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Motor-driven transport trolley with differentiated drive

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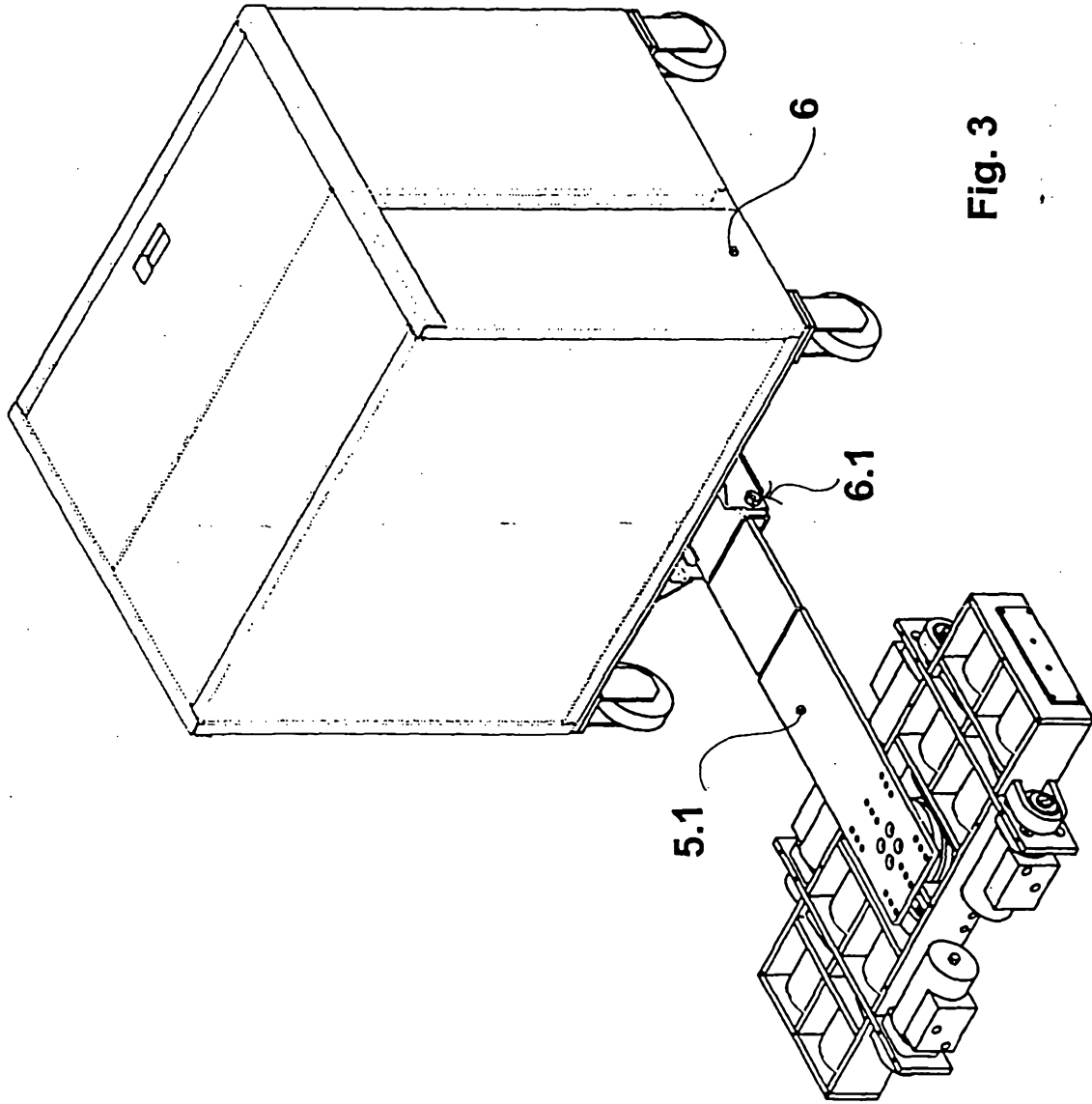
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Abstract

MOTOR-DRIVEN TRANSPORT TROLLEY

WITH DIFFERENTIATED DRIVE

A motor-driven transport trolley including a frame with a rotating plate on top, having two sets of wheels, right and left, and two or more hydraulic 5 motors which move the two sets of wheels separately to obtain differentiated drive. The motors are hydraulic and are fed by a pressure pump; the motion is differently distributed to the various hydraulic motors by means of valves connected to a control unit which controls the operation of the hydraulic motors, the pressure pump and the valves. This control unit is controlled by a 10 push-button panel connected to its by means of an electric cable, infrared rays or radio waves, etc.



