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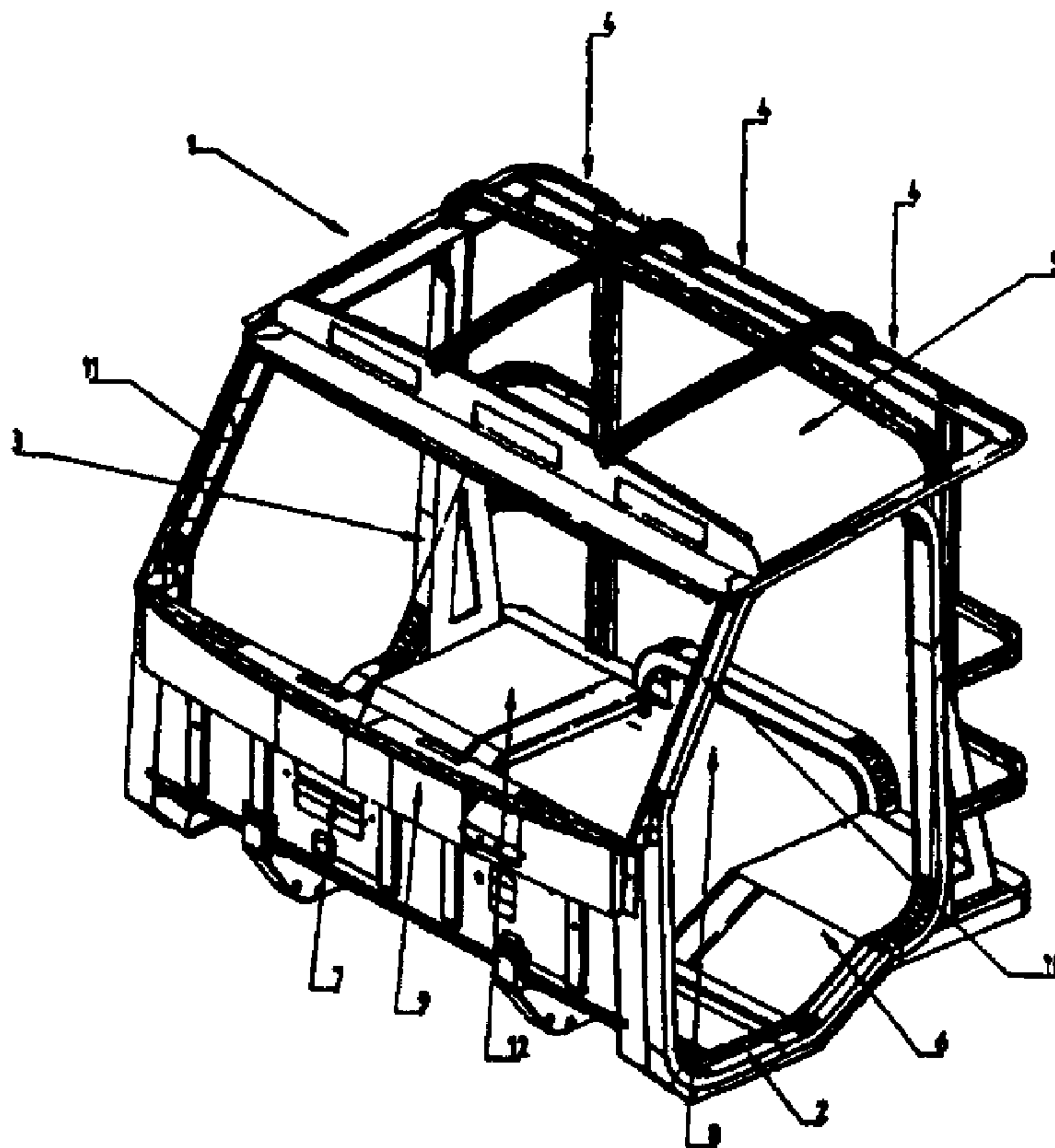
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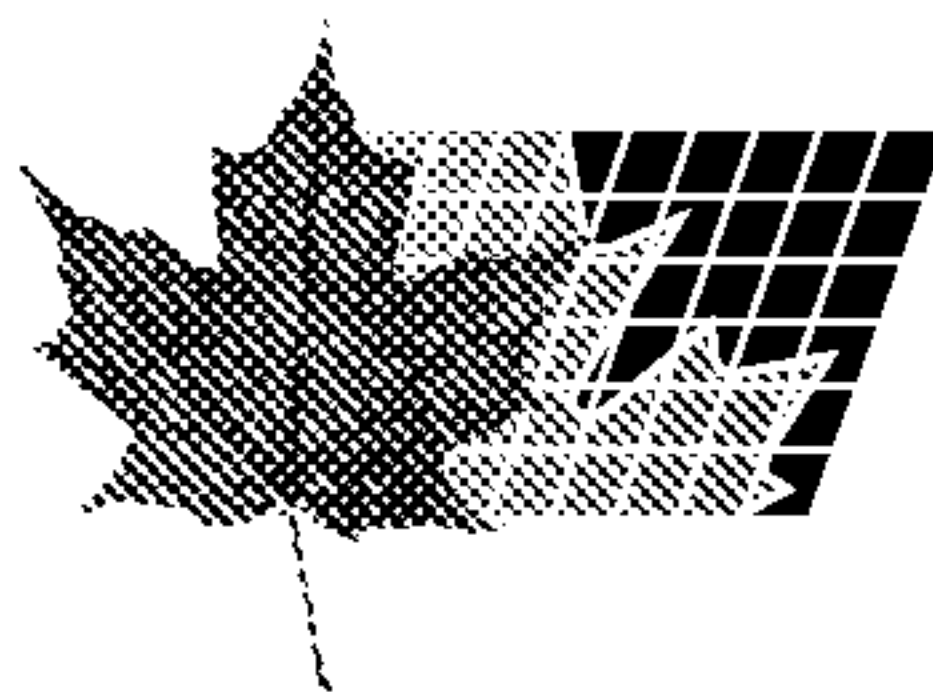
(54) **STRUCTURE AMELIOREE DE CABINE AVANCEE POUR
CAMIONS MOYENS ET TRACTEURS ROUTIERS**

