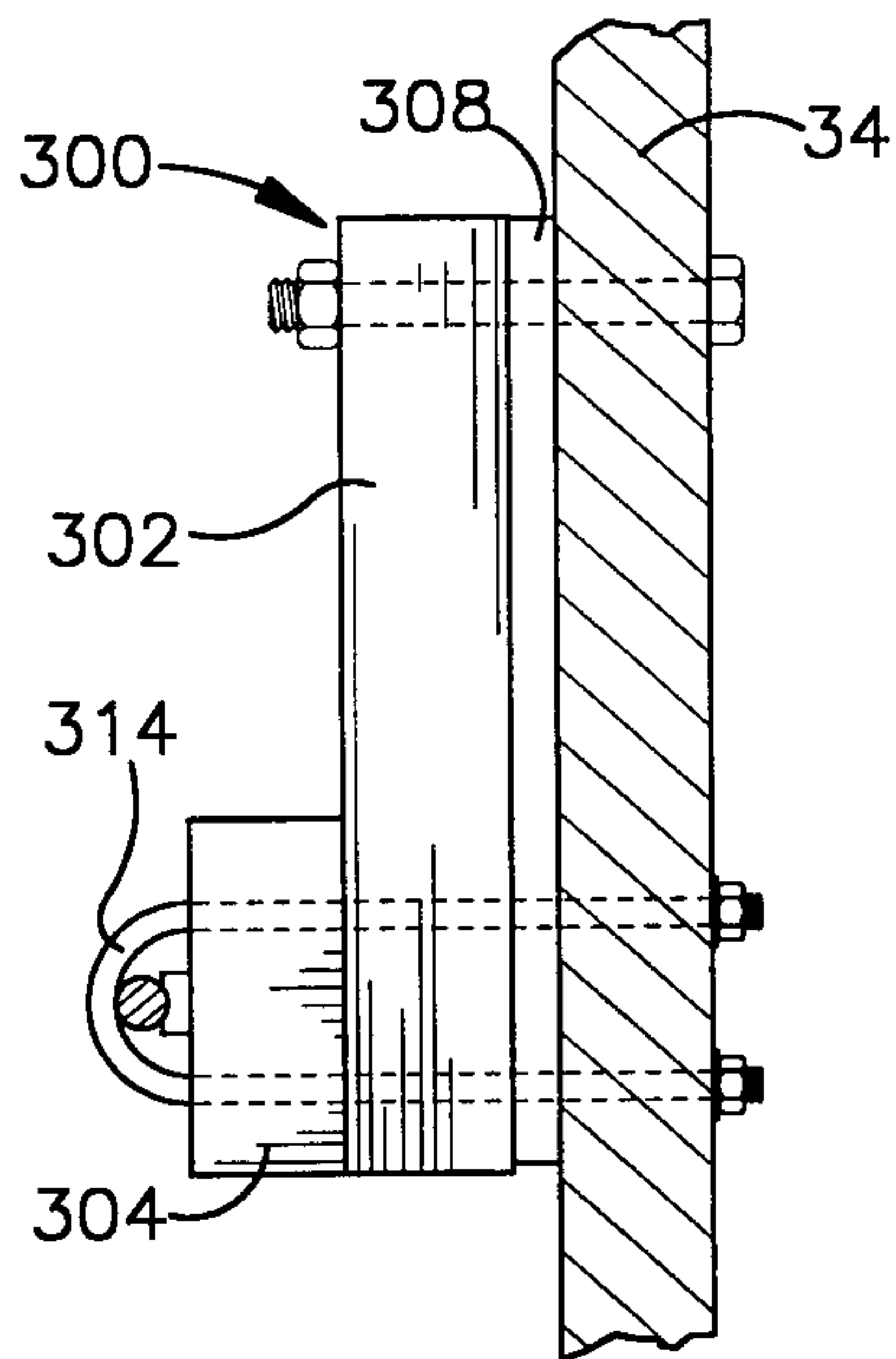


Fig.17B