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COMPLETE SPECIFICATION

FOR A STANDARD PATENT

ORIGINAL

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Title: MOTOR-DRIVEN TRANSPORT TROLLEY WITH DIFFERENTIATED DRIVE

Associated Provisional Applications: No(s).:

The following statement is a full description of this invention, including the best method of performing it known to me/us:-

TITLE

**MOTOR-DRIVEN TRANSPORT TROLLEY WITH
DIFFERENTIATED DRIVE**

DESCRIPTION

5 This patent concerns the sector of portage equipment and particularly it concerns trolleys for shifting bulky and heavy objects. This patent specifically refers to a new motor-driven transport trolley with differentiated drive on both sides.

10 Transport trolleys are already known for voluminous and/or heavy objects. These trolleys comprise two or more groups of broad wheels with small diameter. One of these trolleys is equipped with a rotating horizontal upper platform, on which the object to be transported rests, and a bar for towing and guiding the trolley, while trolleys without a rotating platform are placed at the rear.

15 The trolleys composed as described above are towed by hand by a number of persons.

20 Some trolleys are equipped with an electric motor which transmits motion to all the wheels of the trolley, in such a way as to make it less tiring to tow the object that is to be transported. Though convenient, these motor-driven trolleys still present certain drawbacks, including the need for powerful motors to start towing the transported object (pickup) and the difficulty of going round bends since, as the motor acts simultaneously on all the wheels, it is not easy to turn the trolley.

25 To overcome all the above problems, a new type of transport

trolley has been designed and implemented, equipped with hydraulic motors which act independently on two or more wheels or groups of wheels placed on the two sides.

5 As regards its main parts, the new transport trolley comprises a frame or bearing structure, two wheels or sets of wheels, one or more pairs of hydraulic motors, a rotating horizontal upper platform and a control unit for the various motors.

10 The frame or bearing structure connects and joins the various other parts. In particular it has a generally flat shape and the rotating horizontal platform is placed on top.

This platform can turn with vertical axis in such a way as to allow the changing of the direction of the trolley with respect to the object transported.

15 On each of the two sides of the frame or structure is placed a set of wheels with small diameter and broad width.

Each of the two wheels or sets of wheels receives motion, independently of the other, from one or more hydraulic motors.

In other words, two or more hydraulic motors serve and move the wheels of a right-hand set and of a left-hand set.

20 The connection between the hydraulic motor or motors and the corresponding set of wheels may be achieved by means of cogged belts, chains with links or gears so that all the wheels in a set receive exactly the same motion at the same time.

25 The control unit oversees and controls the operation of the various motors and is equipped with a push-button panel or a control stick

for controlling the movement of the trolley in the various directions. This push-button panel or control stick may be connected to the control unit by means of an electric cable, infrared rays or radio waves.

5 It is possible to allow for the various hydraulic motors to receive the fluid from a single pressure pump connected to all the motors by means of two or more valves; the pressure differentiation, and therefore the motion differentiation, is consequently determined by the closing or the partial or total opening of the valves. The fluid
10 pressure pump may be included in the trolley; preferably it may be separate, for example transported on an auxiliary trolley moved by the operator.


15 This solution offered by the new transport trolley allows each set of wheels, right and left, to be moved independently of the other, that is, by moving the two sets of wheels in a differentiated manner, it is possible to obtain forward and reverse motion and turning of the new transport trolley on the floor without any effort by the operator.


20 The power may be supplied to the control unit by the mains or by batteries.

The following is just an example among many of a practical embodiment of the invention in question, illustrated in the enclosed drawings, wherein:


25 Figure 1 shows a plan view of the new transport trolley, while figure 2 shows an axonometric view of the same transport trolley.

It is possible to observe the frame or bearing structure (1), the two sets of wheels (2.1, 2.2), the hydraulic motors (3.11, 3.12, 3.21, 3.22) which set the wheels (2.1, 2.2) in motion. In these figures a dashed line indicates the rotating horizontal upper platform (5) on which the object to be transported is placed.

In these example each set of wheels (2.1, 2.2) is composed of four wheels placed two by two (2.11, 2.12, 2.21, 2.22); each pair of wheels (2.11, 2.12, 2.21, 2.22) is turned by a hydraulic motor (3.11, 3.12, 3.21, 3.22).

Each hydraulic motor is equipped with suitable connections (4) for the pressure pump (not shown in the figure).

There is no need for a rigid connection between the control unit and the trolley assembly, since a connection for the passage of the fluid is sufficient.

Figure 3 shows an interesting compact solution in which the trolley assembly is connected, by means of an extensible bar (5.1), to the control unit (6).