(54) **IMPROVED STRUCTURE FOR A CABIN OF THE CAB-OVER-
ENGINE TYPE, FOR MEDIUM TRUCKS AS WELL AS LARGE
TRUCKS**



(57) L'invention concerne une structure modulaire améliorée pour cabine avancée de camions utilisée indifféremment dans les camions moyens et les tracteurs routiers. Elle peut être construite sur la même chaîne d'assemblage que celle utilisée pour les différents types d'automoteurs classiques et présente la forme d'une

(57) An improved modular structure for cabin (1) that will be used in the denominated "Cab-Over" trucks, that could be used indistinctly in medium trucks and trucks, and that could be constructed in the same assembly line for the different types of automotive vehicles of the conventional type, having the shape of a stylized cabin,



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cabine stylisée. La structure modulaire comprend deux parties latérales appelées flancs, formées par les châssis dormants des portes gauche et droite, lesquels ont une configuration irrégulière adaptée pour modeler le plancher qui forme l'espace destiné au moteur, lequel est installé sous le plancher. Le plancher est relié au panneau arrière de la cabine à l'endroit où les châssis dormants des portes et le panneau arrière sont assemblés à la bâche et au plancher. Le plancher, qui a une forme irrégulière, s'étend depuis le panneau arrière jusqu'à la partie frontale de la cabine et est replié à cet endroit vers l'avant avec l'inclinaison nécessaire pour s'unir avec le panneau avant qui est relié à la bâche par l'intermédiaire de deux montants gauche et droite et forme ainsi la cavité dans laquelle est installé le pare-brise, appelé cadre de pare-brise.

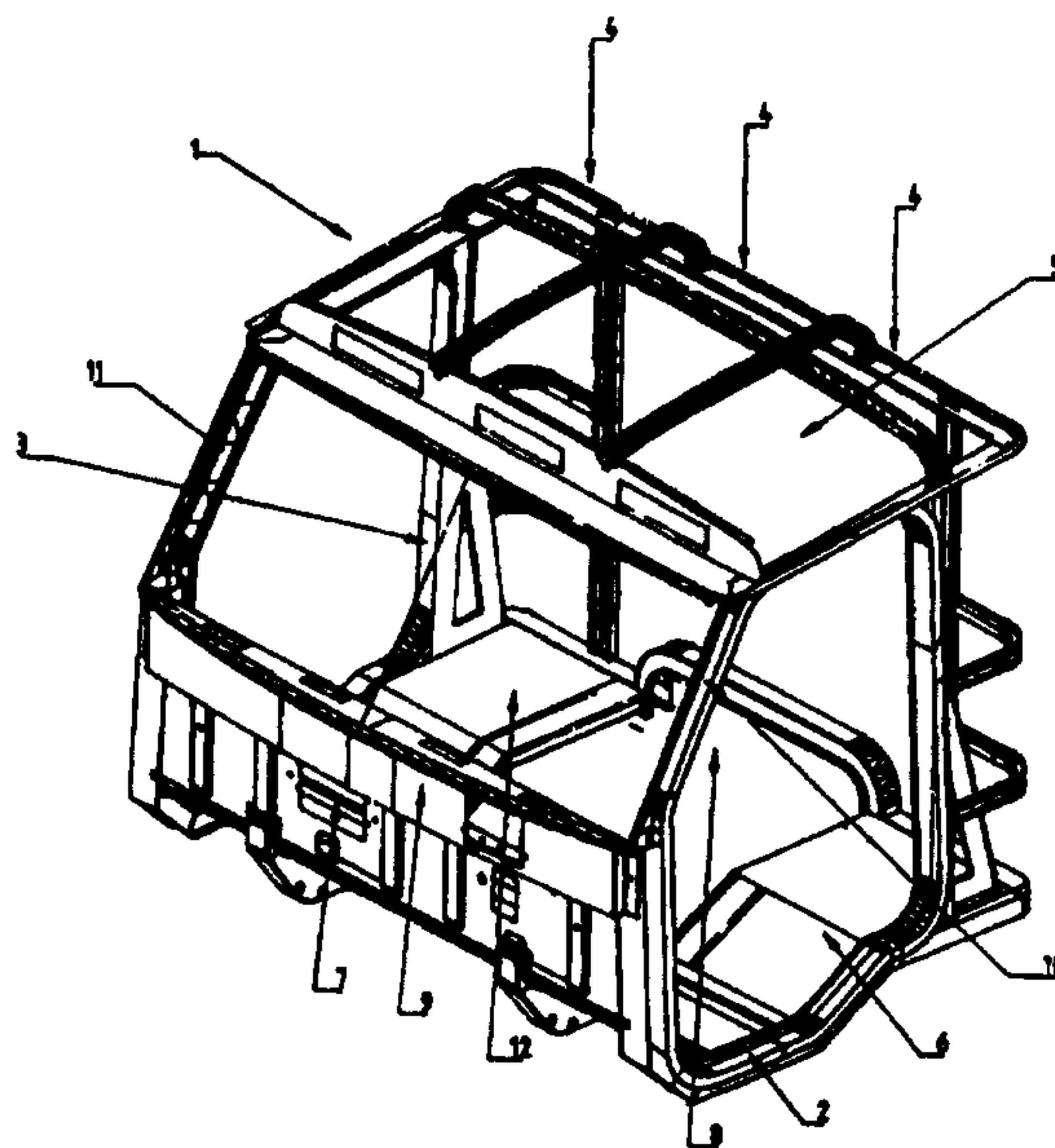
integrated in the following way: two lateral sections, denominated sides formed by the left (2) and right (3) door trims respectively, which have an irregular shape adequate to mold the floor (6) that forms the space for the engine, which will be installed under the floor. The floor joints to the rear panel (4) of the cabin: where both the doors trims (33) and the rear panel (4), joins the top (5) and the floor (6). The floor having an irregular shape is extended from the rear panel, up to the front of the cabin, where it folds upwardly with the require inclination to join the front panel, which by means of two pillars, one left (10) and one right (11) joins the top, forming the cavity where the windshield will be installed, denominated windshield frame.





