



(22) Date de dépôt/Filing Date: 2001/10/30

(41) Mise à la disp. pub./Open to Public Insp.: 2003/04/30

(51) Cl.Int.⁷/Int.Cl.⁷ B62D 13/04, A01B 69/00

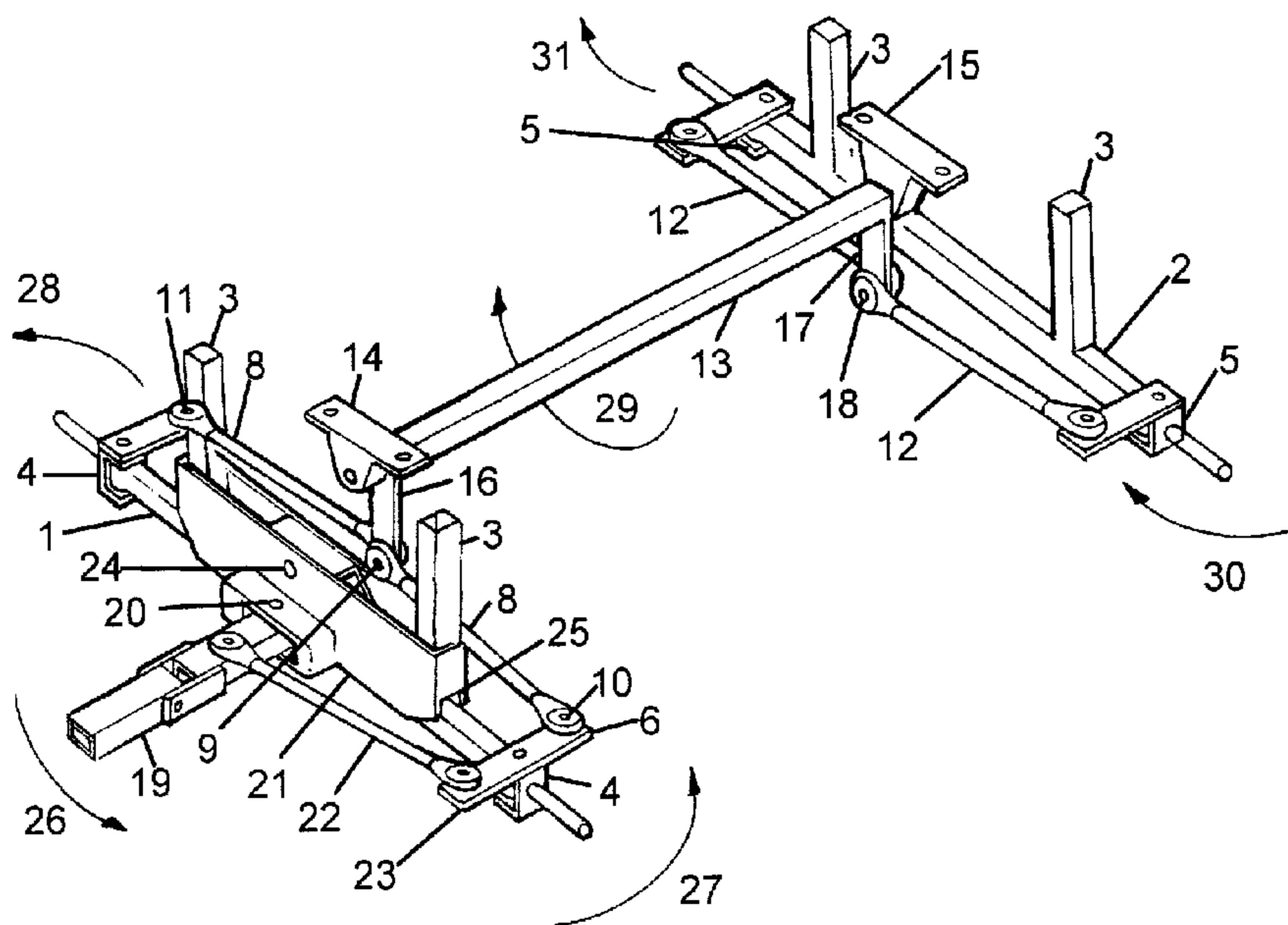
(71) Demandeurs/Applicants:
PLATTEEUW, ANTHONY M., CA;
WILSON, ERNEST L., CA

