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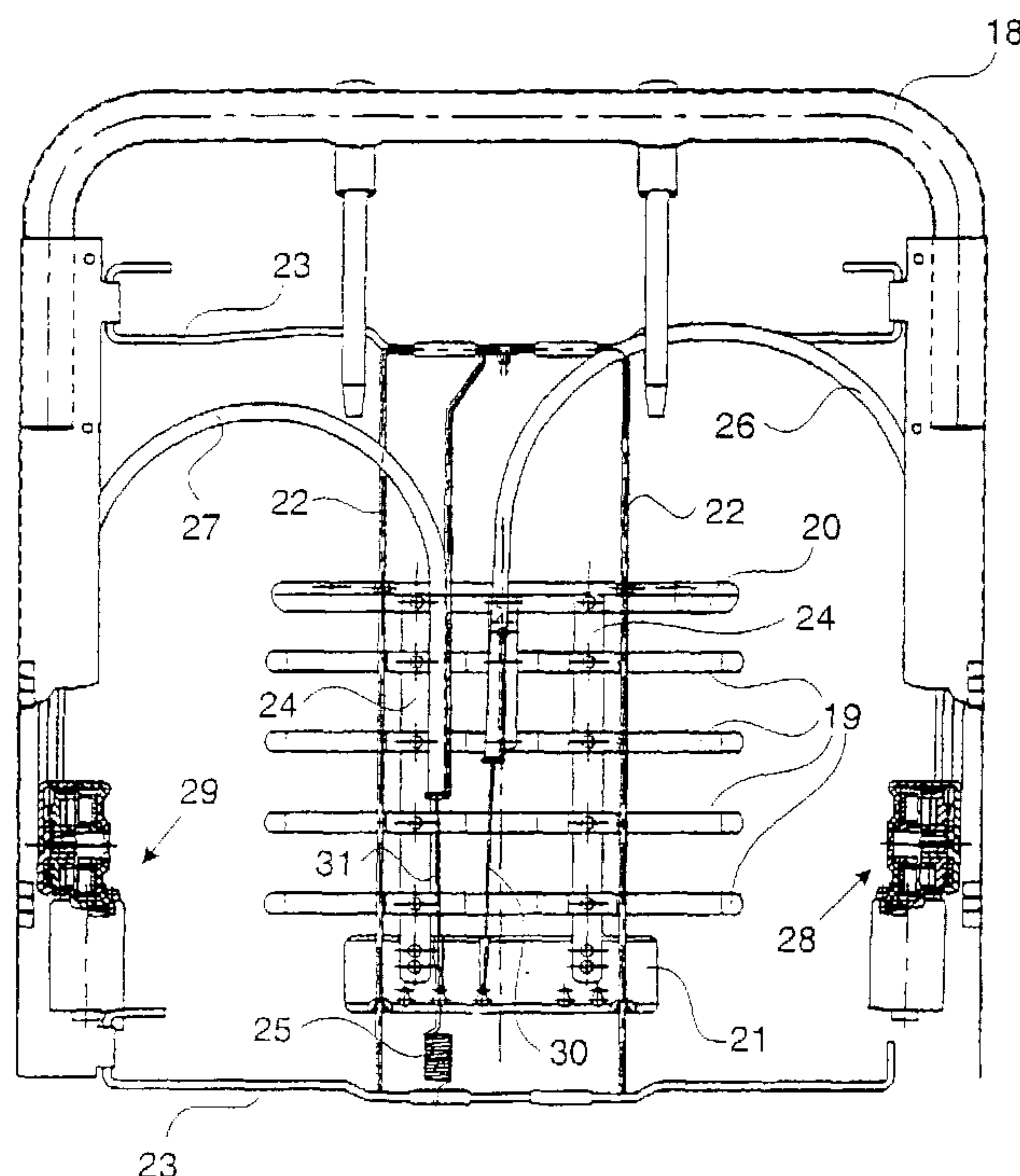
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(54) Titre : DISPOSITIF POUR DEPLACER UN ELEMENT CONSTITUTIF DE SIEGE

(54) Title: DEVICE FOR DISPLACING A SEAT COMPONENT



(57) **Abrégé/Abstract:**

A displacing device (28, 29) having a rotary actuator (8) and a gearing is used for displacing a component (17) of a seat (14), particularly of a seat (14) in a motor vehicle. The gearing consists of a planetary gearing with a central wheel (7), which is driven by the rotary actuator (8), of at least one planet wheel (4) rotationally mounted on a planet carrier (6), and of a fixed ring gear (1). The at least one planet wheel (4) meshes with the central wheel (7) and the ring gear (1). The output of the gearing ensues via the planet carrier (6) that is provided, in particular, in the form of a cable drum, in order to displace the component of the seat by means of a sheathed cable that is fixed on said cable drum and can be wound thereon. This type of gearing makes it possible to obtain a particularly small overall size thereby significantly facilitating the installation of the displacing device (28, 29) in a seat (14).