PCT ORGANIZACION MUNDIAL DE LA PROPIEDAD INTELECTUAL
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<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top; padding: 5px;"> (21) Solicitud internacional: PCT/MX98/00050 (22) Fecha de la presentación internacional: 9 de Noviembre de 1998 (09.11.98) (30) Datos relativos a la prioridad: 978574 7 de Noviembre de 1997 MX (07.11.97) (71) Solicitante (para todos los Estados designados salvo US): CONSORCIO G GRUPO DINA, S.A. DE C.V. [MX/MX]; Tlacoquemécatl 41-6° piso, Colonia Del Valle, Mexico, D.F. 03100 (MX). (72) Inventores; e (75) Inventores/solicitantes (sólo US): MONDRAGON SARMIENTO, Francisco [MX/MX]; Garzas 48, Colonia Arboledas, Atizapan de Zaragoza, México 52967 (MX). MIRANDA GUERRERO, Roberto [MX/MX]; Mar del Néctar 17, Colonia Ciudad Brisas, Naucalpan de Juárez, México 53280 (MX). ESPINOSA RUIZ, Alejandro [MX/MX]; Froylan 86, Colonia Morales, Pachuca, Hidalgo 42040 (MX). GONZALEZ GUADARRAMA, Carlos [MX/MX]; 2a. Cda. 2 de Abril 50/207, Colonia Rinconada de Atizapan, Atizapan de Zaragoza, México 52967 (MX). </td> <td style="width: 50%; vertical-align: top; padding: 5px;"> (74) Mandatario: GONZALEZ BERLANGA, Héctor; Avenida Irrigación 49-1, Colonia Irrigación-Polanco, Delegación Miguel Hidalgo, México, D.F. 11510 (MX). (81) Estados designados: BR, CA, CU, JP, US, Patente europea (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE). Publicada <i>Con informe de búsqueda internacional. Antes de la expiración del plazo previsto para la modificación de las reivindicaciones, será publicada nuevamente si se reciben modificaciones.</i> </td> </tr> </table>			(21) Solicitud internacional: PCT/MX98/00050 (22) Fecha de la presentación internacional: 9 de Noviembre de 1998 (09.11.98) (30) Datos relativos a la prioridad: 978574 7 de Noviembre de 1997 MX (07.11.97) (71) Solicitante (para todos los Estados designados salvo US): CONSORCIO G GRUPO DINA, S.A. DE C.V. [MX/MX]; Tlacoquemécatl 41-6° piso, Colonia Del Valle, Mexico, D.F. 03100 (MX). (72) Inventores; e (75) Inventores/solicitantes (sólo US): MONDRAGON SARMIENTO, Francisco [MX/MX]; Garzas 48, Colonia Arboledas, Atizapan de Zaragoza, México 52967 (MX). MIRANDA GUERRERO, Roberto [MX/MX]; Mar del Néctar 17, Colonia Ciudad Brisas, Naucalpan de Juárez, México 53280 (MX). ESPINOSA RUIZ, Alejandro [MX/MX]; Froylan 86, Colonia Morales, Pachuca, Hidalgo 42040 (MX). GONZALEZ GUADARRAMA, Carlos [MX/MX]; 2a. Cda. 2 de Abril 50/207, Colonia Rinconada de Atizapan, Atizapan de Zaragoza, México 52967 (MX).	(74) Mandatario: GONZALEZ BERLANGA, Héctor; Avenida Irrigación 49-1, Colonia Irrigación-Polanco, Delegación Miguel Hidalgo, México, D.F. 11510 (MX). (81) Estados designados: BR, CA, CU, JP, US, Patente europea (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE). Publicada <i>Con informe de búsqueda internacional. Antes de la expiración del plazo previsto para la modificación de las reivindicaciones, será publicada nuevamente si se reciben modificaciones.</i>
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(54) Title: IMPROVED STRUCTURE FOR A CABIN OF THE CAB-OVER-ENGINE TYPE, FOR MEDIUM TRUCKS AS WELL AS LARGE TRUCKS (54) Título: ESTRUCTURA MEJORADA DE CABINA TIPO CAB-OVER PARA CAMION MEDIANO Y TRACTOCAMION (57) Abstract An improved modular structure for cabin (1) that will be used in the denominated "Cab-Over" trucks, that could be used indistinctly in medium trucks and trucks, and that could be constructed in the same assembly line for the different types of automotive vehicles of the conventional type, having the shape of a stylized cabin, integrated in the following way: two lateral sections, denominated sides formed by the left (2) and right (3) door trims respectively, which have an irregular shape adequate to mold the floor (6) that forms the space for the engine, which will be installed under the floor. The floor joints to the rear panel (4) of the cabin: where both the doors trims (33) and the rear panel (4), joins the top (5) and the floor (6). The floor having an irregular shape is extended from the rear panel, up to the front of the cabin, where it folds upwardly with the require inclination to join the front panel, which by means of two pillars, one left (10) and one right (11) joins the top, forming the cavity where the windshield will be installed, denominated windshield frame. (57) Resumen Una estructura modular mejorada para cabina (1) que será utilizada en los camiones denominados "Cab-Over", y que podrá ser utilizada indistintamente, en camiones medianos y tractocamiones, y que podrá ser construida en la misma linea de ensamble para los diferentes tipos de automotores del tipo convencional, teniendo forma de cabina estilizada, integrada de la siguiente manera: dos secciones laterales, denominadas costados formadas por los contramarcos de las puertas izquierda (2) y derecha (3) respectivamente, los cuales tienen una forma irregular adecuada para moldear el piso (6), que forma el espacio para el motor, el cual se instalará por debajo del piso. El piso se une al panel trasero (4) de la cabina; en donde, tanto los contramarcos (33) de las puertas, como el panel trasero (4), se unen al toldo (5) y al piso (6). El piso que tiene forma irregular se extiende desde el panel trasero, hasta el frente de la propia cabina, en donde se dobla hacia arriba con la inclinación requerida para unirse con el panel delantero, el cual por medio de dos pilares, uno izquierdo (10) y uno derecho (11) se unen al toldo, formando la cavidad en donde se instalará el parabrisas, denominado marco de parabrisas.				



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Detailed Description

Improved Structure of Cabin Type Cab-Over for Medium Truck and Truck

The present invention refers to the development of an improved
5 structure of cabin that will be use preferably in the trucks denominated
"Cab-Over" and that could be use indistinctly in cabins for medium trucks
and trucks. The cabin in a stylized form object of the present invention
could be mix constructed in the same assembly line for the different types
of motor vehicles, without the need of stopping the production line.

10 As a it is known for an expert in the skill, a medium truck is the one
that for its construction, design and usage, it is not used for the hauling
any type of trailer and the load that it transports, is no greater than 19
Tons. In terms of the regulations of the Ministry of Communications and
Transports and according to international standards, a medium truck, is a
15 motor vehicle with chassis for the transportation of goods or less than 10
persons, with a vehicular gross weight between 6,351 to 19,000
Kilograms.