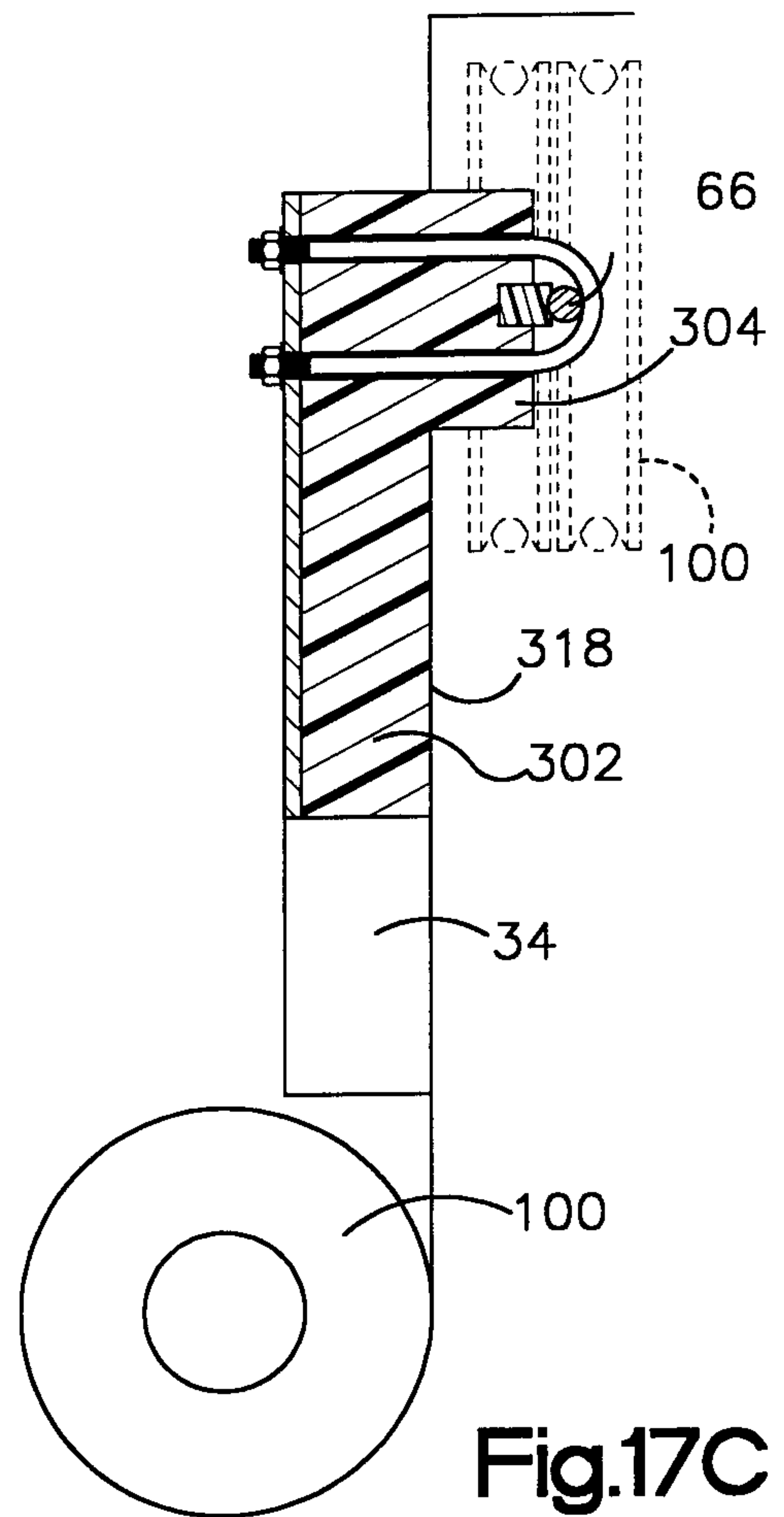


Fig.17C