ABSTRACT

Device for adjusting a seat component

5 To adjust a component (17) of a seat (14), and particularly a  
seat (14) in a motor vehicle, use is made of an adjusting  
device (28, 29) which has a rotary drive (8) and a gearbox.  
The gearbox comprises a planetary gear train having a  
sunwheel (7) driven by the rotary drive (8), at least one  
10 planetary gear (4) mounted to rotate on a planetary gear  
carrier (6) and a fixed annular gear (1). The at least one  
planetary gear (4) meshes with the sunwheel (7) and the  
annular gear (1). The output of the gearbox is taken from the  
planetary gear carrier (6), which takes the particular form  
15 of a cable drum so that the adjustment of the component of  
the seat can be performed by means of a traction cable  
secured to the cable drum which can be wound up thereon. With  
the help of a gearbox of this form it is possible to achieve  
a particularly small size, which substantially simplifies the  
20 fitting of the adjusting device (28, 29) into a seat (14).

(Fig.2)

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5                      Device for adjusting a seat component

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The present invention relates to a device for adjusting a component of a seat or lounger, having a rotary drive and a  
10 gearbox able to be driven by the rotary drive which has an output for adjusting the component of the seat or lounger.

Seats and loungers are often fitted with various adjustment facilities to increase the comfort in which people can sit or  
15 lie on them. By using the adjustment facilities it is possible to adjust a seat or lounger to the varying needs of a person sitting or lying on it. These needs may depend on for example the physical characteristics of the person or the activity the person is performing. One possible adjustment of  
20 this kind is for example setting the angle between the seat proper of a seat and its backrest. In general terms, provision may be made for a seat or lounger to be divided into various segments and for it to be possible for the angle between two adjacent segments to be altered.

25  
As well as possible adjustments of this kind which affect the external shape of a seat or lounger, provision may also be made for adjustments which affect the way in which it acts with a person sitting or lying on it. These include supports  
30 incorporated in the seat or lounger which support the person at certain points and which can be adjusted in respect of, for example, their position and shape.

To allow an adjustment to be made to a seat or lounge,  
suitable adjusting devices are needed which can be operated  
manually or by a motor.

5 In this way, there is known from EP-0 696 251 B1 a device for  
adjusting the height and/or curvature of a lumbar support  
having a gearbox driven by a drive, in which the drive drives  
a worm which engages in a worm wheel, which in turns drives a  
pinion which meshes with a gear driving a reel. Fastened to  
10 the reel is the inner traction cable of a Bowden cable  
arrangement which is used to adjust the lumbar support. The  
gear driving the reel has a land which co-operates with stops  
in the housing of the gearbox to limit the adjusting travel  
of the adjusting device. The particular disadvantage that  
15 this adjusting device has is that the parts which are needed  
in the gearbox take up a considerable amount of room and this  
has an adverse effect as far as fitting the gearbox into a  
seat or lounge is concerned. It has a particularly adverse  
effect as far as fitting an adjusting device of this kind  
20 into a seat for a motor vehicle is concerned, in which small  
dimensions are a requirement because of other components  
which are present and the small amount of space available.

The object of the present invention is to provide an  
25 adjusting device of the kind specified above which, though  
low in cost, requires only a small amount of space.

In accordance with the invention, this object is achieved by  
an adjusting device which has the features detailed in claim  
30 1. The subclaims each define preferred and advantageous  
embodiments of the present invention.

The adjusting device according to the invention has planetary  
gearing of which the sunwheel is driven by the rotary drive

by means of worm gearing. The sunwheel is centrally located within an annular gear, there being arranged between the sunwheel and the annular gear at least one planetary gear which meshes both with the sunwheel and with the annular gear. The at least one planetary gear is mounted to rotate on a planetary gear carrier which in turn is mounted to rotate concentrically with the sunwheel. In an arrangement like this, the wormwheel, the annular gear and the planetary wheel carrier are arranged concentrically to one another, thus giving a size which is reduced in comparison with the prior art. This is possible because, in particular, the worm gear and the annular gear are the two gears of largest diameter in the gearbox. Because it is precisely the large gears which are concentrically arranged, the layout which is obtained is more compact.