(72) Inventeurs/Inventors:
PLATTEEUW, ANTHONY M., CA;
WILSON, ERNEST L., CA

(74) Agent: ANISSIMOFF & ASSOCIATES

(54) Titre : REMORQUE AGRICOLE A TOUTES ROUES DIRECTRICES

(54) Title: AGRICULTURAL WAGON HAVING ALL-WHEEL STEERING



(57) Abrégé/Abstract:

A wagon for agricultural use having an all-wheel steering mechanism. The wheels are hingedly attached to their respective axles. Steering alignment of the front wheels is provided by the wagon tongue, which is pivotally connected to the wagon frame and at least one of the front wheels. The front wheels are connected to each other by a steering linkage, consisting of two equal length members pinned to each other at a connection point. A front shaft crank is pivotally attached at the same connection point and rigidly attached to a rotatable shaft mounted with bearings to the underside of the wagon frame. Changes to the steering alignment of the front wheels causes lateral movement of the connection point, leading to rotation of the shaft and a corresponding direct change in alignment of the rear wheels, which are equipped with a similar system of linkages and cranks. This causes the front and rear wheels to follow the same path. Mounting the shaft above the axles increases ground clearance and mitigates the potential for damage to the steering mechanism. One of the axles may be pivotally attached to the wagon frame using a horizontal pin at substantially its midpoint, allowing angular pivoting of the axle in response to uneven terrain. The degree of pivoting is limited by stops integrally formed into the frame. The pivoting axle improves stability of the wagon, especially while turning and when transporting a top-heavy load.

Abstract

A wagon for agricultural use having an all-wheel steering mechanism. The wheels are hingedly attached to their respective axles. Steering alignment of the front wheels is provided by the wagon tongue, which is pivotally connected to the wagon frame and at least one of the front wheels. The front wheels are connected to each other by a steering linkage, consisting of two equal length members pinned to each other at a connection point. A front shaft crank is pivotally attached at the same connection point and rigidly attached to a rotatable shaft mounted with bearings to the underside of the wagon frame. Changes to the steering alignment of the front wheels causes lateral movement of the connection point, leading to rotation of the shaft and a corresponding direct change in alignment of the rear wheels, which are equipped with a similar system of linkages and cranks. This causes the front and rear wheels to follow the same path. Mounting the shaft above the axles increases ground clearance and mitigates the potential for damage to the steering mechanism. One of the axles may be pivotally attached to the wagon frame using a horizontal pin at substantially its midpoint, allowing angular pivoting of the axle in response to uneven terrain. The degree of pivoting is limited by stops integrally formed into the frame. The pivoting axle improves stability of the wagon, especially while turning and when transporting a top-heavy load.

Title: **Agricultural Wagon Having All-Wheel Steering**

Inventor: **Anthony M. Platteeuw, Ernest L. Wilson**

5 **BACKGROUND OF THE INVENTION**

Field of the Invention

The present invention relates to a wagon for agricultural use having an all-wheel steering mechanism. Specifically, the invention relates to an all-wheel
10 steering mechanism for a four-wheeled wagon for use in the nursery industry.

Prior Art

In the nursery industry, it is common practice to use various types and sizes of wagons for the day to day transportation of plants and materials. Often the
15 layout of the nursery is such that there is little room for these wagons to maneuver safely, without destroying nursery stock.

