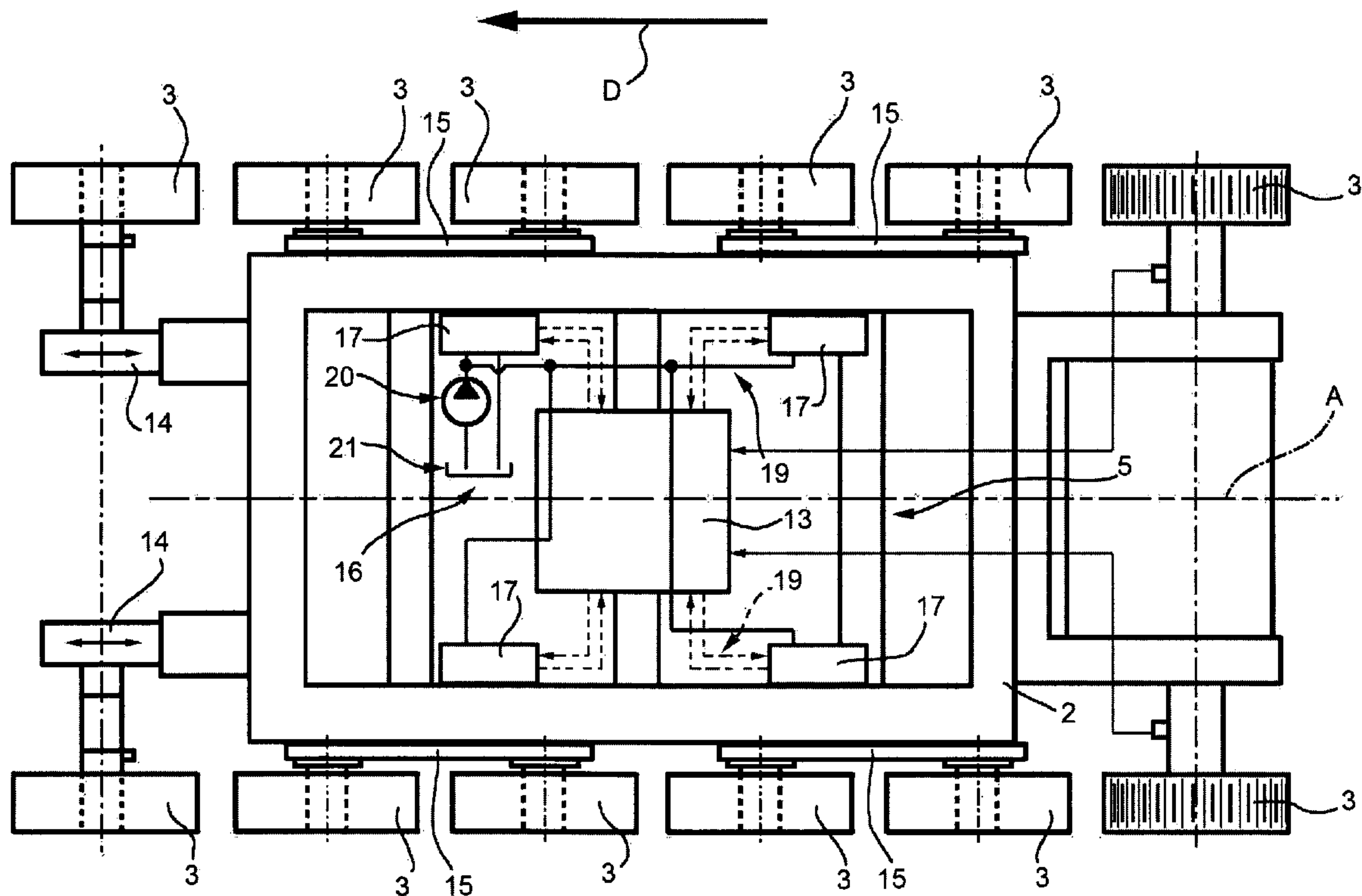




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(57) **Abrégé/Abstract:**

A ski slope snow groomer (1) having a frame (2); two wheel assemblies (3) on opposite sides of the frame (2); two tracks (4) wound respectively about the two wheel assemblies (3); a variable -configuration shock absorber assembly (16) connected to the wheel assemblies (3) and the frame (2) and designed to adjust the wheel assemblies (3); and a control assembly (5) configured to acquire a signal indicating an operating state of the snow groomer (1), and to adjust the shock absorber assembly (16) as a function of the operating state signal.