If, in the adjusting device according to the invention, it is desired to limit the adjusting travel, this can advantageously be done by providing the annular gear with internal teeth for only part of its circumference. The rest of the circumference of the annular gear is so designed that the planetary gear can roll only on the part which has internal teeth. This can for example be done by having the non-internally-toothed part project sufficiently far in the direction of the sunwheel for the teeth of the planetary gear to abut against the non-internally-toothed part as soon as they reach it. In this way it is possible to limit the adjusting travel of the adjusting device at particularly low cost, with this method of limiting having the advantage that the abutting against a limiting means does not cause much unpleasant noise. Any desired number of planetary gears can be used in the planetary gearing, the maximum number of gears that is possible depending in particular on the transmission ratio of the planetary gearing, the force the planetary

gearing has to transmit and any limit that is desired to the  
adjusting travel of the adjusting device. At the same time,  
the cost of producing the adjusting device rises with the  
number of planetary gears, though as the number of planetary  
5 gears rises a better load distribution is obtained within the  
planetary gearing. If part of the annular gear is produced  
without internal teeth in order to limit the adjusting travel  
of the adjusting device, the maximum possible range of  
rotation of the planetary gear carrier is the angular range  
10 between two adjacent planetary gears. It is therefore  
advantageous for the planetary gearing to have only one  
planetary gear, which means that when limits are applied a  
maximum range of rotation of almost  $360^\circ$  is possible and  
there is thus a great deal of freedom as to the limited range  
15 of rotation.

Advantageously, the sunwheel is driven by a wormwheel with  
which a worm driven by the rotary drive engages. The  
advantage this has is that a high reduction ratio is obtained  
20 from only a single stage of gearing and in particular that  
any feedback of force from the adjustable seat or lounge  
component to the rotary drive is obviated. In this way the  
rotary drive is able, when stationary, to hold the adjustable  
component in the position to which it has been adjusted at  
25 the time, even if the component exerts a force on the  
gearing.

The output from the gearing which is used is advantageously a  
drum to which a traction cable is connected and onto which it  
30 can be wound. By means of a traction cable of this kind, an  
adjusting movement can be routed from the rotary drive to  
another point with particularly little cost and complication.  
The traction cable is advantageously guided in a Bowden cable  
arrangement.

Particularly when a traction cable is used, a return spring can be fitted which exerts a force on the adjustable component in the opposite direction to the tractive action of  
5 the traction cable.

The adjusting device according to the invention is suitable with particular advantage for adjusting a lumbar support in the backrest of a seat or lounger. In this case the lumbar  
10 support can be adjustable both in respect of its position in the backrest and in respect of its shape. Advantageously the lumbar support is positioned centrally in the backrest and is adjustable heightwise, thus enabling allowance to be made for seated persons with backs of different lengths.

15

The adjustment of the shape of a lumbar support is advantageously effected with the help of a curving member whose curvature is adjustable. A curving member of this kind may in particular have at least one strip which is resilient  
20 in bending and of which two spaced sections are drawn towards one another so that the strip arches. By this simple drawing together of the strip at two different points it is thus possible to obtain a settable curvature for the lumbar support at only low cost and complication.

25

The invention is explained in detail below by reference to a preferred embodiment and to the accompanying drawings.

Fig.1 is a diagrammatic sectional view from the side of a  
30 seat for use in a motor vehicle,

Fig.2 shows a lumbar support arranged in the seat shown in Fig.1,

Fig.3 is a partial plan view of an adjusting device used for adjusting the lumbar support shown in Fig.2, and

Fig.4 is a sectional view from the side through the gearbox  
5 of the adjusting device shown in Fig.3.

The seat 14 shown diagrammatically in Fig.1 is intended for use in a motor vehicle and has a seat section 15 and a rest 16 connected thereto to hinge. Arranged in the rest 16 below  
10 padding is a lumbar support 17 by which additional support can be provided at a certain point for the spinal column of a person sitting on the seat 14.

To enable the lumbar support 17 to be matched to the  
15 particular requirements of a person sitting on the seat 14, the lumbar support 17 can be adjusted in respect of its heightwise position in the rest 16. For this purpose the lumbar support 17 is guided to be longitudinally displaceable within the rest 16 at the centre of the latter. It is also  
20 possible for the pressure from the lumbar support 17 which acts in the forward direction to be set in order to vary its supporting action.

The lumbar support 17 which is shown from the front in Fig.2  
25 has a frame 18 for fastening into the rest 16, to which the other parts of the lumbar support 17 are attached. Between the two longitudinals of frame 18 two resiliently bendable longitudinal strips 24 are arranged which are connected together by spaced transverse strips 19. Fastened to the top  
30 end of the longitudinal strips 24 is a top terminating strip 20 and to the bottom end of the longitudinal strips 24 a reinforcing plate 21 is fastened. Top terminating strip 20 and reinforcing plate 21 are mounted to be longitudinally displaceable on two longitudinal rods 22 which extend

parallel to longitudinal strips 24. Longitudinal rods 22 are connected to frame 18 at their top and bottom ends by transverse rods 23.

- 5 The bottom transverse rod 23 is connected to reinforcing plate 21 by a coil spring 25. As a result, reinforcing plate 21, together with longitudinal strips 24, transverse strips 19 and top terminating strip 20, can be moved upwards along longitudinal rods 22 by upwardly directed traction.

10

Longitudinal strips 24 and the mounting for them on longitudinal rods 22 by means of top terminating strip 20 and reinforcing plate 21 are so designed that if top terminating strip 20 and bottom reinforcing plate 21 are pressed towards  
15 one another, longitudinal strips 24 will arch forwards against the back of a person sitting on seat 14.