On the contrary, a truck, is the one that for its construction, design
and usage, it is used for the hauling of trailers of all kind and it is designed
20 for the transportation of great loads through great distances through the
highways. In terms of the regulations of the Ministry of Communications
and Transports, and according to international standards, a truck is a
motor vehicle with two or three axes destined for the transportation of
goods, either by means of hauling a trailers, semi-trailers or with integrated

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equipment, with a total vehicle gross weight of 30,000 Kilograms furthermore.

A truck of those denominated Cab-Over, is the one that for its construction, design and usage, could be use for the transportation of loads, in the same way that a medium truck does with a front part (trunk) and could also be use for hauling trailers of all types, in the same way that a conventional truck does.

One of the main characteristics of the Cab-Over trucks, is that does not have a trunk because the engine is located underneath of the cabin floor. To check the engine, the cabin is its totality, is forwardly raised.

To the structure of the improved cabin, object of the present invention, it is denominated of the modular type, because to that it is formed with sub-assembly parts and in this case, will be common between the Cab-Over, the medium truck and the conventional type truck.

The object of this invention, is to provide an improved structure of cabin that can be use indistinctly in Cab-Over trucks, medium trucks and trucks, with the characteristic that could be constructed indistinctly in the same assembly line for each one of the models of the mentioned trucks and those of the conventional type, which at least contains:

Two lateral sections formed by the trims for the left and right doors respectively, which has an irregular form adequate for molding the shape of the floor, underneath which it will be place the engine, with two reinforcements for each trim in the frontal and posterior position.

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5 A rear panel of the cabin, characterized because it is form by four corners, one superior and another lower, two rights and two lefts; two reinforcement pillars for the rear panel, one left and one right; a rear platform and two reinforcements for the pillars of the rear panel.

A top characterized because it is form by a base denominated top head, two top laterals, one left and one right; a transversal crossbar; a rear crossbar; two longitudinal braces, one left and one right; and two pillars, one left and one right.

10 A floor of irregular form, to shape a cavity or tunnel where it will be place the engine, that follows the shape of the door trims, where the floor extends from the rear platform of the rear panel, characterized because it extends up to the transmission cover and at this point it folds downwardly with the required inclination to join
15 with the front floor assemblage, which follows the shape of the door trims.

A front panel characterized because it is form by a half mask covering for windshield and three reinforcement parts for the half mask and the floor of the cabin itself.

20 Traditionally, in the design specifications' of the cabins for medium trucks, are used specific designs and dimensions for this type of trucks, therefore, in spite that a simple view could have the same shape, the dimensions of its components vary and consequently, are produced in different assembly lines.

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In the traditional construction of cabins for medium trucks and of the cabins for trucks, it is not possible to use at the same time the same assembly line, due mainly to that the kits of tools that are used in the assembly of one and another cabin, also are different; consequently, the
5 assembly line has to be stopped to effectuate the change of the kits of tools or to have two different production lines, becoming in lost of time, greater production cost, investment in the kits of tools and grater hand labor.

The different parts that composes the structure of the cabin are
10 preferably fabricated with high resistance steel plates, which are molded in stamp presses. The parts that composes the structure of the cabin contains flanges that are spliced between it and are fixed with high resistance joints.

The components of the structure may also be fabricated of another
15 high resistance materials, mentioning in an enunciative manner, but not in a limitative manner, the aluminum, thermoformed plastic, SMC or fiberglass.

One application of the invention will now be described in conjunction with the attached figures, in which:

20 Figure 1 shows a 30° isometric view of the structure of the cabin.

Figure 2 shows a view of the left door trim of the structure of the cabin, which has an irregular shape for giving shape to the floor of the cabin, making the clarification, that the blue print of the right door trim (not shown), is identical, in mirror.

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Figure 3 shows the upper view of the structure of the cabin.

Figure 4 shows the frontal view of the structure of the cabin.

Referring to the Figure 1 of the attached drawings, the blue print (1) of the structure of the cabin for Cab-Over, is formed preferably by parts of
5 high resistance steel plate, which are molded in stamping presses or with standard tools; the parts that composes the structure of the cabin contains flanges that are spliced between itself and are fixed with high resistance joints.

The structure of the cabin is formed of two lateral sections, that will
10 form the door trims left (2) and right (3), respectively, forming likewise the rear panel of the cabin (4); where, both the door trims (2) and (3), as the rear panel of the cabin (4), joins the top (5) and to the floor with irregular shape of the cabin (6). The floor in an irregular shape of the cabin (6), extends from the rear panel (4) and precisely because of its irregular
15 shape it traces the spaces for the cavity where it will be installed the engine (8), forming likewise the area for the transmission cover, which is placed afterwards and because it is not a part of the structure, it is not shown in the drawings and at this point it folds downwardly with the required inclination for joining with the frontal floor assemblage in the front
20 part of the cabin (7).

The front part of the cabin is folded upwardly with the required inclination for joining with the half mask cover for the windshield wiper (9), which by means of two pillars "A", a left one (10) and a right one (11), joins the top (5), forming the frame where the windshield will be installed.

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The structure of the cabin, has and interior area (12), that forms the habitat of the driver and companion, in this area will be installed the accessories and additions such as: the instrument panel, the seats, the steering wheel, the steering column, the pedals, the sun visors, the
5 carpets, the vestments and the glove trunk, and in general, all the interior components that integrates the cabin of a truck.

Referring to the Figure 2 of the attached drawings, it is shown the shape that has the lateral trim for the left door (2), which in the floor has an irregular shape, and that it is assembled by means of a lower lateral left
10 platform (13) which follows the irregular shape of the floor of the trim (2), an intermediate lateral left platform (14) and an upper lateral left platform (15), fixed by high resistance joints and reinforced the three platforms by means of an extension of the main frontal reinforcement of the left floor (16).

15 The trim of the door (2) is fixed to a reinforcement of the left trim (17), which carries a rear left reinforcement (18).

The rear panel of the cabin (4), begins to form from the assemblage of the lower corner of the rear panel (19) and the upper corner of the rear panel (20), which are fixed to the left reinforcement of the rear panel (21).

20 The reinforcement of the left trim (17), in its upper part joins to the left lateral of the top (22), which forms part of the rear panel (4) and of the top (5); the reinforcement of the left trim (17), in its lower part joins to the lower left lateral platform (13).