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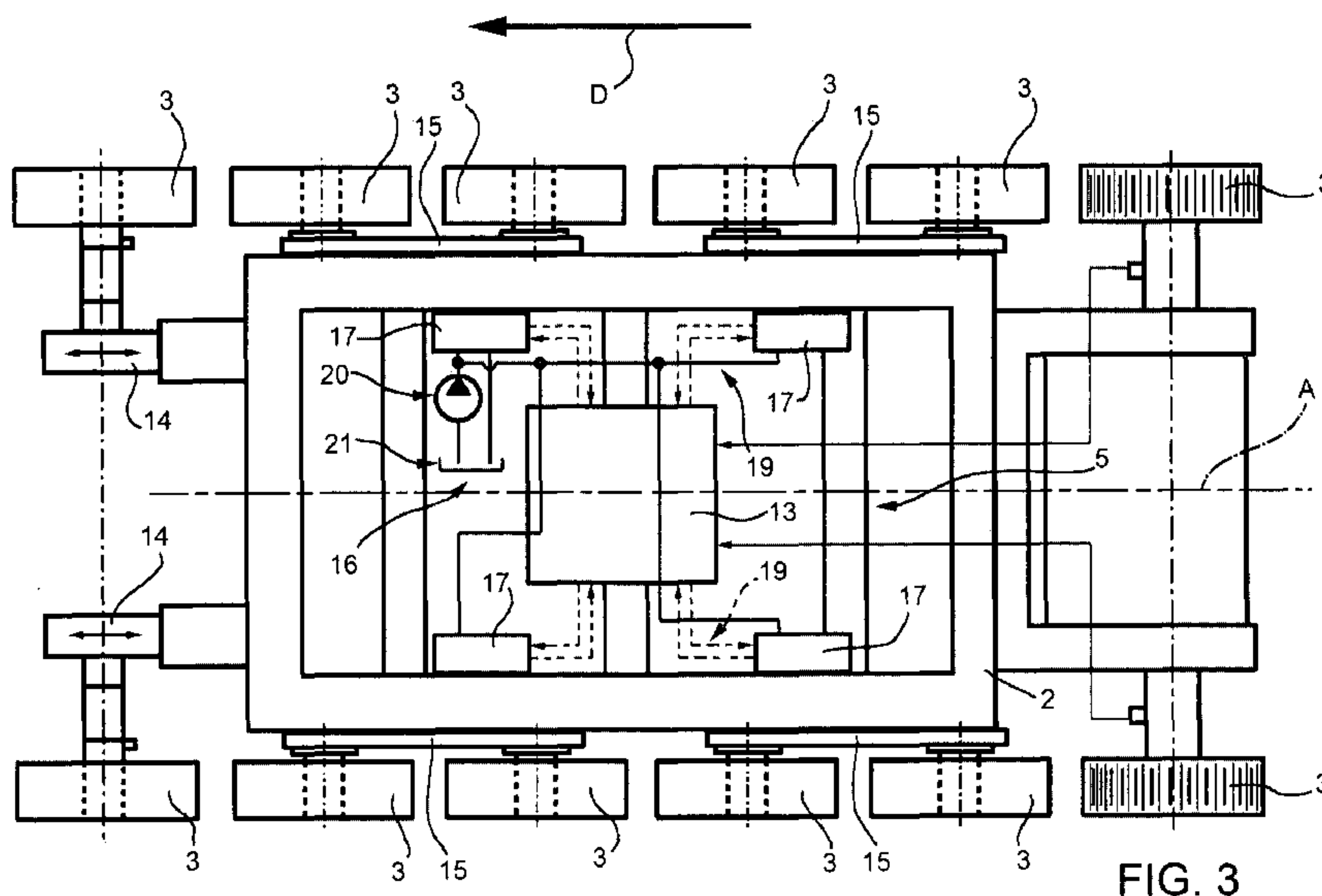


FIG. 3

(57) Abstract: A ski slope snow groomer (1) having a frame (2); two wheel assemblies (3) on opposite sides of the frame (2); two tracks (4) wound respectively about the two wheel assemblies (3); a variable -configuration shock absorber assembly (16) connected to the wheel assemblies (3) and the frame (2) and designed to adjust the wheel assemblies (3); and a control assembly (5) configured to acquire a signal indicating an operating state of the snow groomer (1), and to adjust the shock absorber assembly (16) as a function of the operating state signal.

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SNOW GROOMER AND RELATIVE CONTROL METHOD

TECHNICAL FIELD

The present invention relates to a ski slope snow
5 groomer.

More specifically, the present invention relates to
a snow groomer comprising a frame; two wheel assemblies
on opposite sides of the frame; and two tracks wound
respectively about the wheel assemblies.

10 BACKGROUND ART

A snow groomer of the above type is known from
Patent Application FR 2,649,950, in which a shock
absorber assembly is connected to, and designed to
adjust the configuration of, the wheel assemblies. In
15 other words, the driver of the groomer controls the
hydraulic assembly directly to adjust the configuration
of the groomer between two operating positions.