- Fastened to the bottoms of respective longitudinals of frame 18 are a curvature adjusting means 28 and a heightwise  
20 adjusting means 29. Curvature adjusting means 28 is connected in this case via a Bowden cable 26 to top terminating strip 20 and reinforcing plate 21. Inside of it the Bowden cable 26 has a traction cable 30 which is connected to reinforcing  
25 plate 21. The casing of Bowden cable 26 on the other hand is supported against top terminating strip 20. If curvature adjusting means 28 then pulls traction cable 30 through the casing of Bowden cable 26 and towards itself, top terminating strip 20 and reinforcing plate 21 are drawn towards each  
30 other, whereupon the curvature of longitudinal strips 24 becomes more pronounced. If curvature adjusting means 28 slackens off, traction cable 30 is pulled back by the resilient force exerted by the two longitudinal strips 24.

Heightwise adjusting means 29 acts via a Bowden cable 27 which has a casing with a traction cable 31 inside it. The casing of Bowden cable 27 is supported from the top transverse bar 23 and traction cable 31 of the heightwise adjusting means is connected to reinforcing plate 21. If heightwise adjusting means 29 then draws traction cable 31 towards itself, reinforcing plate 21 is drawn upwards in opposition to the force exerted by coil spring 25. If heightwise adjusting means 29 relaxes traction cable 31, reinforcing plate 21 is pulled downwards by coil spring 25. Since top terminating strip 20 is mounted to move by sliding on the two longitudinal rods 22, the two curved longitudinal strips 24 can be moved up or down together with the cross-members 19 fastened to them.

Curvature adjusting means 28 and heightwise adjusting means 29 are both constructed in the same way and they are shown diagrammatically in Figs.3 and 4. The two adjusting devices 28, 29 each have a motor 8 to act as their rotary drive and, fastened thereto, a gearbox which acts on traction cable 30 or 31 as the case may be. Fig.3 is a partial plan view of the gearbox and motor. Fig.4 is a view in section of the gearbox and part of the motor 8.

The gearbox which is shown in section in Fig.4 has a housing 1 which is connected to motor 8. A top cover 2 and a bottom cover 3 can be fastened to the two side of housing 1. The two covers 2, 3 have opposing concentric seatings which are used to support the gears arranged in housing 1. Arranged inside housing 1 is a wormwheel 9 which is provided with external teeth and which encloses within it and in such a way as to be secured to it in rotation a sunwheel 7 which projects beyond wormwheel 9 on the right. Arranged next to sunwheel 7 on the right concentrically thereto is a cable pulley 6 which

carries a groove around its circumference. Formed on the right of cable pulley 6 is a hub by means of which it is mounted in an opening in top cover 2. Cable pulley 6 also has, in the centre, a bore in which is mounted a shaft 11 on which sunwheel 7 is mounted and whose end opposite from cable pulley 6 is mounted in bottom cover 3 by means of a bush.

Mounted to rotate on cable pulley 6 via a pin 5 is a planetary gear 4 which is located between cable pulley 6 and wormwheel 9. Planetary gear 4 meshes with sunwheel 7. Formed in housing 1 in the plane of planetary gear 4 is an annular gear having internal teeth, with which planetary gear 4 also meshes. Together with the annular gear formed in housing 1, planetary gear 4 and the cable pulley 6 which acts as a planetary gear carrier, sunwheel 7 forms a planetary gear train whose input is sunwheel 7 and whose output is cable pulley 6.

In the plan view of the gearbox shown in Fig.3, wormwheel 9 and a worm 12 which engages with wormwheel 9 are indicated in broken lines. The worm 12 is connected to the shaft of motor 8 to be secure in rotation therewith and drives wormwheel 9. In the plan view shown in Fig.3, part of top cover 2 has been removed. In the area thus revealed a leadthrough 13 can be seen which is situated in the plane of the groove in cable pulley 6 and which is aligned tangentially to said groove. Leadthrough 13 serves to lead traction cable 30 or 31 through, which can be fastened to cable pulley 6 and can be wound up in its groove. On the outside leadthrough 13 ends in an abutment for the casing of Bowden cable 26 or 27.

When curvature adjusting means 28 or heightwise adjusting means 29 is actuated, motor 8 drives the worm in the direction of rotation which turns wormwheel 9 and the

sunwheel 7 fastened thereto. The rotation of sunwheel 7 causes planetary gear 4 to roll in the annular gear formed in housing 1, thus causing cable pulley 6 to be turned as well by means of pin 5. Cable pulley 6 in turn pulls on traction  
5 cable 30 or 31 and in this way produces the adjustment.

In the stationary state it is true that a tensile force acts on cable pulley 6 via traction cable 30 or 31 but due to the self-locking action of worm gearing 9, 12 this force does not  
10 result in the shaft of motor 8 being turned. Hence no additional locking devices are required to hold the two adjusting devices 28, 29 in the position they are in at the time when the motor 8 is not excited.