In general, wagons are designed with two-wheel steering. These wagons have a steerable set of front wheels, and a set of back wheels which are fixed in the
20 forward direction. The steerable front wheels of the wagon are attached to a wagon tongue, which is attached to a tow vehicle. Turning the tow vehicle pivots the tongue, turning the front wheels of the wagon. The inherent problem with this design is that when turning, the back wheels follow a shorter path than the front

wheels, which requires the operator to make a wide turn to prevent destruction of the nursery stock while turning. This problem becomes more noticeable among longer length wagons, where a great deal of room is required at the end of the row to allow the wagon to turn safely.

5

One solution to this problem is to steer both the front and back wheels of the wagon. This is preferably accomplished by a mechanism that translates the steering alignment of the front wheels to the back wheels. Generally, as the front wheels are turned in a certain direction, the back wheels are designed to turn in the corresponding opposite direction. The result is that the back wheels follow in the same path as the front wheels, effectively allowing the wagon to be turned in a much shorter distance.

A known mechanism used to translate the steering alignment to the rear wheels uses diagonal tie bars attached to the front and rear axles. One member is attached to the left side of the front axle, and the right side of the rear axle; whereas, the other member is attached to the right side of the front axle and the left side of the rear axle. As a result, as the front axle is steered in one direction by the tongue, the rear axle is steered in the opposite direction by the diagonal members. While this method accomplishes the desired four wheel steering action, it also has drawbacks. For example, as the diagonal members must be positioned at the level of the wheel axles, it seriously limits the ground clearance of the wagon. This exposes the steering mechanism to potential damage from

obstructions. This method also has limitations as to the precision of the steering alignment, as a small imprecision in the placement of the diagonal members will result in a substantial difference between front and rear steering.

- 5 Another drawback associated with all-wheel steered wagons is their tendency towards tipping. This is especially prevalent when turning the wagon sharply on uneven terrain or with a top-heavy load. It is therefore desirable to provide means to enhance the stability of the wagon, especially over uneven terrain.

10 **BRIEF SUMMARY OF THE INVENTION**

According to this invention, there is provided an all wheel steerable wagon, that has a frame with attached front and rear axles. The axles have wheels pivotally attached to their ends. A front steering linkage is operably connected to the front wheels for tracking their steering alignment and a rear steering linkage is
15 operably connected to the rear wheels. A transmission linkage is attached to the underside of the frame, operably inter-connecting the front and rear steering linkages, for translating the steering alignment of the front wheels to the rear steering linkage to impart a complementary steering alignment to the rear wheels, where the imparted steering alignment is a direct function of the steering
20 alignment of the front wheels.

The transmission linkage consists of a shaft. The operable interconnection between the front steering linkage and the shaft rotates the shaft in response to

movement of the front steering linkage. The operable interconnection between the shaft and the rear steering linkage moves the rear steering linkage in response to rotation of the shaft. Each steering linkage consists of a rod member and each operable interconnection consists of a crank fixedly attached to the shaft and pivotally attached to each rod member. The shaft is centrally mounted along the longitudinal axis of the wagon and each rod is aligned transversely to the shaft.

The front axle is connected to the frame of the wagon by a horizontal pin at substantially the midpoint of the axle, allowing the axle to pivot angularly about the pin in response to uneven terrain. The frame has stops integrally formed into it that are operable to limit the angular pivoting of the axle to thirty degrees by contact of the axle with the stops.

Further features of the invention will be described or will become apparent in the course of the following detailed description.

BRIEF DESCRIPTION OF THE DRAWINGS

In order that the invention may be more clearly understood, a preferred embodiment thereof will now be described in detail by way of example, with reference to the accompanying drawings, in which:

FIG. 1 is a perspective view of an embodiment of the present invention.

FIG. 2 is a top view of an embodiment of the present invention.

5 FIG. 3 is a top view of an embodiment of the present invention, with the wheels aligned in a turning position.

PREFERRED EMBODIMENT

Referring to the accompanying diagrams, a preferred embodiment of the
10 invention is now described.