Snow groomers are normally equipped with various
implements, such as a tiller for tilling the snow cover
20 of ski slopes; a shovel for moving masses of snow along
ski slopes; and possibly also a winch assembly, when
working on very steep slopes. In the latter case, the
free end of the winch assembly cable is fixed to an
anchoring point uphill to manoeuvre the groomer more
25 safely with the aid of the winch assembly, and prevent
the groomer from slipping, in the event of loss of
traction on the snow cover.

The total weight of the groomer and the pressure

exerted on the snow cover vary, depending on the type and number of implements fitted to the groomer.

In Patent Application EP 1,995,159, the groomer is equipped with an actuating assembly designed to adjust the configuration of the wheel assemblies to spread the total weight between the wheels by means of a driver command in response to wheel load values.

Snow groomers of the above type have proved highly effective in controlling the configuration of the wheel assemblies, but, by forcing the driver to monitor the wheel assembly situation, distract the driver from actually driving the vehicle. In this connection, it is important to remember that snow groomers are mainly operated at night, on steep, hazardous slopes, and at times in severe weather conditions, all of which require the driver's full attention to driving the vehicle, to avoid hazardous situations.

Document NL 9201553 discloses a tracked vehicle, wherein the height of the vehicle is adapted as a function of the traveling speed of the vehicle and the position of the steering wheel.

However, the system disclosed in D2 is unable to better define the operating state of a snowgroomer, which varies, depending on the implements it is equipped with, the operating conditions of the implements, the type of route, and travelling conditions.

Known snow groomers do not permit integrated control of these operating parameters.

DISCLOSURE OF INVENTION

It is an object of the present invention to provide a snow groomer designed to eliminate the drawbacks of the known art.

Another object of the present invention is to provide a snow groomer designed to improve driver comfort in all operating conditions, as well as

performance of the groomer itself.

According to the present invention, there is provided a ski slope snow groomer comprising :

- a frame;
- 5 - two wheel assemblies on opposite sides of the frame;
- two tracks wound respectively about the two wheel assemblies;
- a variable-configuration and variable rigidity shock absorber assembly connected to the wheel
- 10 assemblies and the frame, and designed to adjust the wheel assemblies; and
- a control assembly comprising a plurality of sensors including a speed sensor for acquiring a signal
- 15 indicating the travelling speed of the snow groomer; a sensor for acquiring a signal indicating the steering angle of the snow groomer; and at least one sensor selected from pressure sensors for acquiring signals correlated to the rigidity of shock absorber assembly,
- 20 an inclinometer for acquiring a signal indicating lateral tilt of the snow groomer, and an inclinometer for acquiring a signal indicating longitudinal tilt of the snow groomer; the control unit being configured to calculate an operating state signal as a function of a
- 25 plurality of signals including the speed signal; the angle signal; and at least one signal selected from the signals of the pressure sensors, the lateral tilt signal, and the longitudinal tilt signal, and to adjust the shock absorber assembly as a function of the
- 30 operating state signal.

The control assembly thus adapts the shock absorber assembly automatically as a function of the operating state of the groomer, thus allowing the driver to concentrate fully on driving the groomer.

35 Another object of the present invention is to

provide a method of controlling a snow groomer, designed to eliminate the drawbacks of the known art.

According to the present invention, there is provided a method of controlling a ski slope snow groomer, the snow groomer comprising :

- a frame;
- two variable-configuration wheel assemblies on opposite sides of the frame; and
- two tracks wound respectively about the two wheel assemblies;

the method comprising the steps of:

- adjusting the wheel assemblies by means of a variable-configuration shock absorber assembly connected to the wheel assemblies and the frame;
- acquiring a plurality of signals including a signal indicating the travelling speed of the snow groomer (1); a signal indicating the steering angle of the snow groomer; and at least one signal selected from signals indicating the operating pressures of the shock absorber devices, a signal indicating lateral tilt of the snowgroomer, a signal indicating longitudinal tilt of the snow groomer;
- calculating an operating state signal of the snow groomer as a function of a plurality of signals including the speed signal, the angle signal, and at least one signal selected from the signals indicating the operating pressure, the lateral tilt signal, and the longitudinal tilt signal; and
- adjusting the shock absorber assembly as a function of the operating state signal.

In a preferred embodiment of the present invention, the method comprises acquiring a signal indicating an

operator command; and recalculating the operating state signal as a function of the operator command signal.

The operating state can thus take driver preference into account.