15 The two adjusting devices 28, 29 are each fitted with limiting means to give a defined range of adjustment. The purpose of these limiting means is to prevent damage to lumbar support 17 and to produce defined adjusted positions. To limit the range of adjustment, the annular gear formed in  
20 housing 1 has internal teeth around only part of its circumference. The remaining part of its circumference on the other hand projects sufficiently far towards sunwheel 7 to make it impossible for planetary gear 4 to roll into this region. As soon as planetary gear 4 reaches an end of this  
25 region, at least one of its teeth abuts against the region and stops cable pulley 6 from moving any farther. Because of the external teeth on planetary gear 4 which roll on the internal teeth in the annular gear in housing 1, only a very small amount of noise is produced at the abutment against the  
30 non-toothed part of the annular gear, which is an advantage. The design according to the invention of the gearbox in the adjusting devices 28, 29 allows a very small amount of noise to be produced, particularly when the abutments are reached,

and this is advantageous in making adjusting devices 28, 29  
pleasant to operate.

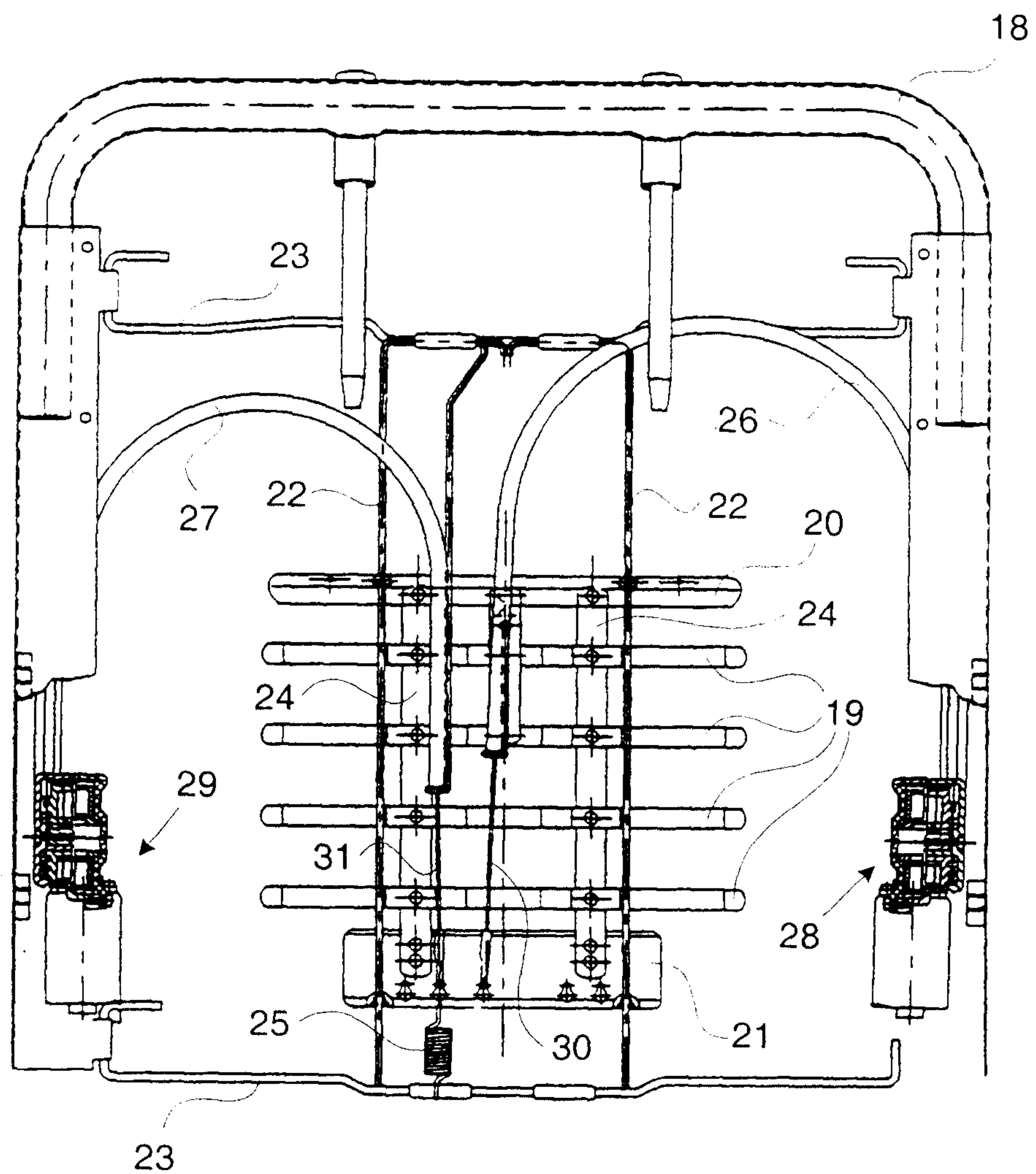
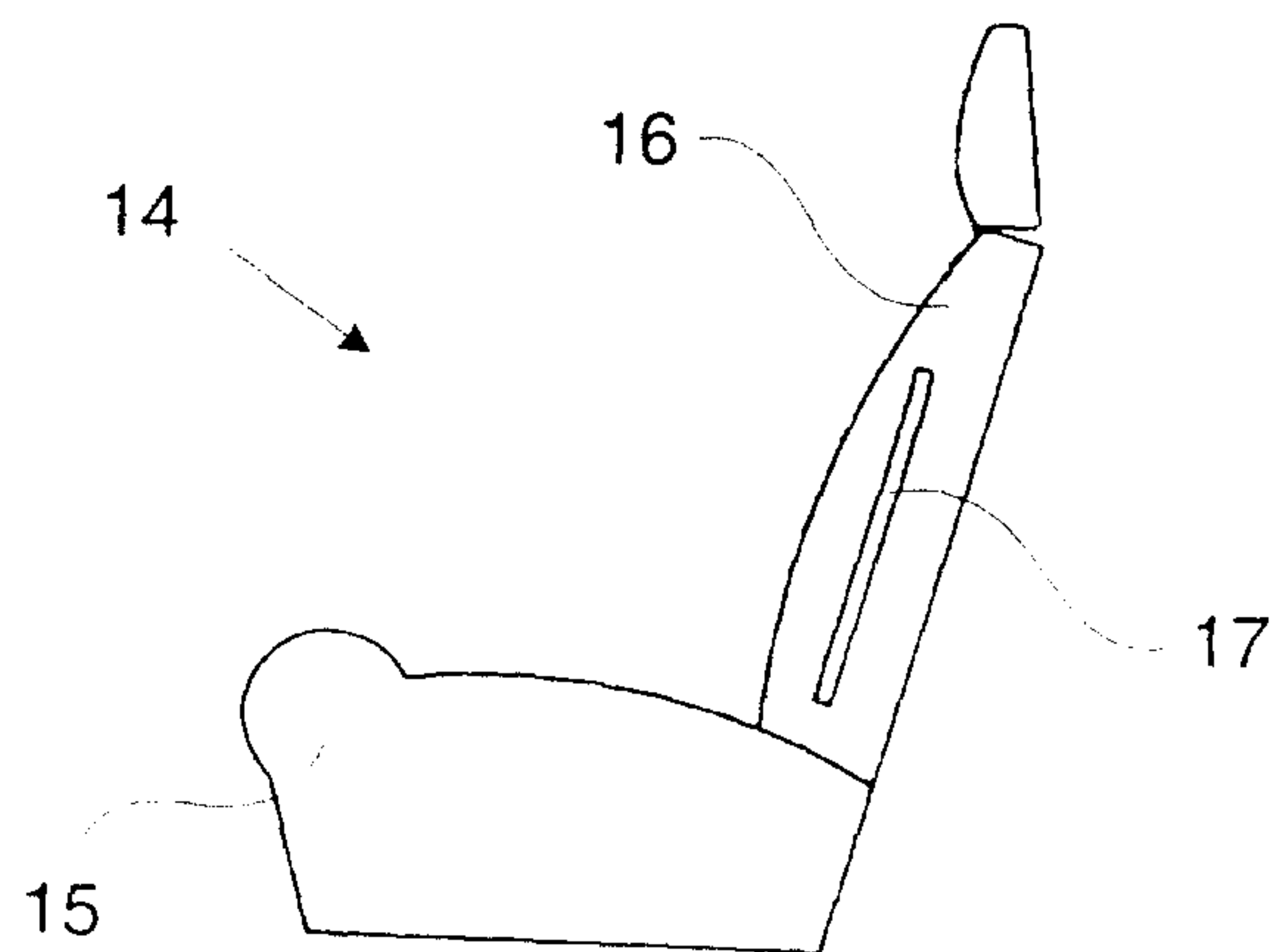
CLAIMS

1. Device for adjusting a component (17) of a seat (14) or  
a lounger, having a rotary drive and a gearbox able to  