FIG. 1 shows one embodiment of an all-wheel steerable wagon according to the present invention. The wagon has front (1) and rear (2) axles, attached to the underside of the wagon frame (not shown) by means of vertical frame members
15 extending downwardly from the frame (3). C-shaped hinge members (4, 5) are connected to both ends of each axle by means of a vertical pin, permitting horizontal rotation or pivoting of the hinge. Extending outwardly from each hinge member is a spindle for mounting a wheel (not shown).

20 In order to steer the wheels, wheel cranks (6, 7) are fixedly attached to each hinge member and forms part of the steering mechanism as will be described hereinafter. The wheel cranks attached to the front hinges (6) extend towards the rear of the wagon, whereas, the wheel cranks attached to the rear hinges (7)

extend in the opposite direction towards the front of the wagon. In each case, the wheel cranks are in turn connected to one another by means of steering linkages (8, 12). The cranks thereby provide leverage for turning the wheels in response to a parallelogram movement of the steering linkage.

5

The front steering linkage (8) consists of two rod members of equal length that are pinned (9) at their ends to one another and to their respective hinges at their opposite ends (10, 11). In principle, steering of the wheels is accomplished by lateral movement of the connection point identified at 9, which causes the steering linkage to act on the wheel cranks, thereby pivoting the hinges and effecting steering alignment of the wheels. The rear steering linkage (12) is similarly constructed and functions in a similar manner, as can be seen from the figure.

15 A longitudinal shaft (13) connecting the front and rear steering linkages is mounted using brackets (14, 15) bolted to the underside of the wagon frame. The brackets are positioned at the ends of the shaft and contain bearings which allow the shaft to rotate within the brackets. Attached to the extremities of the shaft are front (16) and rear (17) shaft cranks by means of a rigid connection.

20 The opposite ends of the shaft cranks are pivotally attached to their respective steering linkages at the connection points of the rods, 9 and 18.

Lateral movement of the front steering linkage connection point at 9 in response to a change in steering alignment causes the front shaft crank (16) to pivot, thereby causing a corresponding and direct rotation of the shaft (13). The shaft functions as a transmission linkage to translate the steering alignment of the front wheels to the rear wheels. The rear shaft crank (17) is parallel to the front shaft crank (16) and rotates with the shaft, thereby effecting a corresponding lateral movement of the rear steering linkage connection point at 18 in the same direction. Since the front (6) and rear (7) wheel cranks extend from the wheel hinges in opposite inward directions, the lateral movement of the rear steering linkage (12) causes the rear wheels to adopt a complementary steering alignment opposite in direction to that of the front wheels. This allows the rear wheels to follow a similar path to the front wheels throughout the turn.

The steering alignment of the front wheels of the wagon is determined by the position of the wagon tongue (19), which is pivotally connected by a vertical pin (20) to the frame housing the front axle (21). This allows the wagon tongue to pivot horizontally in response to changes in direction of the towing vehicle (not shown). A pinned rod member (22) is provided connecting the tongue to a forwardly extending wheel crank (23) attached to one of the front wheel hinges. Pivoting of the wagon tongue causes the attached front wheel hinge to pivot in the same direction, thus causing a corresponding change in steering alignment of the front wheels. The rear wheels assume a complementary steering alignment due to rotation of the shaft as previously described.

The front axle (1) is attached at substantially its midpoint to the frame housing the front axle (21) by a horizontal pin (24), permitting angular pivoting of the front axle. This allows the wagon to overcome tipping problems associated with turning over uneven terrain, or otherwise while turning when transporting a top-heavy load. The frame housing the front axle (21) has horizontal stops (25) which are integrally formed into the frame. The stops are designed to limit the degree of pivoting of the front axle (1). The stops in the preferred embodiment shown limit the maximum degree of pivoting to thirty degrees, but more typically, the axle pivots less than fifteen degrees in response to typically uneven terrain.

FIG. 1 will now be described with reference to the arrows indicating the direction of movement of the parts in response to a change in steering alignment. The forward direction is the direction that the wagon would be towed by a vehicle attached to the wagon tongue (not shown). In context of the description of the figures, "push" indicates a force placing the member being pushed in compression, whereas "pull" indicates a force placing the member being pulled in tension.