5 BRIEF DESCRIPTION OF THE DRAWINGS

A non-limiting embodiment of the present invention will be described by way of example with reference to the accompanying drawings, in which :

Figure 1 shows a side view, with parts removed for
10 clarity, of a snow groomer in accordance with the present invention and in a first operating position;

Figure 2 shows a side view, with parts removed for clarity, of a snow groomer in accordance with the present invention and in a second operating position;

15 Figure 3 shows a schematic plan view, with parts removed for clarity, of a detail of the Figure 1 snow groomer;

Figure 4 shows a larger-scale view in perspective, with parts removed for clarity, of a detail of the
20 Figure 1 snow groomer;

Figure 5 shows a schematic, with parts removed for clarity, of a control assembly of the Figure 1 snow groomer.

BEST MODE FOR CARRYING OUT THE INVENTION

25 Number 1 in Figure 1 indicates as a whole a ski slope snow groomer designed to travel in a travelling direction D.

As shown more clearly in Figure 3, snow groomer 1

comprises a frame 2; two variable-configuration wheel assemblies 3 on opposite sides of frame 2; and two tracks 4 wound about respective wheel assemblies 3, and only one of which is shown in Figure 1.

5 Each wheel assembly 3 comprises a front wheel 3; a rear wheel 3; and four middle wheels 3 between front wheel 3 and rear wheel 3, which is a drive wheel.

With reference to Figure 1, snow groomer 1 comprises a control assembly 5; a cab 6; a user
10 interface 7 inside cab 6; a shovel 8 fitted to the front of frame 2; a tiller 9 fitted to the rear of frame 2; a winch assembly 10 fitted to the top of frame 2; an internal combustion engine 11; and a power train 12 connected functionally to internal combustion engine 11,
15 drive wheels 3, shovel 8, tiller 9, and winch assembly 10. Power train 12 may be hydraulic or electric, or a combination of the two.

Control assembly 5 comprises a control unit 13 and user interface 7, and is designed to acquire a signal
20 indicating an operating state of snow groomer 1 as a function of at least one operating parameter, and preferably a number of operating parameters, of the snow groomer, and to adjust the configuration of wheel assemblies 3 as a function of the operating state
25 signal.

In Figure 1, only one portion of each track 4 contacts the snow cover M, and the portions of track 4 at end wheels 3 are raised off snow cover M.

In Figure 2, the contact surface of each track 4 also extends to end wheels 3.

The configuration of tracks 4 depends on the configuration of respective wheel assemblies 3, each of which is adjustable between two limit configurations.

With reference to Figure 3, frame 2 extends along an axis A, and supports wheel assemblies 3. In the example shown, each front wheel 3 is connected to frame 2 by a carriage 14 fitted to frame 2, and which is movable, by an actuator not shown, along axis A to keep respective track 4 taut regardless of the configuration of the other wheels 3 in wheel assembly 3. Rear wheels 3 are fitted directly to frame 2.

The middle wheels 3 in each assembly are connected in pairs to respective rocker arms 15, in turn connected movably to frame 2.

Snow groomer 1 comprises a variable-configuration, variable-rigidity shock absorber assembly 16 for connecting middle wheels 3 - in this case, rocker arms 15 - to frame 2, absorbing any shock, and selectively adjusting the position of middle wheels 3 with respect to frame 2.

In the Figure 3 example, shock absorber assembly 16 comprises four shock absorber devices 17, each connecting a respective rocker arm 15 to frame 2. In an embodiment not shown in the drawings, each middle wheel 3 is associated with a respective shock absorber device 17.

Control assembly 5 is designed to control shock absorber assembly 16, which adjusts the configuration of wheel assemblies 3 by means of shock absorber devices 17.

5 In the example shown, shock absorber assembly 16 is controlled hydraulically to adjust the configuration of wheel assemblies 3 and the rigidity of each shock absorber device 17.

Control assembly 5 is designed to adjust shock
10 absorber devices 17 independently or jointly. In the case of joint adjustment, this means at least two shock absorber devices 17 are adjusted to the same position and the same rigidity.

Shock absorber devices 17 can be adjusted jointly
15 in various combinations. The most commonly used options are those jointly operating shock absorber devices 17 associated with opposite rocker arms 15 on either side of axis A, or only one pair of shock absorber devices associated with opposite rocker arms.

20 A hydraulic circuit 19 comprises a pump 20; a tank 21; and lines connecting pump 20 and tank 21 to each shock absorber device 17.

With reference to Figure 4, each shock absorber device 17 comprises a mechanical connection 22 between
25 frame 2 and rocker arm 15 and a portion of hydraulic circuit 19. Mechanical connection 22 comprises a hydraulic cylinder 23; a crank 24; and a supporting plate 25 supporting crank 24. Rocker arm 15 comprises

two mounts 26 for attaching respective middle wheels 3 about two axes of rotation A1 crosswise to axis A (Figure 1). Crank 24 comprises a shaft 27, which has an axis A2 parallel to axes A1, and is mounted to rotate about axis A2 inside supporting plate 25 fixed to frame 2; an arm 28 connected rigidly to shaft 27, and connected to rocker arm 15 to rotate about an axis A3 parallel to and equidistant from axes A1; and an arm 29 integral with shaft 27 and fitted to one end of hydraulic cylinder 23 to rotate about an axis A4 parallel to axes A1.

