

(11) **EP 4 332 332 B1**

(12) **EUROPEAN PATENT SPECIFICATION**

- (45) Date of publication and mention of the grant of the patent:
29.01.2025 Bulletin 2025/05

(21) Application number: **23382861.5**

(22) Date of filing: **22.08.2023**
- (51) International Patent Classification (IPC):
E05B 79/20^(2014.01) E05B 81/06^(2014.01)
E05B 81/16^(2014.01) E05B 81/90^(2014.01)
E05B 83/02^(2014.01) E05B 85/22^(2014.01)

(52) Cooperative Patent Classification (CPC):
E05B 83/02; E05B 47/0657; E05B 79/20;
E05B 81/06; E05B 81/16; E05B 81/90; E05B 85/22;
E05B 2047/0094

(54) **ELECTRONIC LOCK FOR CARGO VEHICLE DOORS**
ELEKTRONISCHES SCHLOSS FÜR FRACHTFAHRZEUGTÜREN
SERRURE ÉLECTRONIQUE POUR PORTES DE VÉHICULE DE CHARGEMENT

(84) Designated Contracting States: AL AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR (30) Priority: 30.08.2022 ES 202231421 U (43) Date of publication of application: 06.03.2024 Bulletin 2024/10 (73) Proprietor: Mecanizados Rodriguez Fernandez, S.L. 32792 Pereiro de Aguiar (ES)	(72) Inventor: PÉREZ LAGO, Miguel 32792 Pereiro de Aguiar - Ourense (ES) (74) Representative: Clarke, Modet y Cía., S.L. C/ Suero de Quiñones 34-36 28002 Madrid (ES) (56) References cited: EP-A1- 3 511 492 DE-A1- 102016 111 252
---	--

Note: Within nine months of the publication of the mention of the grant of the European patent in the European Patent Bulletin, any person may give notice to the European Patent Office of opposition to that patent, in accordance with the Implementing Regulations. Notice of opposition shall not be deemed to have been filed until the opposition fee has been paid. (Art. 99(1) European Patent Convention).

Description

Field of the Invention

[0001] The present invention refers to the technical field of door closing systems, specifically to closing systems for truck and cargo vehicle doors, and more specifically to electronic lock systems that allow or block the opening of the door by means of a remotely actuated electronic system.

Background of the Invention

[0002] Currently in the field of trucks, cargo vehicles and delivery vehicles, certain closing mechanisms are known in which the movement of an opening handle is transmitted to a slider, whose linear displacement causes the opening and closing of the door.

[0003] To provide safety, the closing mechanisms usually incorporate locking and unlocking mechanisms of the slider to prevent or allow its linear movement when actuated by the lever, and thus prevent or allow the opening of the door. The most common locking and unlocking mechanisms consist of deadbolts connected to arms, levers, locks or hitches that lock or unlock the movement of the slider. However these mechanisms are uncomfortable and require the use of a key which must be inserted into the deadbolt for it to lock or open.

[0004] An electronic lock is known from the document DE 10 2016 111252 A1 that is used for locking and unlocking locks on truck doors and cargo vehicles.

[0005] An electronic lock for cargo vehicle doors is therefore desirable that allows a safe, comfortable and efficient opening and closing, avoiding the drawbacks of the existing systems in the prior art.

Description of the Invention

[0006] The present invention relates to an electronic lock for cargo vehicle doors, having a base attachable to a cargo vehicle door such as a truck box door, an electronic system fixed to the base, remotely operable, with a motor, the electronic system being in charge of governing the closing and opening of the electronic lock. The electronic lock also has a handle on the base, a slider that engages the door to the frame thereof and that is actuated by means of the handle in a conventional way for opening the door by means of the linear displacement of said slider, and locking means arranged on the base connected to the electronic system and to the slider, to lock or allow the linear displacement of the slider, and thereby lock or allow the opening of the door by means of the actuation of the handle.

[0007] The locking means are in turn formed by an actuating lever connected to the motor of the electronic system and actuated by it, and by an intermediate link connected to the slider and to the actuating lever and actuated by said actuating lever by rotation, said inter-

mediate link having a locking stop. In addition, the locking means have a supplementary locking element that can rotate actuated by the intermediate link. By means of these elements the electronic lock is actuated between different positions.

[0008] In the locking position the locking stop of the intermediate link contacts against the complementary locking element, which prevents the movement of the intermediate link, thus blocking the linear movement of the slider, and thereby blocking the opening of the door even if the user actuates the handle. This is considered the default position of the electronic lock.