The extensible bar (5.1) is hinged in point (6.1) to reduce the bulk of the trolley when it is put away.

These are sufficient schematic indications to allow an expert to implement the invention; consequently, in the tangible application it may be subject to variations without prejudice to the substance of the innovative concept.

With reference to the above description and to the enclosed drawings, the following claims are therefore put forth.

Claims

1. Motor-driven transport trolley including a frame with two sets of wheels, right and left, wherein the trolley is equipped with two or more hydraulic motors which move the two sets of wheels separately to obtain differentiated
5 drive, and having a rotating plate placed on top.

2. Transport trolley according to claim 1, wherein the motors are hydraulic and are fed by a pressure pump, and wherein the motion is differently distributed to the various hydraulic motors by means of valves connected to a control unit which controls the operation of the hydraulic motors, the pressure
10 pump and the valves.

3. Transport trolley according to claims 1 or 2 wherein the control unit is controlled by a push-button panel connected to it by means of an electric cable, infrared rays or radio waves, etc.

4. A motor-driven transport trolley as hereinbefore described with reference
15 to the drawings.

Dated this 5th day of February 2001.

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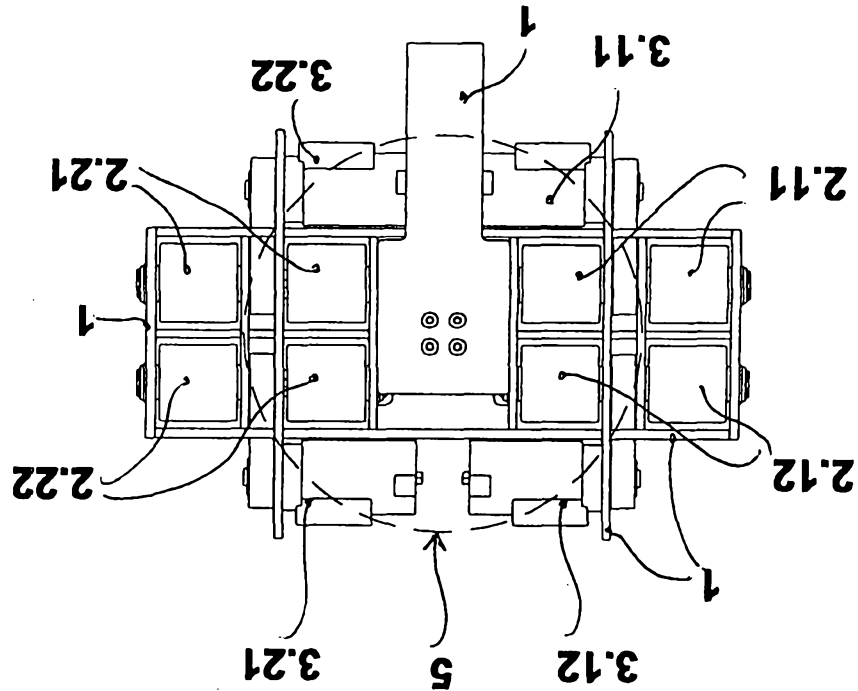


Fig. 1

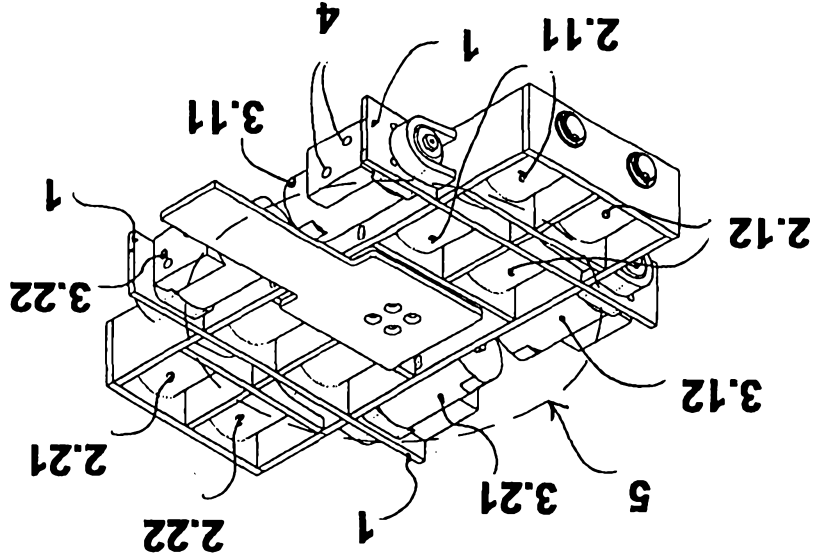


Fig. 2