The other end of hydraulic cylinder 23 is fixed to frame 2 to rotate about an axis A5 parallel to axes A1. By adjusting the length of hydraulic cylinder 23, it is therefore possible to adjust the distance between rocker arm 15, or rather axis A2, and frame 2, because rocker arm 15 is able to oscillate freely about axis A2 and so adjust the position of respective middle wheels 3 with respect to frame 2.

Hydraulic cylinder 23 is a double-acting hydraulic cylinder, and comprises a cylinder 30; a rod 31; a plate 32 integral with cylinder 30; a plate 33 integral with rod 31; and an elastic member 34 - in the example shown, a spring - precompressed between plates 32 and 33.

With reference to Figure 5, hydraulic cylinder 23 is connected to two branches 35, 36 of hydraulic circuit 19 to selectively fill and drain a first and second chamber 37, 38 of hydraulic cylinder 23. Shock absorber

device 17 also comprises two expansion vessels 39, 40 of the hydraulic cylinder, located along respective branches 35, 36; and two servovalves 41, 42 also located along respective branches 35, 36.

5 Each expansion vessel 39, 40 may be of the type divided internally by a membrane into two compartments, one containing air or other gas, and the other containing substantially non-compressible hydraulic fluid. Depending on the amount of hydraulic fluid in the
10 compartment, it is thus possible to set hydraulic cylinder 23 to a position of equilibrium and adjust the rigidity of hydraulic cylinder 23, which operates as a shock absorber.

 Servovalves 41, 42 are both three-way, three-
15 position servovalves for selectively supplying, draining, and cutting off hydraulic fluid flow of respective chambers 37, 38, and are selectively controlled by control assembly 5.

 In the preferred embodiment of the present
20 invention, control assembly 5 comprises position sensors 43, each associated with a respective hydraulic cylinder 23 to determine the position of hydraulic cylinder 23 and emit a signal indicating the position of shock absorber device 17 with respect to frame 2. And control
25 unit 13 calculates a signal indicating the configuration of shock absorber assembly 16 as a function of the signals indicating the position of shock absorber devices 17 (Figure 3).

In another preferred embodiment of the present invention, control assembly 5 comprises, for each shock absorber device 17, a pressure sensor 44 for determining the pressure P1 in chamber 37; and a pressure sensor 45
5 for determining the pressure P2 in chamber 38. And control unit 13 acquires the pressure signals from sensors 44 and sensors 45, and accordingly calculates a signal indicating the rigidity of each shock absorber device, and a signal indicating the rigidity of shock
10 absorber assembly 16.

In the preferred embodiment of the present invention, control assembly 5 comprises a speed sensor 46 for determining the travelling speed of snow groomer 1, and emitting a speed signal.

15 In the preferred embodiment, control assembly 5 comprises a sensor 47 for determining the steering angle of snow groomer 1, and emitting a signal indicating the steering angle.

In the preferred embodiment of the present
20 invention, control assembly 5 comprises an inclinometer 48 for determining lateral tilt of snow groomer 1, and emitting a signal indicating the lateral tilt of snow groomer 1.

In the preferred embodiment of the present
25 invention, control assembly 5 comprises an inclinometer 49 for determining longitudinal tilt of snow groomer 1, and emitting a signal indicating the longitudinal tilt of snow groomer 1.

Control unit 13 acquires the signal indicating the configuration of shock absorber assembly 16, the signal indicating the rigidity of shock absorber assembly 16, the signal indicating the speed of snow groomer 1, the steering angle signal, the signal indicating lateral tilt of snow groomer 1, and the signal indicating longitudinal tilt of snow groomer 1, and accordingly calculates a signal indicating the operating state of snow groomer 1. In other words, the operating state of snow groomer 1 is a function of a number of operating parameters.

In alternative embodiments, the control unit calculates the operating state signal as a function of one or more of the above signals from the control unit.

When the operating state signal is a function of more than one signal, control unit 13 compares the signals with threshold values, rates the signals on the basis of priority, and calculates the operating state signal by eliminating any low-priority signals or by assigning different weights to the signals.