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The description of the Figure 2, as mentioned above, refers to the trim of the left door, being important to indicate, that the parts that forms the trim of the right door (3, of the Figure 1), has its counterpart (in mirror) and are not shown in the attached Figures.

- 5 Referring to the Figure 3 of the attached drawings, it is shown the plane of the upper view of the structure of the cabin.

The frame or frontal part of the top, formed by the head of the top (23), the top laterals, left (22) and right (24), the rear crossbeam of the top (25), are reinforced by two longitudinal braces (26), which are mounted to
10 the transversal crossbeam of the top (27). Both longitudinal braces (26) extends from the rear crossbeam of the top (25) to the top head (23).

In the top head (23), are assembled the pillars "A" left (10) and right (11), which at the same time, in its respective side, joins to the half mask reinforcement assemblage (28) and to the upper lateral left platform (15)
15 and right (29), forming the frame of the windshield.

In the blue print of the upper view of the structure of the cabin, it is appreciated the lateral right floor assemblage (30) and the lateral left floor assemblage (31).

Referring to the Figure 4 of the attached drawings, is showed the
20 blue print of the front view (7) of the structure of the cabin, where it is appreciated the structure of the floor (6) formed by the assemblage of the right lateral floor (30) and the assemblage of the left lateral floor (31), which are reinforced by a main left reinforcement (32) and right (33).

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The assemblage of the right lateral floor (30) and the assemblage of the left lateral floor (31), are join to the half mask cover for windshield wiper (34) and to the assemblage of the half mask reinforcement (28).

5 The assemblage of the half mask reinforcement (28), joins the lower part of the pillars "A" left (10) and right (11) and to the half mask cover of the windshield wiper (34). The pillars "A" left (10) and right (11), in its upper part joins to the top head (23), in which are shown the longitudinal braces of the top (26). Likewise, is shown the transversal crossbeam of the top (27), fixed to the longitudinal brace (26) and to laterals the left top
10 (22) and right (24).

In the blue print of the frontal view of the structure of the cabin, it is appreciated the assemblage formed by the lower corner of the rear panel (19) and the upper corner of the rear panel (20), which are joined to the left trim reinforcement (21) and to the right trim reinforcement (35), for forming
15 the structure of the rear panel together with the left rear panel reinforcement (36) and with the right rear panel reinforcement (37) which are joined in a parallel way with the left rear reinforcement of the rear panel (38) and with the right rear reinforcement of the rear panel (39), not shown in the Figures.

20 The half mask for windshield wiper cover (34), includes an adequate drill for the installation of the wiper motor, not shown, as well as other holes adequate for the electric installation, the air conditioner, etc., not shown in the figures.

Due to the fact that several modifications could be made to the
25 present invention, as it has been described and because many of them

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apparently will incorporate improvements into the spirit and scope of the claims, without alienate them of said spirit and scope, it is pretended that all the matters contained in the specifications will be interpreted in an illustrative manner and not in a limitative manner.

- 5 Having described the invention as precede we consider as novelty and we claim of our property what it is contained in the following:

Claims

- 10 ~~1. An improved structure for cabin that can be used indistinctly in Cab-
Over trucks, medium trucks and trucks, and that could be constructed
indistinctly in the same assembly line for each one of the types of
trucks, that contains:~~
- 15 ~~Two lateral sections formed by the trims of the left and right door
respectively, which has an irregular shape adequate for molding the
shape of the floor, underneath which it will formed a cavity, with two
reinforcements for each trim in the frontal and posterior part.~~
- 20 ~~A rear panel of the cabin, characterized because it is form by four
corners, one upper and another lower, two rights and two lefts; two
reinforcement pillars for the rear panel, one left and one right; a rear
platform and two reinforcements for the pillars of the rear panel.~~
- ~~An top characterized because it is form by a base denominated top
head, two top laterals, one left and one right; a transversal crossbar
for the top; a rear crossbar for the top; two longitudinal braces, one
left and one right; and two pillars, one left and one right.~~

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~~apparently will incorporate improvements into the spirit and scope of the claims, without alienate them of said spirit and scope, it is pretended that all the matters contained in the specifications will be interpreted in an illustrative manner and not in a limitative manner.~~

- 5 Having described the invention as precede we consider as novelty and we claim of our property what it is contained in the following:

Claims

1. An improved structure for cabin that can be used indistinctly in Cab-
Over trucks, medium trucks and trucks, and that could be constructed
10 indistinctly in the same assembly line for each one of the types of trucks, that contains:

Two lateral sections formed by the trims of the left and right door respectively, which has an irregular shape adequate for molding the shape of the floor, underneath which it will formed a cavity, with two
15 reinforcements for each trim in the frontal and posterior part.

A rear panel of the cabin, characterized because it is form by four corners, one upper and another lower, two rights and two lefts; two reinforcement pillars for the rear panel, one left and one right; a rear platform and two reinforcements for the pillars of the rear panel.

- 20 An top characterized because it is form by a base denominated top head, two top laterals, one left and one right; a transversal crossbar for the top; a rear crossbar for the top; two longitudinal braces, one left and one right; and two pillars, one left and one right.

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5 A floor of irregular shape, to form a cavity or tunnel where preferably the engine will be mounted that follows the shape of the door trims, wherein the floor extends from the rear platform of the rear panel, characterized because it extends up to the transmission cover and begging at this point it folds downwardly with the required inclination to join with the front floor assemblage, which follows the shape of the door trims.

10 A front panel characterized because it is formed by a half mask covering for windshield wiper and three reinforcement parts for the half mask and to the said floor of the cabin.

- 15 2. An structure for cabin as it is claimed in Claim 1, where the parts are formed preferably with high resistance steel plate, which are molded with stamp presses or standard tools; the parts that composes the structure of the cabin contain flanges that are spliced between itself and that are fixed with high resistance joints.
3. An structure for cabin as it is claimed in Claim 1, where in the parts could be formed with high resistance materials, mentioning in an enunciative manner, but not in a limitative manner, the aluminum, thermoformed plastic, SMC, fiberglass or any other variation of plastic.
- 20 4. An structure for cabin as it is claimed in Claim 1, where the structure of the cabin is form by two lateral sections formed by the trims of the left and right doors respectively, forming likewise the rear panel of the cabin; where, both the door trims, as the rear panel of the cabin, are joined to the top and the floor of the cabin. The floor of the cabin has an
- 25 irregular shape to form a cavity where the engine will be placed, that

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5 follows the shape of the door trims, and that extends from the rear panel up to the front of the own cabin, where it folds upwardly with the required inclination to join the rear panel, which by means of two pillars "A", one left and one right, joins to the top, forming the frame where the windshield will be installed.