[0009] In the unlocking position, the locking stop of the intermediate link is separated from the complementary locking element, which allows the linear displacement of the slider, which will allow the door to be opened once the user actuates the handle.

[0010] At the opening position of the actuation of the slider by the handle has caused the opening of the door and the movement of the intermediate link, and with this the rotation of the supplementary locking element.

[0011] In this way, the simplest functioning of the electronic lock would consist of the following: starting from the locking position, in which the door is closed and the linear displacement of the slider is locked, if a user wishes to open the door, he will actuate the electronic system remotely, for example, by means of radio frequency (RF) or RFID, which will start the motor of the electronic system. This motor will actuate the actuating lever that is connected to the motor at one of its ends, and to the intermediate link at its other end. This movement of the actuating lever actuated by the motor will be transmitted by rotation of its second end to the intermediate link, which it will remove from its locking position by separating the locking stop from the complementary locking element, passing the electronic lock to the unlocking position.

[0012] In this unlocking position the user can already actuate the handle to open the door of the cargo vehicle. This actuation of the handle linearly moves the slider out of its hooking position in the frame allowing the door to be opened. In this movement the slider drags in its movement the intermediate link which in turn causes the rotation of the complementary locking element.

[0013] In order to carry out the closure of the door, it is made in reverse. Once the door of the cargo vehicle is closed, by actuating the electronic system remotely, the motor of the electronic system will be activated, which will actuate in the opposite direction to the actuating lever, which will transmit the movement in the opposite direction to the intermediate link which in turn will rotate the complementary locking element and in its final position the locking stop of the intermediate link will be in contact against the complementary locking element, thus leaving the electronic lock in its locking position again.

[0014] According to a preferred embodiment of the invention, the complementary locking element can have elastic means such as springs or platforms, configured to

rotate the complementary locking element and move from the opening position to the locking position of the electronic lock. In this way the locking element will rotate towards its position in the locking of the electronic lock aided by the elastic means during the closing of the electronic system.

[0015] According to different particular embodiments, the electronic lock has a door sensor arranged on the base, in proximity to the frame, for detecting whether the door is open or closed and sending said information to the electronic system. Thus, once the door of the cargo vehicle is closed, the electronic system will detect that it has been closed and can activate the lock directly without the user having to actuate said electronic system.

[0016] Likewise, the electronic lock preferably has locking/unlocking sensors to detect protrusions of the intermediate link duly positioned on it, and thus be able to determine if the electronic lock is in a locking position or in an unlocking position and send said information to the electronic system, which will end the movements once the determined position is reached.

[0017] The electronic lock of the present invention has the advantages of providing automatic locking of the doors of cargo vehicles, as well as unlocking by remote actuation means such as RF or RFID.

[0018] All this is achieved with an electronic board, motor and antenna integrated into the electronic system of the lock, avoiding or reducing to the maximum the necessary wiring, and also avoiding the need to install a switchboard in the cabin of the cargo vehicle.

[0019] According to a preferred embodiment, the electronic lock object of the present invention has emergency opening means connected to the locking means, to be able to actuate the electronic lock to the unlocking position manually in case of failure of the electronic system, and to be able to open the door of the cargo vehicle despite any failure of the electronic system or lack of power, battery, etc...

[0020] In particular, these emergency opening means are formed by a lock arranged on the door and a cable connected to said lock and to the intermediate link, to, by actuating the lock, with a key for example, move the intermediate link and thus separate its locking stop from the complementary locking element allowing the linear movement of the slider and consequently the opening of the door.

[0021] This embodiment provides the advantage of facilitating an emergency manual opening in the event of electronic system failures or power failures, battery problems, etc.

Summary of the Drawings

[0022] Then, to facilitate the understanding of the invention, by way of illustration but not limitation, an embodiment of the invention that refers to a series of figures will be described.

Fig. 1 is a front perspective view of the exterior of an embodiment of the electronic lock object of the present invention.

Fig. 2 a perspective view from another orientation of the electronic lock of Fig. 1, showing part of its internal structure.

Fig. 3 is a rear view of the electronic lock of Figs. 1 and 2 in which the cover has been removed to show its elements inside.

Figs. 4a-4d show rear views without a lid of an embodiment of the electronic lock, of the different positions of the sequential functioning of the closure. Figure 4a shows the unlocking position. Figure 4b shows the unlocking position. Figure 4c shows the opening position. Figure 4d shows again the unlocking position after the door is closed.

Fig. 5 is a perspective view of the exterior of the closure of Figs. 4a-4d showing the actuation of the lever in the passage from the unlocking position to the opening position.