Looking in the forward direction, the arrow (26) indicates a left turn of the wagon tongue (19). The wagon tongue (19) will pivot to the left, pushing the attached rod member (22) connected to the forwardly extending wheel crank of the left front wheel (23). This causes the left front wheel to horizontally pivot in a

counter-clockwise direction (27), as viewed from above. The steering linkage connecting the front wheels (8) moves laterally to the right, causing the right front wheel to similarly horizontally pivot (28).

- 5 The front shaft crank (16), pivotally attached to the front steering linkage (8) at the point of connection of the two rod members (9), pivots counter-clockwise, as viewed when facing the forward direction. This causes a counter-clockwise rotation (29) of the shaft to which it is perpendicularly and fixedly attached, producing a corresponding rotation of the rear shaft crank (17).

10

The rear shaft crank (17) is pivotally attached to the rear steering linkage (12). The rear steering linkage (12) translates to the right, causing a clockwise rotation of both of the attached rear wheels (30, 31). This causes the rear wheels to follow substantially the same path as the front wheels throughout the turn.

15

FIG. 2 shows a top view of the wagon wheels when traveling straight ahead. The wagon tongue (19) is shown, pivotally connected to the frame housing the front axle (20) and connected to the left front wheel by a pinned rod member (22) attached to the forwardly extending wheel crank (23).

20

The change in steering alignment is illustrated with reference to FIG. 3, which shows a top view of the wagon wheels positioned for a left turn. The front steering linkage (8) has moved to the right, causing pivoting of the front shaft

crank (16) to the right in turn, causing counter-clockwise rotation (32) of the shaft (13) as shown. The rotation of the shaft translates the steering alignment to the rear wheels by means of the rear shaft crank (17) and movement of the rear steering linkage (12). The rear wheels correspondingly turn in the opposite
5 direction to the front wheels.

From the foregoing, it will be seen that this invention is one well adapted to attain all the ends and objects hereinabove set forth together with other advantages which are obvious and which are inherent to the structure.

10

It will be understood that certain features and sub-combinations are of utility and may be employed without reference to other features and sub-combinations.

This is contemplated by and is within the scope of the claims.

15 Since many possible embodiments may be made of the invention without departing from the scope thereof, it is to be understood that all matter herein set forth or shown in the accompanying drawings is to be interpreted as illustrative and not in a limiting sense.

CLAIMS

What is claimed is:

1. An all wheel steerable wagon, having a frame; a front and rear axle attached to said frame, said axles having wheels pivotally attached thereto; a front steering linkage operably connected to said front wheels for tracking the steering alignment of said front wheels; a rear steering linkage operably connected to said rear wheels; a transmission linkage attached to the underside of said frame, operably inter-connecting said front and rear steering linkages for translating said steering alignment of said front wheels to said rear steering linkage to impart a complementary steering alignment to said rear wheels wherein said imparted steering alignment is a direct function of said steering alignment of said front wheels.
2. The invention as claimed in claim 1, wherein said transmission linkage comprises a shaft, and whereas said operable interconnection between said front steering linkage and said shaft rotates said shaft in response to movement of said front steering linkage and whereas said operable interconnection between said shaft and said rear steering linkage moves said rear steering linkage in response to rotation of said shaft.
3. The invention as claimed in claim 2, wherein each said steering linkage comprises a (transverse mounted) rod member and whereas each said operable interconnection consists of a crank fixedly attached to said shaft and pivotally attached to each said rod member.

4. The invention as claimed in claim 3, wherein said shaft is centrally mounted along the longitudinal axis of said wagon and whereas each said rod is aligned transversely to said shaft.
5. The invention as claimed in claim 1 or 4, wherein said front axle is connected
5 to said frame of said wagon by a horizontal pin means at substantially the midpoint of said axle, allowing said axle to pivot angularly about said pin means in response to uneven terrain.
6. The invention as claimed in claim 5, wherein said frame has stops integrally formed into said frame, said stops operable to limit said angular pivot of said
10 axle to thirty degrees by contact of said axle with said stops.