- 10 5. An structure for cabin as it is claimed in Claim 1, where the structure of the inside cabin, that forms the habitat of the driver and companion, in this area it will be install the accessories and additions such as: the instrument panel, the seats, the steering wheel, the steering column, the pedals, the visors, the carpets, the vestments, the glove trunk, and in general, all the interior components that integrates the cabin of a truck.
- 15 6. An structure for cabin as it is claimed in Claim 1, where the shape of the doors, is delimited by a lateral trim for the left door and a lateral trim for the right door (in mirror of the left door trim), which have an irregular shape, to form a cavity underneath the floor of the cabin, where it will be form a cavity will where the engine will be placed, where the door trims are assembled by means of a lower lateral left platform (in mirror of the lower lateral right platform), an intermediate left lateral platform
- 20 (in mirror of the intermediate right lateral platform) and an upper lateral left platform (in mirror of the upper lateral right platform), fixed by high resistance joints and reinforced the three left platforms and the three right platforms, by means of an extension of the main reinforcement; the door trims, are fixed to their respective trim reinforcements, which
- 25 has at the same time, a rear reinforcement.

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7. An structure for cabin as it is claimed in Claim 1, where the rear panel of the cabin, begins to be formed starting from the assemblage of the left and right lower corner and from the left and right upper corner, which integrates the structure of the pillars "B" and that are fixed to the reinforcements of the rear panel.
8. An structure for cabin as it is claimed in Claim 1, wherein the reinforcement of the trim, in its upper part joins the top lateral, which forms part of the rear panel and of the top; the reinforcement of the trim joins in its lower part to the lower lateral platform.
9. An structure for cabin as it is claimed in Claim 1, where the parts that forms the right door trim are made in mirror of the parts that forms the left door trim.
10. An structure for cabin as it is claimed in Claim 1, where the structure of the top is formed by a base denominated top head, joined respectively in both of its ends, to left and right laterals of the top. The left and right laterals of the top are joined to the rear crossbeam of the top.
11. An structure for cabin as it is claimed in Claim 1, where the frame formed by the top head, the right and left laterals and the rear crossbeam of the top, are reinforced by two longitudinal braces, one left and one right, which are mounted to the transversal crossbeam of the top; and where the longitudinal braces, are extended from the rear crossbeam of the top to the top head.

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- 5 12. An structure for cabin as it is claimed in Claim 1, where the top head, is assembled to the left and right pillars, which at the same time, joins to the half mask reinforcement and to the upper lateral left platform and to the upper lateral right platform, forming the frame of the windshield..
- 10 13. An structure for cabin as it is claimed in Claim 1, where the structure of the floor, which has an irregular shape to form a cavity where the engine will be placed, is formed by the assemblage of the right and left lateral floor, which are reinforced by the extension of the main right and left reinforcements.
14. A structure for cabin as it is claimed in Claim 1, where the assemblage of the right lateral floor and the assemblage of the left lateral floor, are joined to the half mask cover of the windshield wiper and to the half mask reinforcement.
- 15 15. An structure for cabin as it is claimed in Claim 1, where the half mask reinforcement, is join to the lower part of the left and right pillars and to the half mask cover of the windshield wiper; and where the left and right pillars, joins in its upper part to the top head

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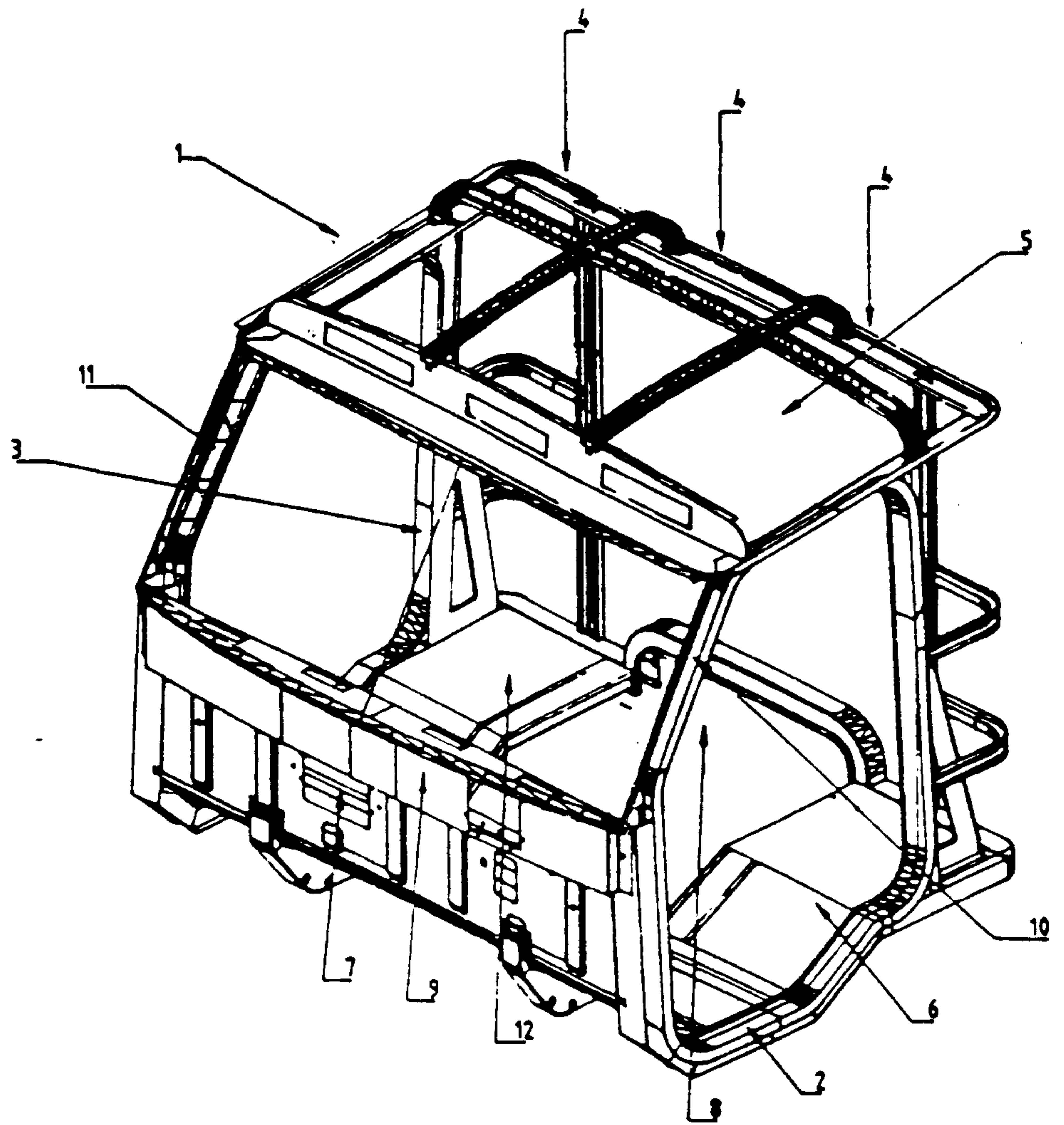