User interface 7 is designed to emit a control signal, and control unit 13 is designed to recalculate the operating state signal as a function of the control signal. In other words, the driver of snow groomer 1 is permitted to personally select given attitudes of snow groomer 1; and the operating state signal is recalculated as a function of the driver-selected attitude. The attitude of snow groomer 1 is a

combination of the configuration of wheel assemblies 3, i.e. of shock absorber assembly 16, and the rigidity of shock absorber 16.

After calculating the signal indicating the operating state of snow groomer 1, control unit 13
5 adjusts shock absorber assembly 16 accordingly.

For example, each wheel assembly 3 assumes a configuration enabling maximum contact between tracks 4 and snow cover M at very high speed.

10 In the event of severe lateral tilt, wheel assemblies 3 assume respective asymmetrical configurations to compensate for it.

In the event of severe longitudinal tilt, each wheel assembly 3 assumes a configuration designed to
15 reduce it.

When steering, the contact area between tracks 4 and the snow cover is reduced as a function of the steering angle.

User interface 7 in Figure 1 allows the driver to
20 override automatic adjustment of shock absorber assembly 16 and adjust it manually.

The driver of snow groomer 1 can also opt to jointly operate two or more shock absorber devices 17, i.e. with the same position and rigidity parameters, or
25 to operate shock absorber devices 17 independently or in independent groups.

In manual mode, the driver controls both the position and rigidity of shock absorber assembly 16 with

the aid of a display, on user interface 7, showing the data supplied by sensors 43, 44, 45 relative to the actual position and rigidity of shock absorber assembly 16.

5 The present invention obviously also extends to embodiments not covered in the above detailed description, as well as equivalent embodiments within the protective scope of the accompanying Claims.

CLAIMS

1. A ski slope snow groomer (1) comprising :

- a frame (2);
- two wheel assemblies (3) on opposite sides of the frame (2);
- two tracks (4) wound respectively about the two wheel assemblies (3);
- a variable-configuration and variable rigidity shock absorber assembly (16) connected to the wheel assemblies (3) and the frame (2) and designed to adjust the wheel assemblies (3); and
- a control assembly (5) comprising a plurality of sensors including a speed sensor (46) for acquiring a signal indicating the travelling speed of the snow groomer (1); a sensor (47) for acquiring a signal indicating the steering angle of the snow groomer (1);

and at least one sensor selected from pressure sensors (44, 45) for acquiring signals correlated to the rigidity of the shock absorber assembly (16), an inclinometer (48) for acquiring a signal indicating lateral tilt of the snow groomer (1) and an inclinometer (49) for acquiring a signal indicating longitudinal tilt of the snow groomer (1); the control unit (13) being configured to calculate an operating state signal as a function of a plurality of signals including the speed signal; the angle signal; and at least one signal selected from the signals of the pressure sensors (44, 45), the lateral tilt signal, and the longitudinal tilt signal, and to adjust the shock absorber assembly (16) as a function of the operating state signal.

2. The snow groomer as claimed in Claim 1, wherein the control assembly (5) comprises at least one position sensor (43) for acquiring a signal indicating the configuration of the shock absorber assembly (16); the control unit (13) being configured to calculate the signal indicating the operating state of the snow groomer (1) as a function of the signal of the position sensor

(43).

3. The snow groomer as claimed in any one of Claims 1 or 2, wherein the shock absorber assembly (16) comprises a number of shock absorber devices (17); and the control assembly (5) comprises a number of position sensors (43); each shock absorber device (17) being connected to at least one wheel (3) and the frame (2), and being associated with at least one of the position sensors (43) to acquire a signal indicating the position of the respective shock absorber device (17); and the control unit (13) being configured to calculate the signal indicating the configuration of the shock absorber assembly (16) as a function of the signals indicating the positions of the shock absorber devices (17).

4. The snow groomer as claimed in Claim 3, wherein the control assembly (5) comprises pressure sensors (44, 45) associated with the shock absorber devices (17), and is configured to acquire signals indicating the operating pressures of the shock absorber devices (17); the control unit (13) being configured to calculate the rigidity of the shock absorber assembly (16) as a function of the signals indicating the operating pressures of the shock absorber devices (17).

5. The snow groomer as claimed in any one of Claims 1 - 4, wherein the control assembly (5) comprises a user interface (7) for supplying a signal indicating an operator command; the control unit (13) being configured to recalculate the operating state signal as a function of the operator command signal.

6. The method of controlling a ski slope snow groomer, the snow groomer (1) comprising :
- a frame (2);

two variable-configuration wheel assemblies (3) on opposite sides of the frame (2); and

- two tracks (4) wound respectively about the two wheel assemblies (3);

the method comprising the steps of:

- adjusting the wheel assemblies (3) by means of a variable-configuration shock absorber assembly (16) connected to the wheel assemblies (3) and the frame (2);

- acquiring a plurality of signals including a signal indicating the travelling speed of the snow groomer (1); a signal indicating the steering angle of the snow groomer (1); signals indicating the operating pressures of the shock absorber devices (17);

- calculating an operating state signal of the snow groomer (1) as a function of a plurality of signals including the speed signal, the angle signal, and the signals indicating the operating pressure; and

- adjusting the shock absorber assembly (16) as a function of the operating state signal.