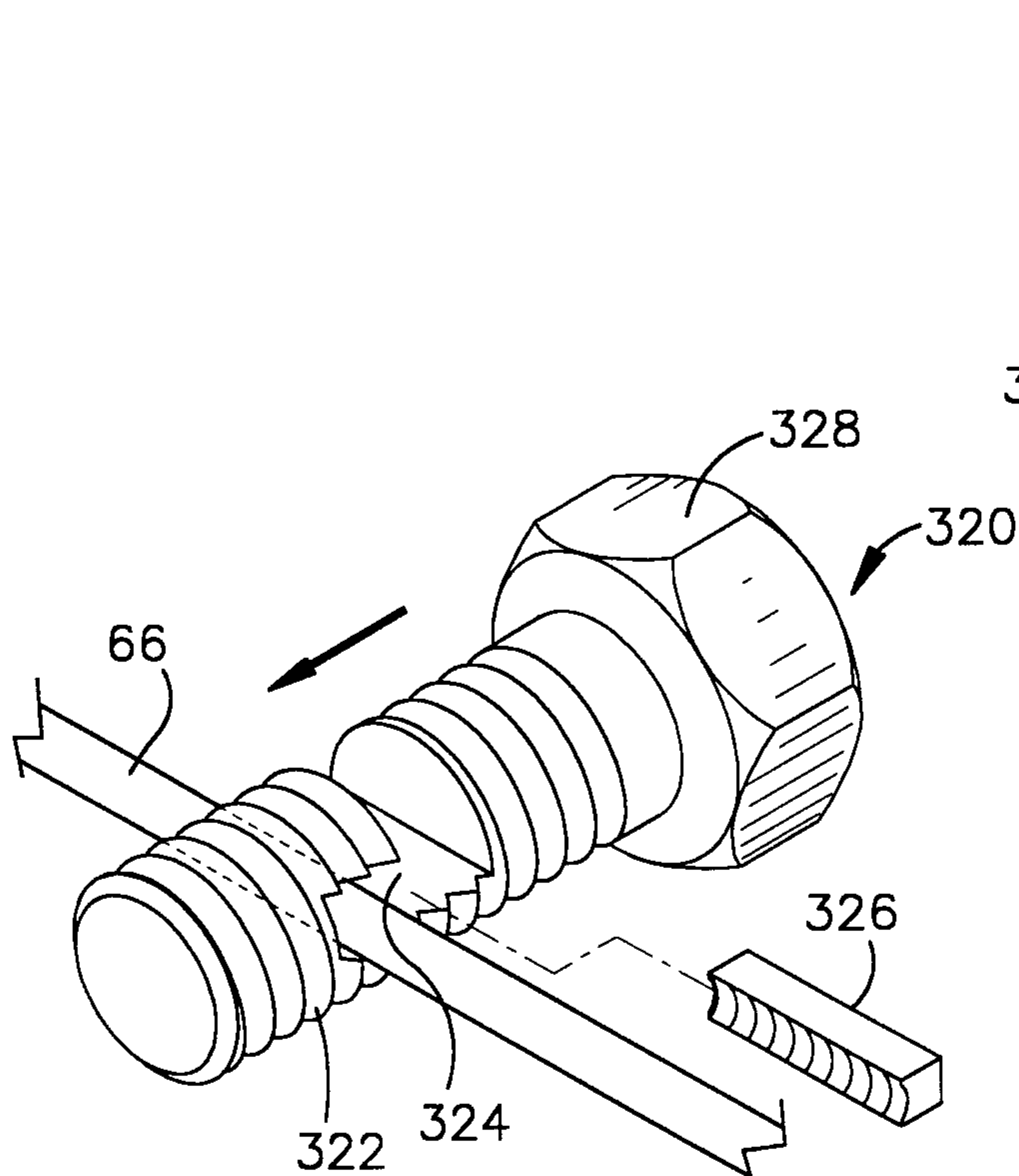


Fig.18