Fig. 1

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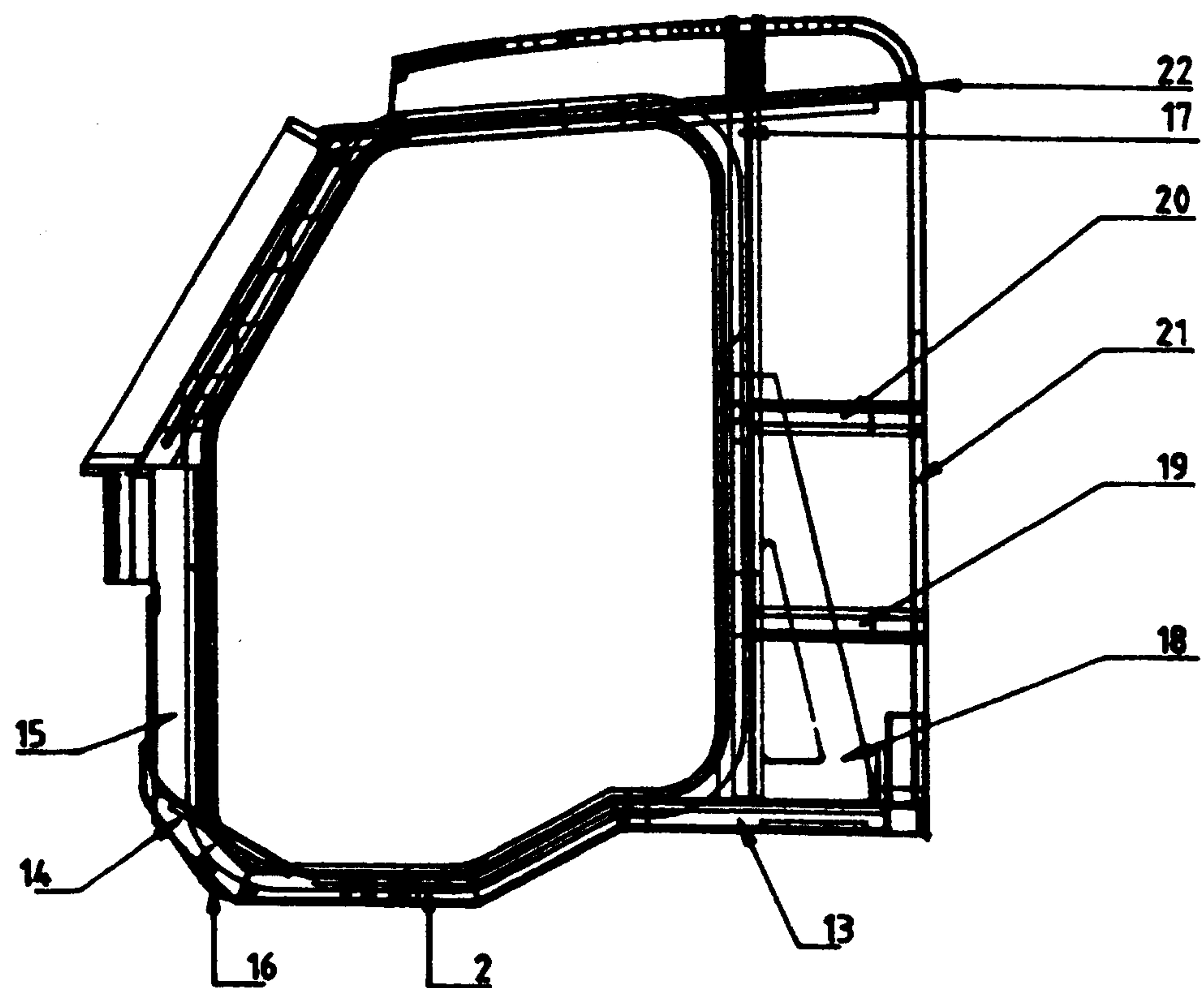