5 be driven by the rotary drive which has an output for  
adjusting the component (17) of the seat (14) or  
lounger, characterised in that the gearbox has a  
planetary gear train having a sunwheel (7) able to be  
driven by the rotary drive (8), a planetary gear carrier  
10 (6) mounted to rotate concentrically with the sunwheel  
(7) and having at least one planetary gear (4) mounted  
to rotate, and an internally toothed annular gear (1),  
the annular gear (1) being arranged concentrically to  
the sunwheel (7) and being mounted not rotatably, the at  
15 least one planetary gear (4) engaging with the sunwheel  
(7) and the annular gear (1) and the output of the  
gearbox being drivable by the planetary gear carrier  
(6).
- 20 2. Device according to claim 1, characterised in that to  
limit the range of adjustment of the component (17), the  
annular gear (1) is internally toothed for only part of  
its circumference, the non-internally-toothed part of  
the annular gear (1) being so designed that the  
25 planetary gear (4) can roll on the annular gear (1) only  
in the internally toothed part of the annular gear (1).
3. Device according to either of the foregoing claims,  
characterised in that the gearbox has two planetary  
30 gears (4).
4. Device according to one of the foregoing claims,  
characterised in that the sunwheel (7) is connected to a  
wormwheel (9) to be solid in rotation therewith, the