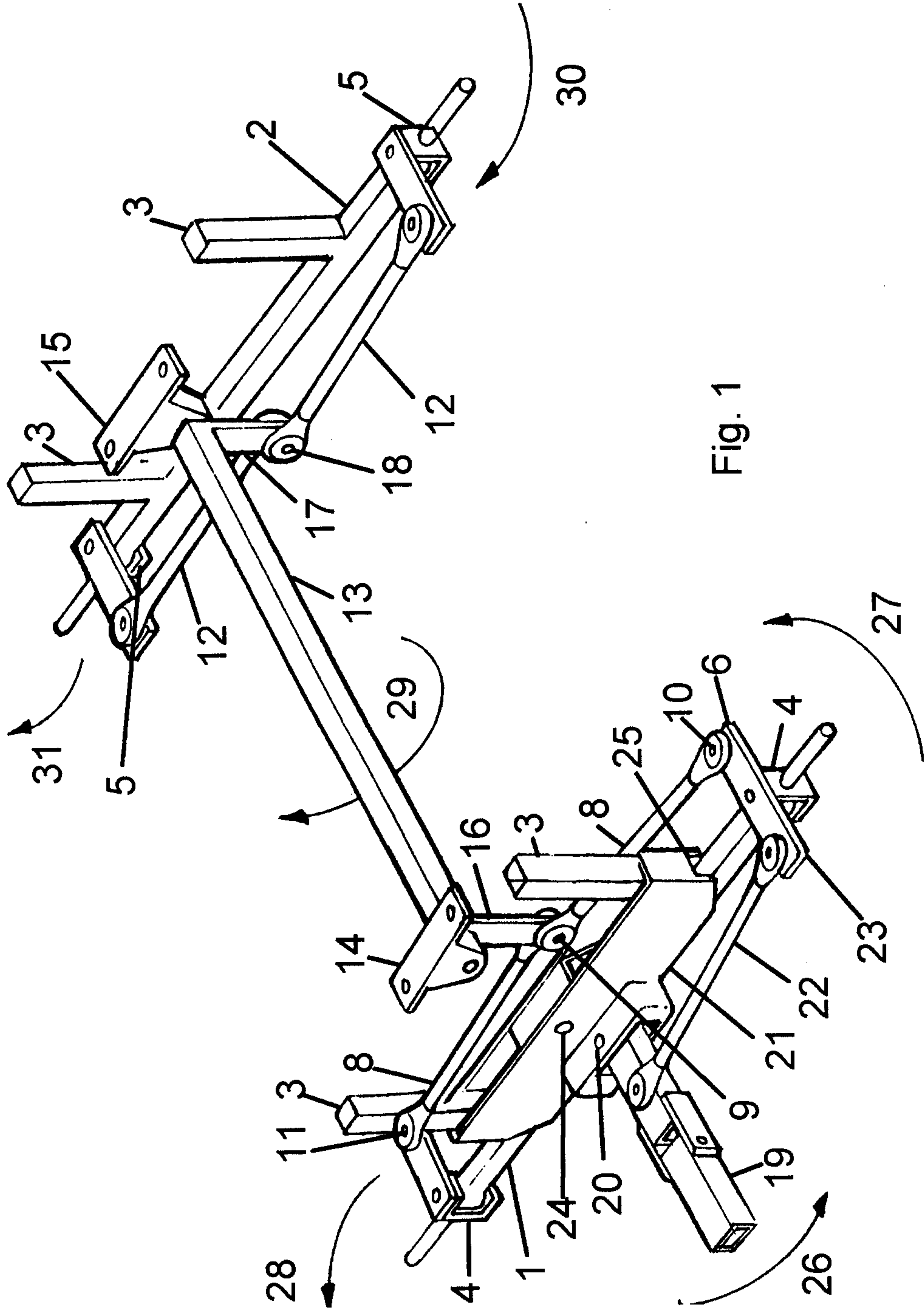


Fig. 1