Fig. 2

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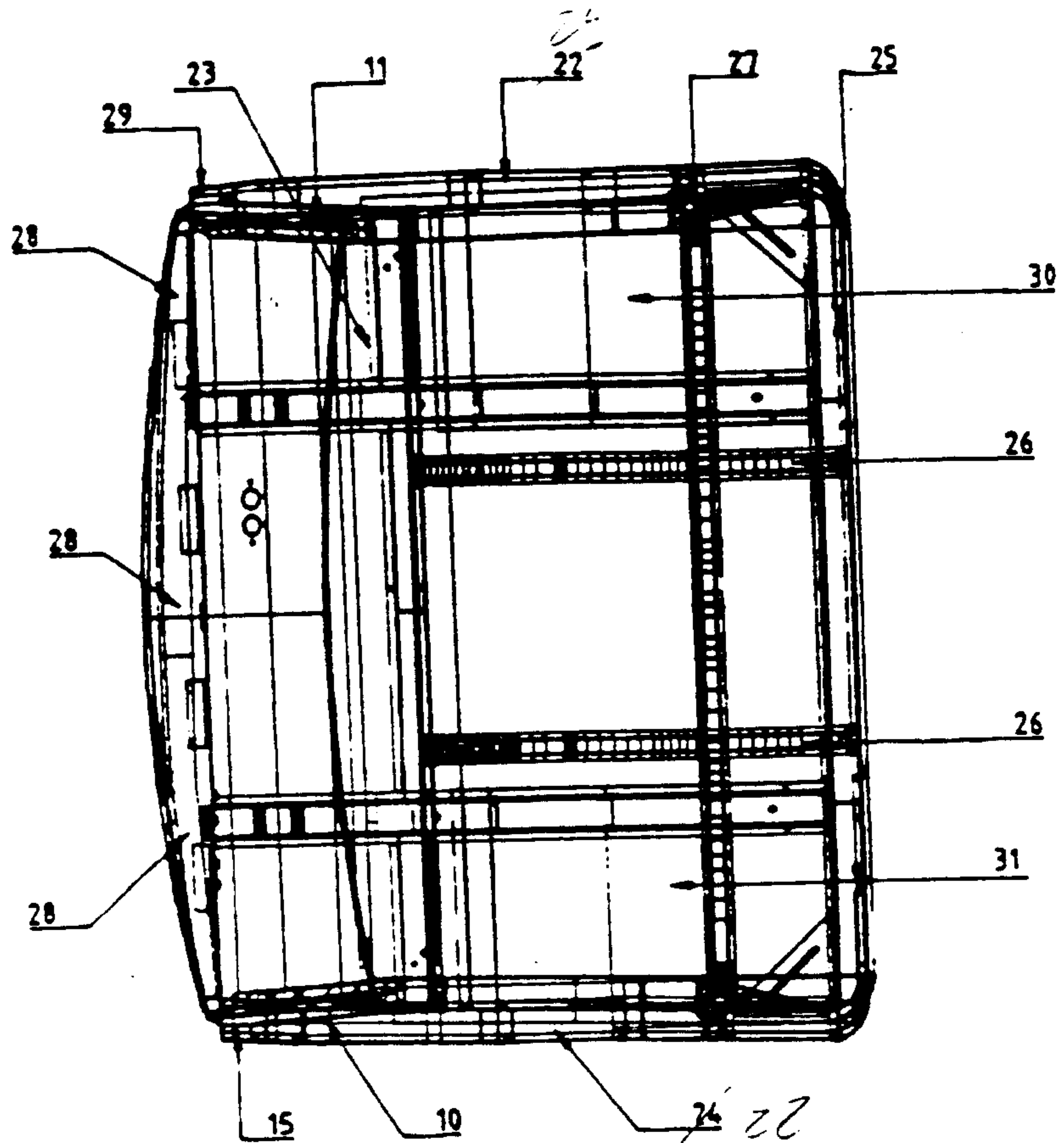


Fig. 3

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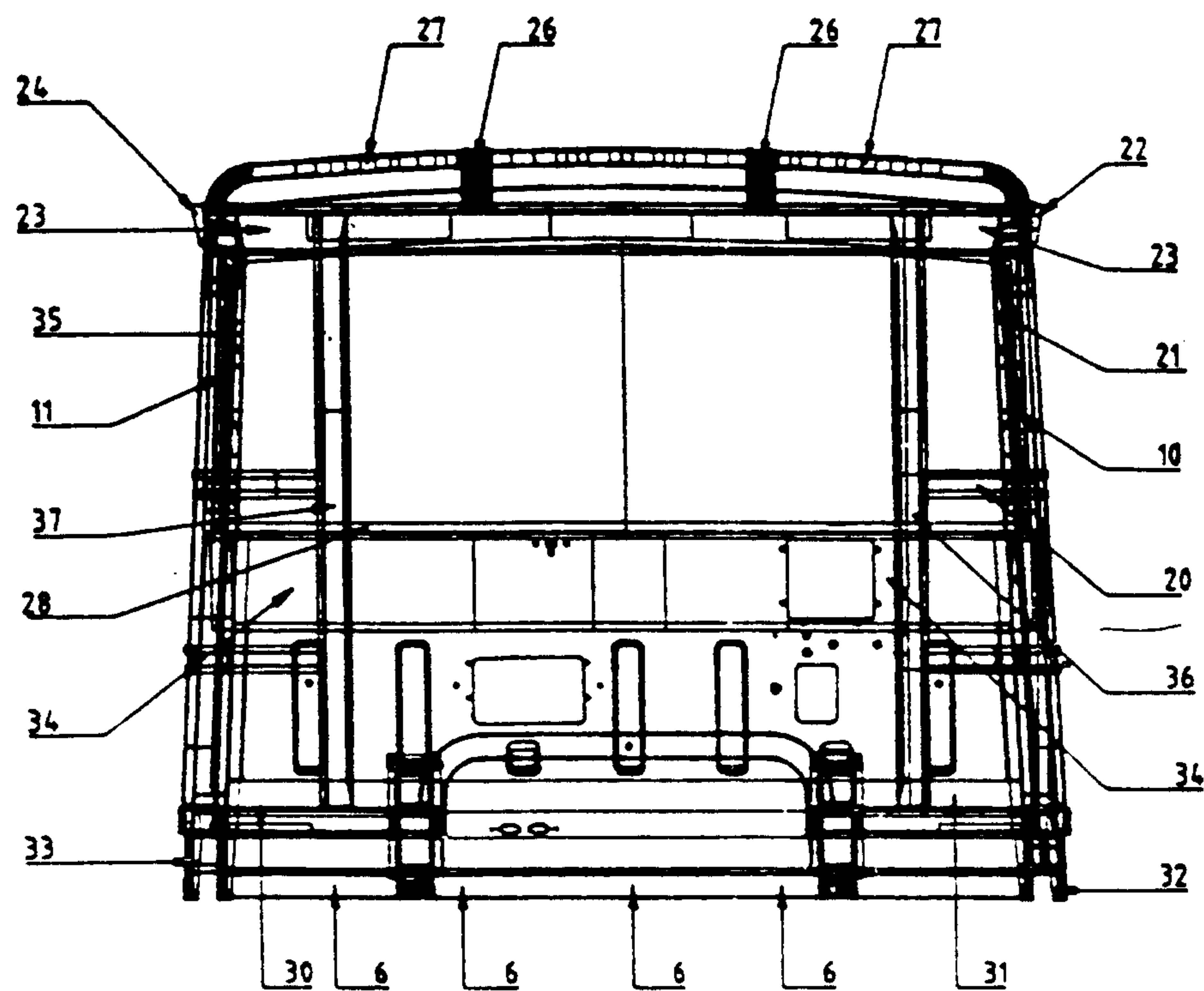


Fig. 4