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C. J. KELSCH

1,707,268

BODY MOUNTING

Filed Sept. 2, 1925

Fig. 1.

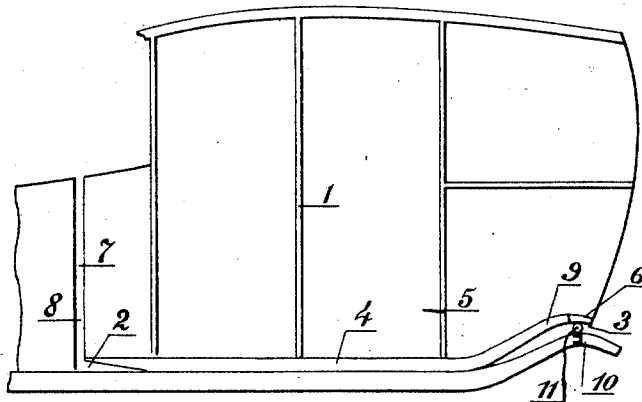
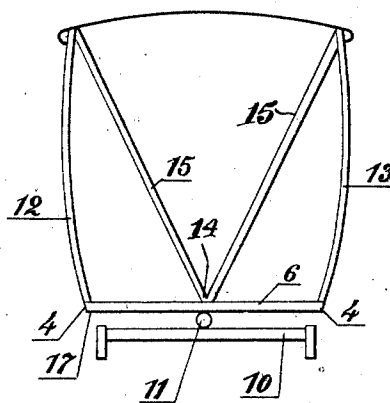


Fig. 2.



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BODY MOUNTING.

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The coachwork construction of the present invention permits coachwork to be protected from deformations of the chassis without adopting a special and heavy construction.

5 This object is attained by isolating the coachwork from the chassis at those parts where the latter is liable to be deformed the most; that is, firstly at the front part, and secondly at the part adjacent the back cross
10 members of the main frame.

This isolation of the coachwork results in silence and permits a lighter construction as only the central part of the coachwork rests directly on the chassis by the aid, if neces-
15 sary, of an anti-vibratory member which may be of felt, leather or other materials.

The annexed drawing represents, by way of example, one embodiment, of the present invention.

20 On the drawing:

Fig. 1 is a side view of the coachwork and Fig. 2 is a back view thereof.

Referring to the drawing:

25 The coachwork 1 is constructed substantially in the ordinary manner, but is suitably spaced at 2, 3 from the chassis frame by shaping the front and back ends of the bearers 4 for the body as shown. The space 2 can extend for example, from the front part to
30 the foot of the front door openings, and from the foot of the back door 5 to the back cross member 6.

35 The body proper of the coachwork rests on the bearers 4, its front part 7 being arranged at a suitable distance from the dashboard 8 of the chassis, thus permitting play and an effective cushioning of the coachwork.

40 The back part of the body rests on the raised part 9 of the bearers and on the cross member 6 which is fixed in the usual manner to the bearers 4.

As the back part of the body is loaded and is overhung, there is fixed, for example, between the cross member 6 of the body and the back cross member 10 of the chassis, a sup-
45 porting member 11, preferably slightly flexible. In order to centralize the weight on the cross member 6 it is preferable to transmit the weight of the side members 12, 13 (shown in end view in Fig. 2) on to the point 14 sit-
50 uated at the centre and to the right of the supporting member 11 by bars or rods 15 leading to the corners of the roof, as indicated in Fig. 2.

A suitable space 17 is left between the ends 55 of the cross members 6 and 10 as well as throughout all the length along which the bearer 4 is disengaged and at every part where the chassis could touch the body. The movement of the back cross members of the
60 chassis and of the front part can take place freely and will not interfere with the movement of the body of the coachwork.

I claim:

65 In a vehicle body structure, a chassis frame, a body structure having brace members upon its back portion, said brace members having their lower ends abutting, means supporting the base of the body structure upon the chassis frame at the intermediate
70 portion thereof, the rear ends of the base structure being spaced from the chassis frame, and a supporting member interposed between the rear spaced ends of the base structure and chassis frame, said member be-
75 ing in direct alignment with the abutting ends of the brace members.

Signed at Paris, in the county of Seine and State of France, this thirteenth day of August, A. D. 1925.

CLEMENT JEAN KELSCH.