7. The method as claimed in Claim 6, and comprising the steps of acquiring a signal indicating the configuration of the shock absorber assembly (16); and calculating the signal indicating the operating state of the snow groomer (1) as a function of the signal indicating the configuration of the shock absorber assembly (16).

8. The method as claimed in Claim 6 or 7, wherein the shock absorber assembly (16) is of variable rigidity; the method comprising the steps of acquiring a signal indicating the rigidity of the shock absorber assembly (16); calculating the operating state signal as a function of the signal indicating the rigidity of the shock absorber assembly (16); and adjusting the rigidity of the shock absorber assembly (16) as a function of the operating state signal.

9. The method as claimed in any one of Claims 6 to 8, wherein the shock absorber assembly (16) comprises a number of shock absorber devices (17); the method comprising the steps of acquiring signals indicating the positions of the shock absorber devices (17); and calculating the signal indicating the configuration of the shock absorber assembly (16) as a function of the signals indicating the positions of the shock absorber devices (17).

10. The method as claimed in any one of Claims 6 to 9, and comprising the steps of acquiring a signal indicating an operator command; and recalculating the operating state signal as a function of the operator command signal.

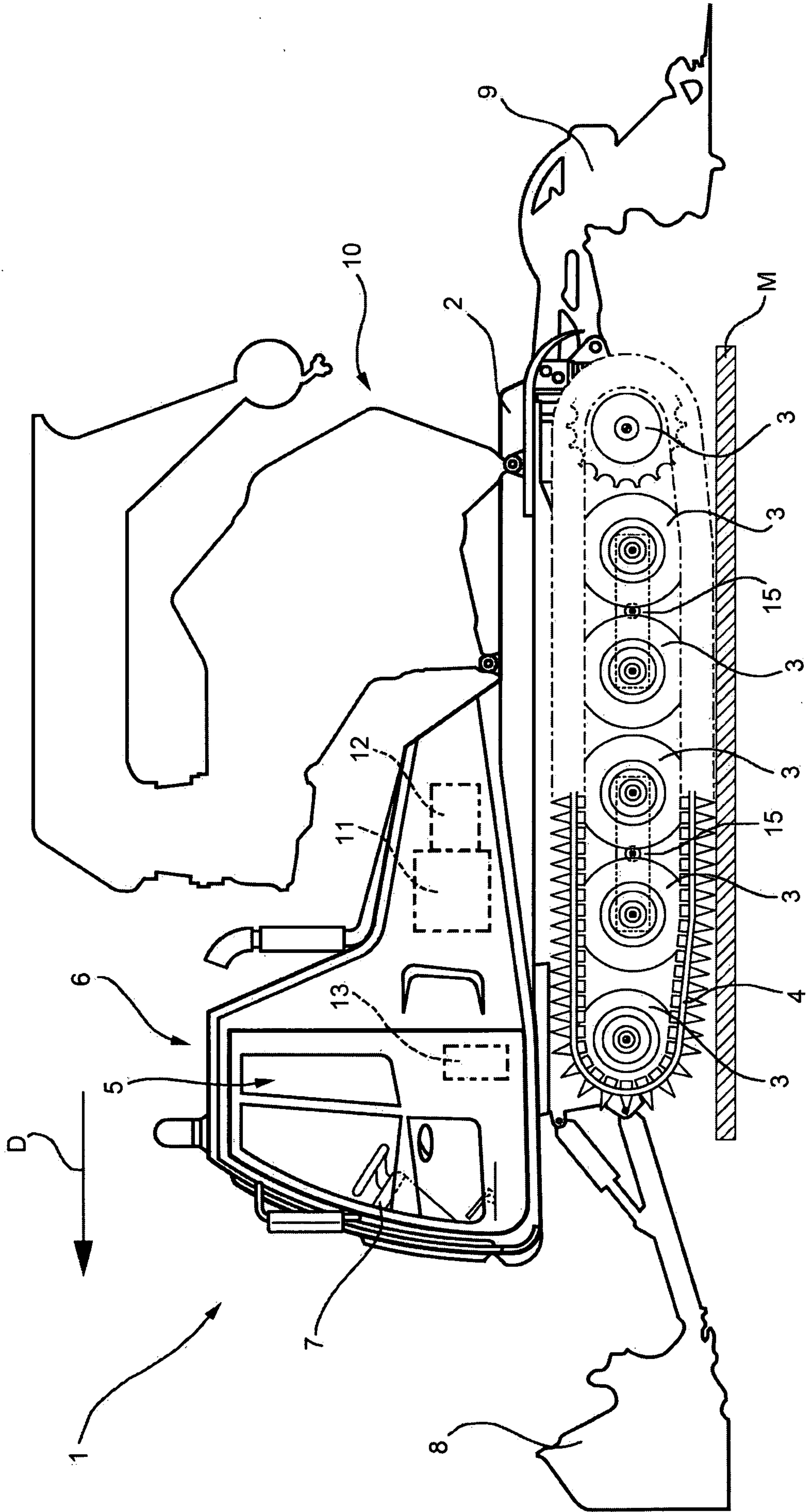


FIG. 1

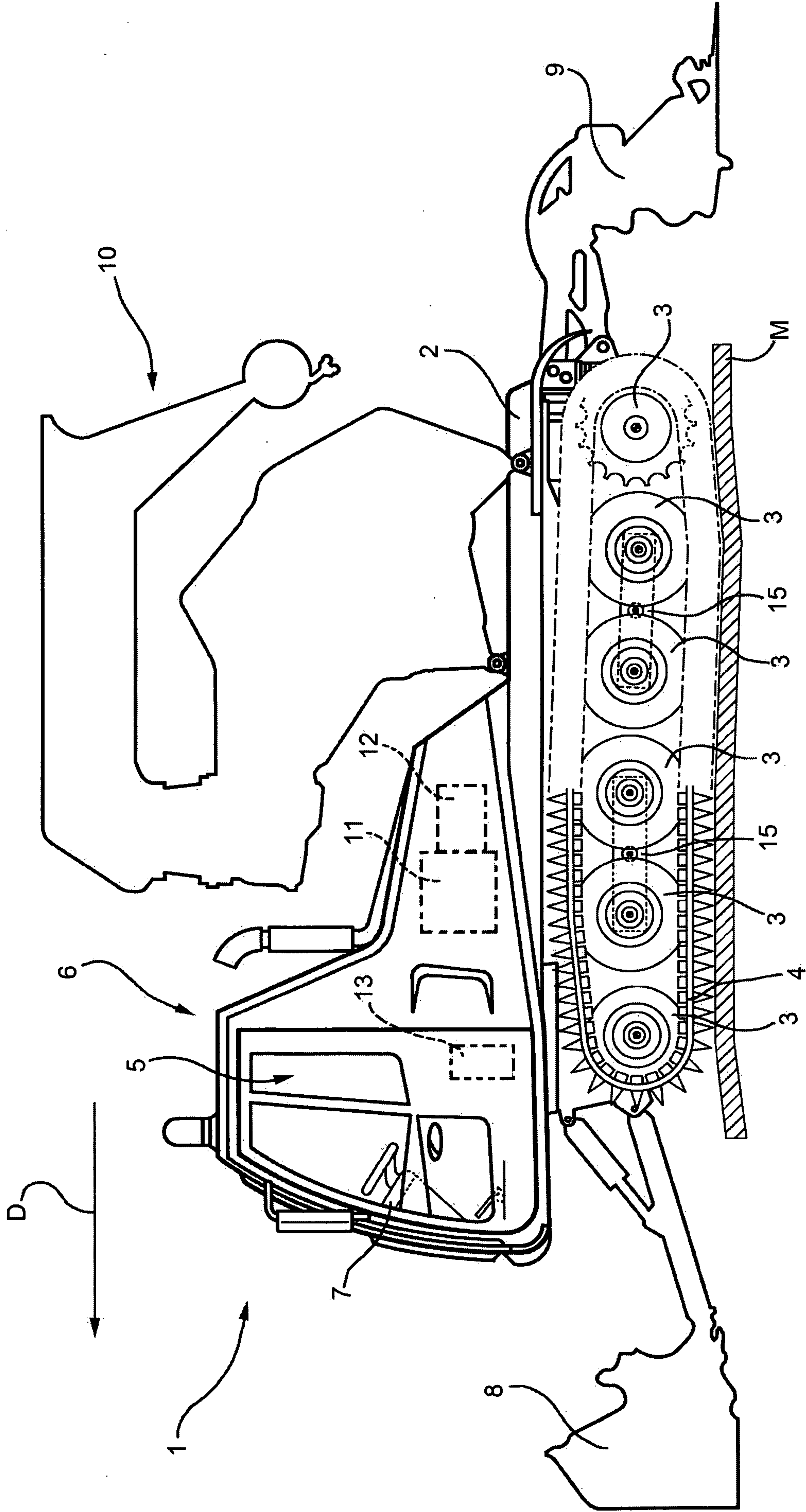


FIG. 2