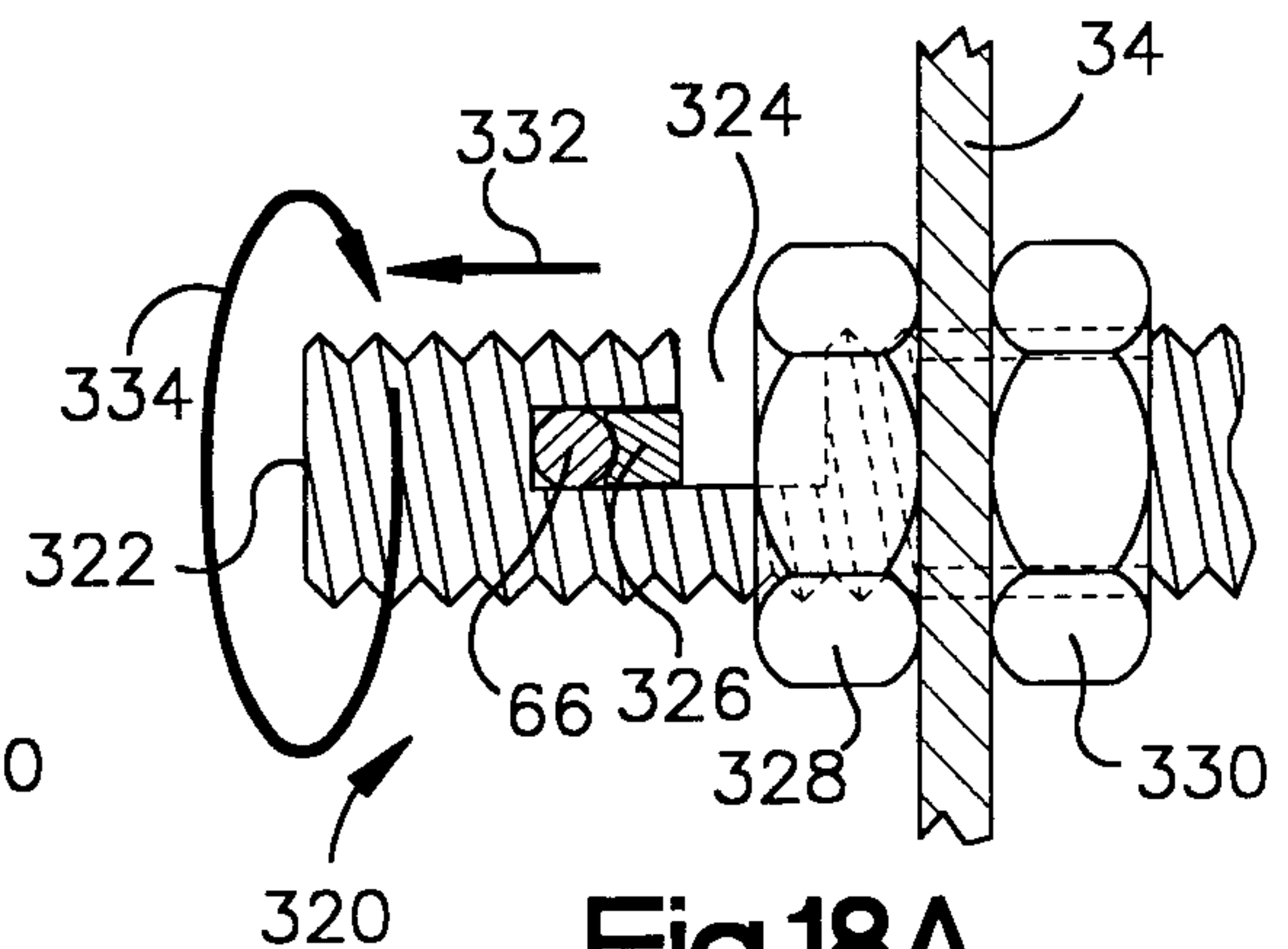


Fig.18A