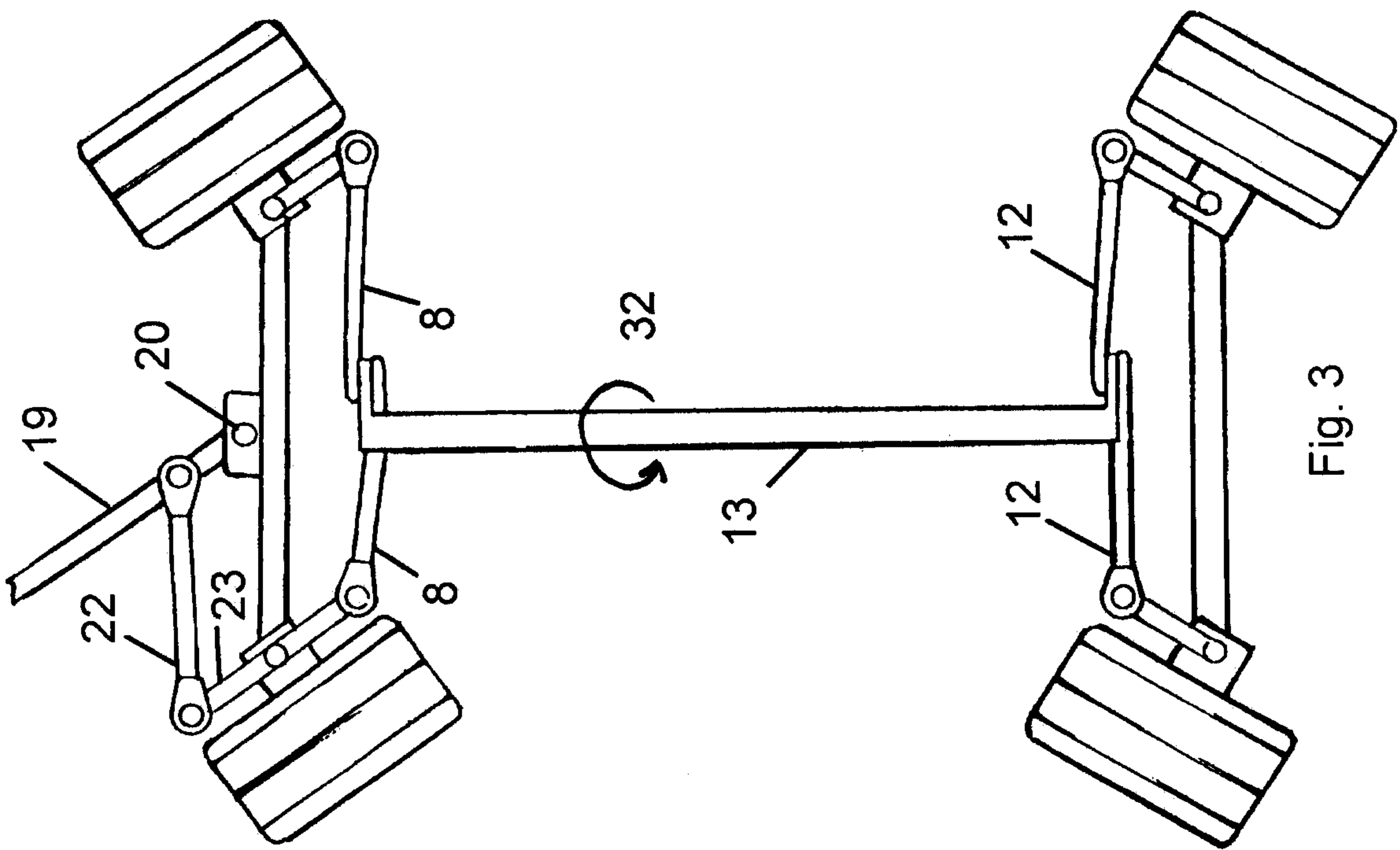


Fig. 3