wormwheel (9) engaging with a worm which is connected to a shaft of the rotary drive (8) to be solid in rotation therewith.

- 5     5.     Device according to one of the foregoing claims,  
characterised in that the output has a drum (6) to which  
a traction cable (30, 31) is fastened and on which it  
can be wound up.
- 10    6.     Device according to one of the foregoing claims,  
characterised in that the annular gear (1) is formed in  
a housing (1, 2, 3) of the gearbox.
- 15    7.     Device according to one of the foregoing claims,  
characterised in that the device has a return spring  
(24, 25) which can exert pretensioning in one direction  
of the range of adjustment of the component (17) to be  
adjusted.
- 20    8.     Device according to one of the foregoing claims,  
characterised in that at least the end regions of a non-  
internally-toothed part of the annular gear (1) are  
composed of a damping material, at least at the surface.
- 25    9.     Device according to one of the foregoing claims,  
characterised in that the adjustable component (17) is a  
lumbar support within a backrest (16) of the seat or  
lounger, the lumbar support (17) being adjustable in  
respect of its position and/or shape.
- 30    10.    Device according to claim 9, characterised in that the  
lumbar support (17) has a curving element (19, 24) whose  
curvature is adjustable.

**Fig. 1**



**Fig. 2**

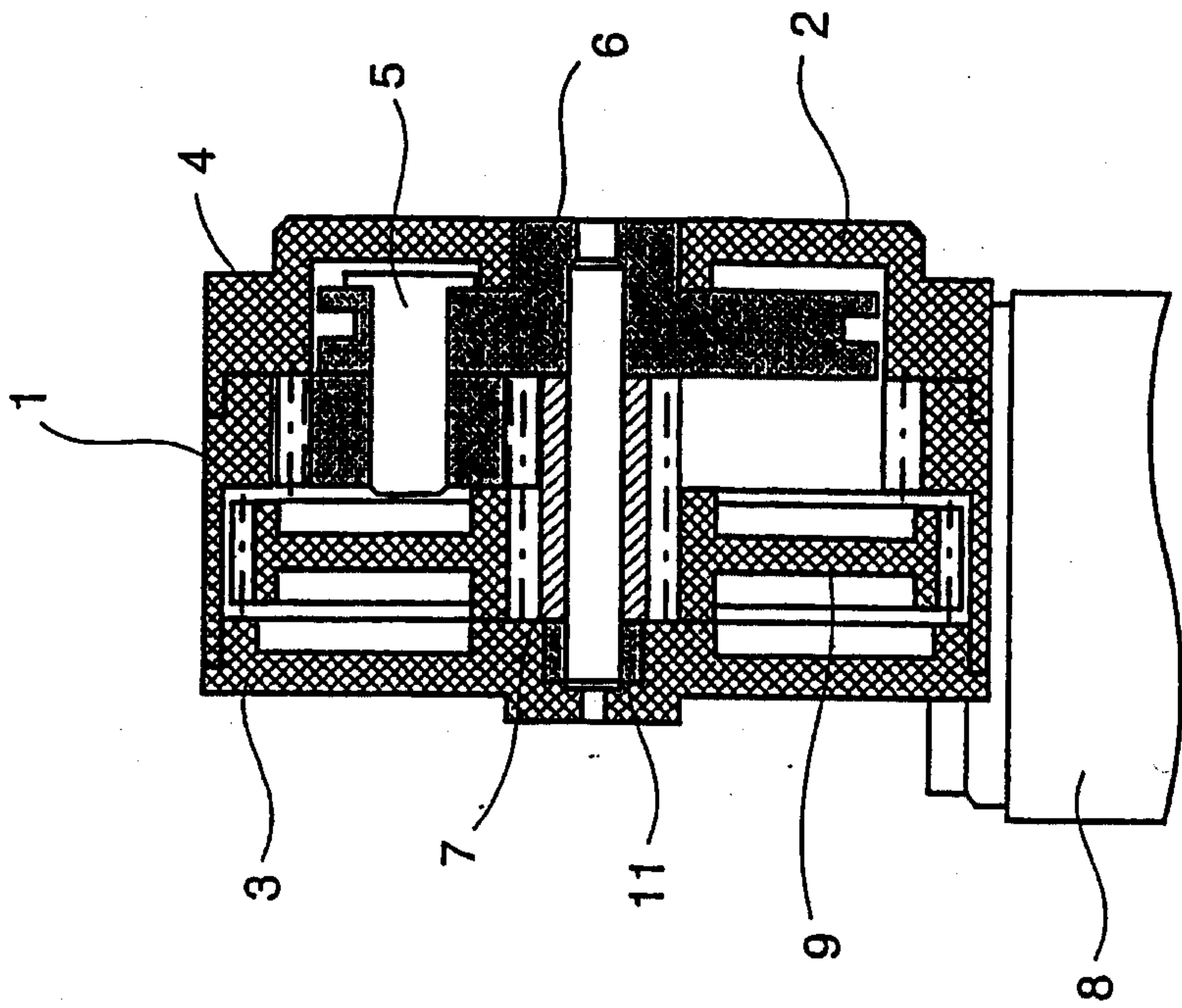


Fig. 4

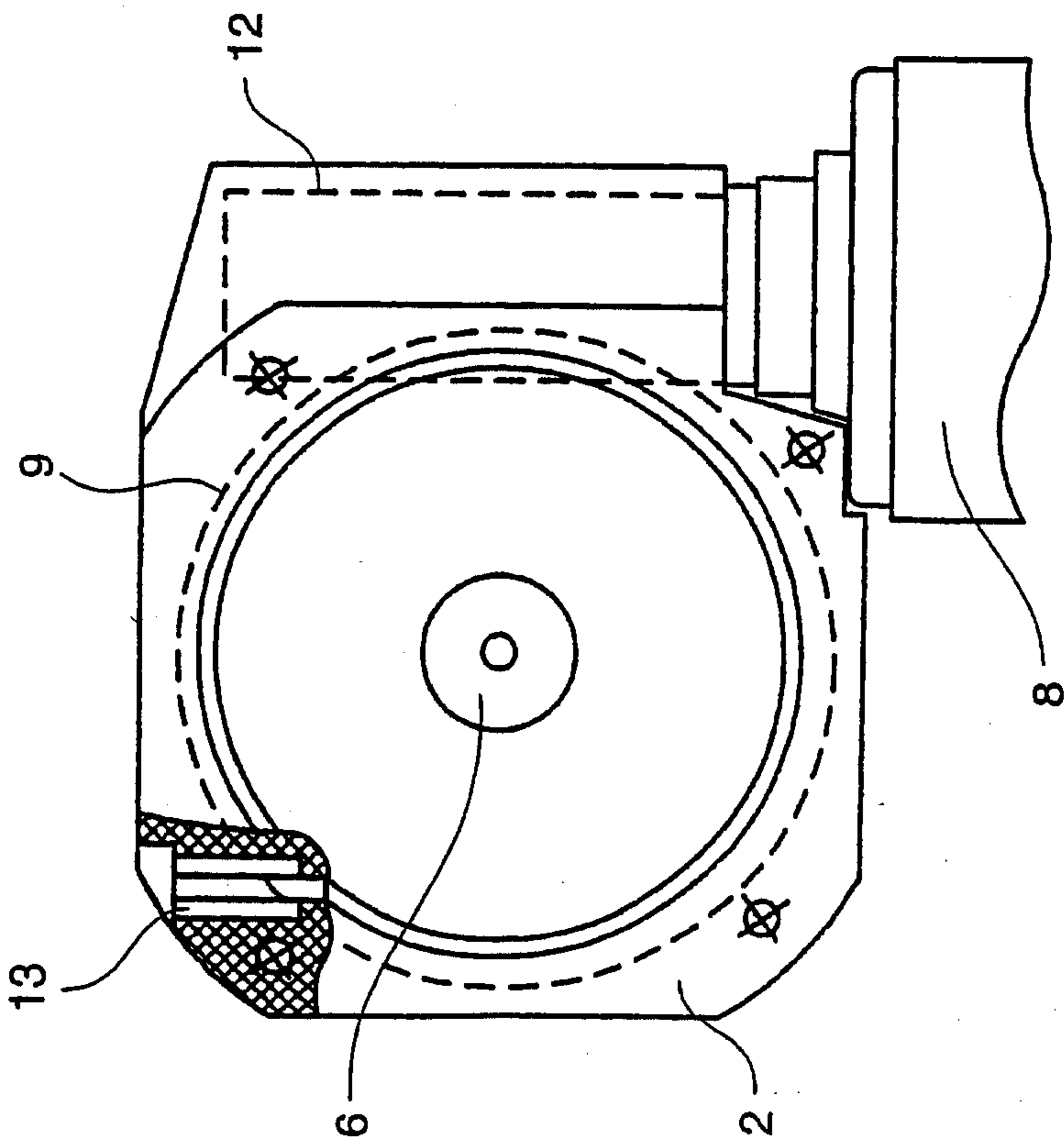


Fig. 3