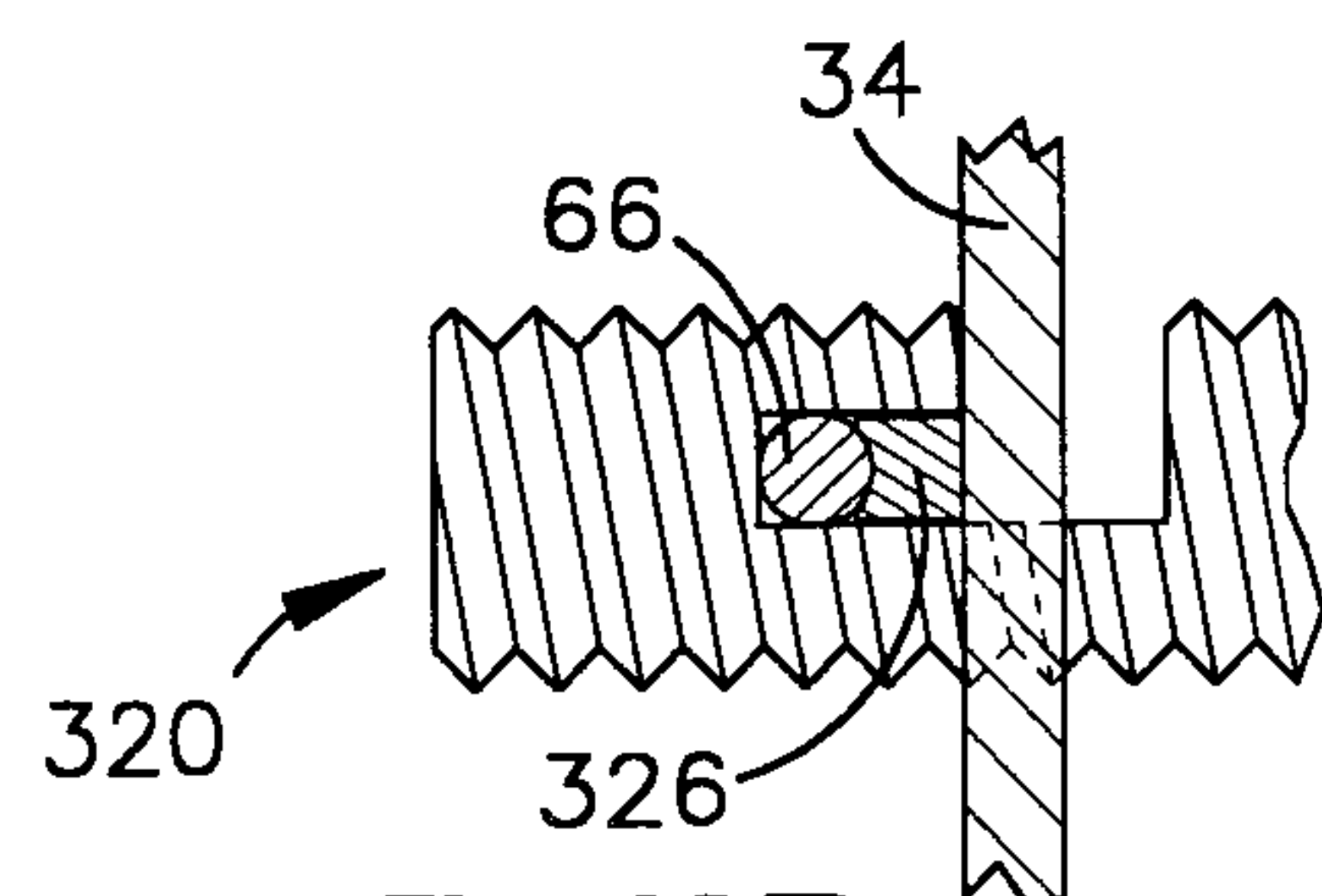


Fig.18B