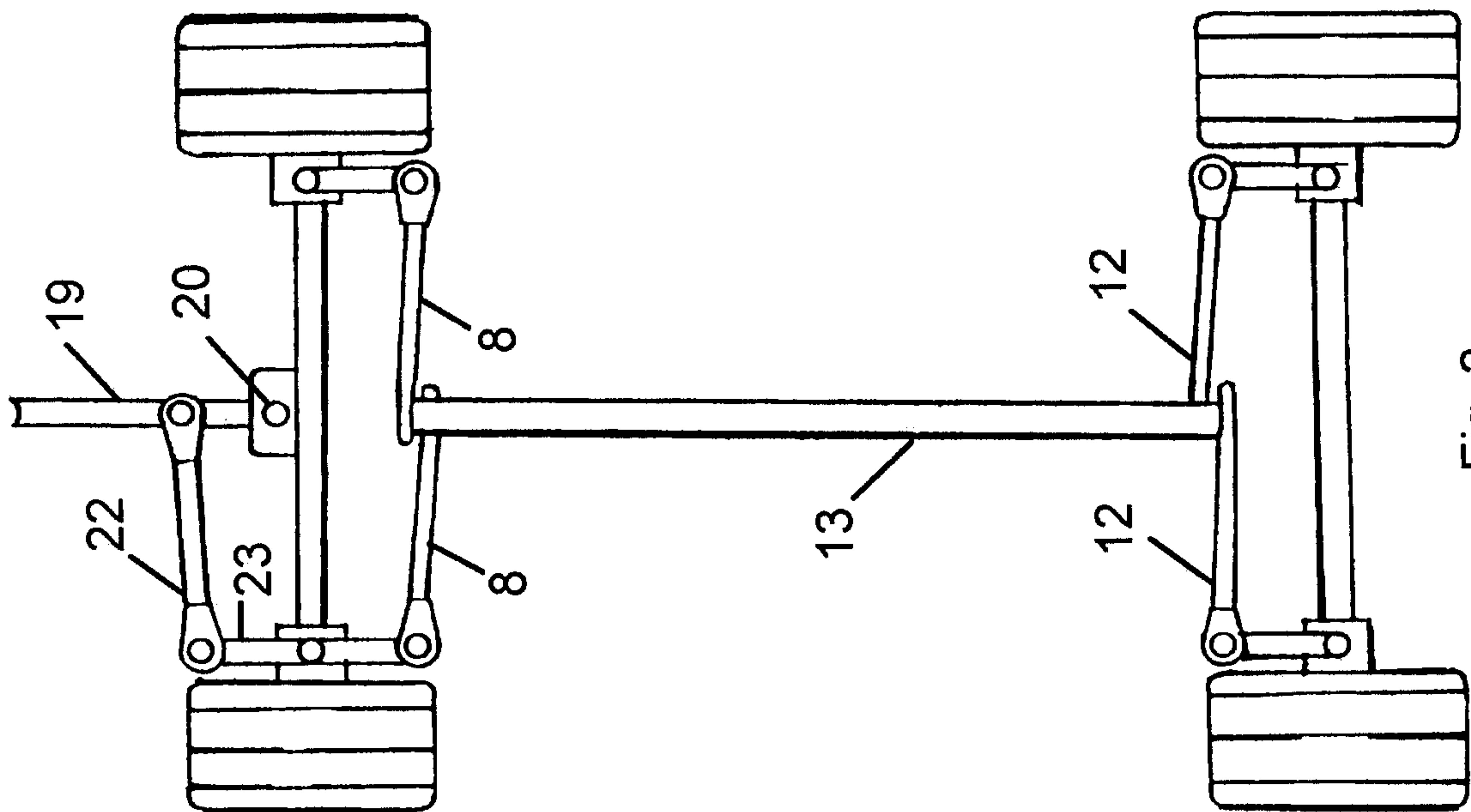


Fig. 2