Figures 6a-6b show the functioning of the embodiment of the electronic lock with emergency opening means. Fig. 6a shows the locking position and Fig. 6b shows the unlocking position by actuation of the emergency opening means.

[0023] These figures refer to a set of elements that are:

1. electronic lock
2. Base of the electronic lock
3. electronic system
4. handle
5. slider
6. locking means
7. engine of the electronic system
8. actuating lever
9. intermediate link
10. locking stop of the intermediate link
11. supplementary locking element
12. elastic means of the supplementary locking element
13. protrusions of the intermediate link
14. door sensor
15. locking/unlocking sensors
16. deadbolt of the emergency opening means
17. cable of the emergency opening means

Detailed Description of the Invention

[0024] The object of the present invention is an electronic lock 1 for doors of cargo vehicles, such as delivery vans, trucks, etc...

[0025] As can be seen in the figures, the electronic lock

1 has a base 2 attachable to a door of a cargo vehicle, an electronic system 3 fixed to the base 2, which is remotely operable and is in charge of governing the closing and opening of the electronic lock 1. The electronic system 3 has a motor 7. In addition, the electronic lock 1 has a handle 4 on the base 2, a slider 5 that engages the door to the frame thereof and that is actuated in a conventional way by means of the handle 4 for opening the door by means of the linear displacement of said slider 5, and locking means 6 arranged on the base 2 that are connected to the electronic system 3 and to the slider 5, to lock or allow the linear displacement of said slider 5, and thereby lock or allow the opening of the door with the actuation of the handle 5.

[0026] As the figures show, the locking means 6 are in turn formed by an actuating lever 8 that is connected to the motor 7 of the electronic system 3 and is actuated by it, and by an intermediate link 9 connected to the slider and to the actuating lever, which is actuated by said actuating lever 8 by rotating it. The intermediate link 9 has a locking stop 10 fundamental for the functioning of the electronic lock 1. Furthermore, the locking means 6 have a supplementary locking element 11 that can rotate actuated by the intermediate link 9 between different positions. By means of these elements the electronic lock 1 is actuated between different positions that are detailed below:

[0027] Figure 4a shows the unlocking position. In this locking position the locking stop 10 of the intermediate link 9 is in contact against the complementary locking element 11, which prevents the movement of the intermediate link 9, thus blocking the linear movement of the slider 5 in the opening direction, and thereby blocking the opening of the door even if the user actuates the handle 4. This is considered the default position of the electronic lock 1.

[0028] Figure 4b shows the unlocking position. In said unlocking position, the locking stop 10 of the intermediate link 9 is separated from the complementary locking element 11, which allows the linear displacement of the slider 5 in the opening direction, which will allow the door to be opened once the user actuates the handle 4.

[0029] Figure 4c shows the opening position. In the opening position, the functioning of the slider 5 by the handle 4 by means of the complete movement of the handle 4 has caused the opening of the door and the displacement of the intermediate link 9, and with this the rotation of the complementary locking element 11.

[0030] Thus, figures 4a-4d show the different positions of the sequential functioning of the lock, which is described in detail below:

Starting from the locking position shown in figure 4a, in which the door is closed and the linear displacement of the slider 5 is locked (the contact of the locking stop 10 against the complementary locking element 11 prevents the linear displacement of the slider 5, as seen in figure 4a), when a user wishes to open the door, he actuates the electronic system 3 remotely, for example, by means of

RF or RFID, which starts the motor 7 of the electronic system 3. The motor 7 actuates the actuating lever 8, which, as seen in the figures, is connected to the motor 7 at one of its ends, and to the intermediate link 9 at its other end. As can be seen in the figures, this second end of the actuating lever 8 can rotate, and has a "trigger", which in its rotation connects with the end of the intermediate link 9 dragging it in said rotation. This rotation of the end of the intermediate link 9 separates the locking stop 10 from the complementary locking element 11, passing the electronic lock 1 to the unlocking position.

[0031] In this unlocking position shown in figure 4b, the user can already actuate the handle 4 to open the door of the cargo vehicle in a conventional manner, moving to the opening position.

[0032] In the opening position, shown in figure 4c, this actuation of the handle 4 linearly moves the slider 5 out of its hooking position in the frame allowing the door to be opened. In this movement the slider 5 drags in its movement the intermediate link 9 which in turn causes the rotation of the complementary locking element 11, as seen in Figure 4c, favoured by the shape of the curved external profile of the complementary locking element 11.

[0033] In order to carry out the closure of the door, it is made in reverse. Once the door of the cargo vehicle is closed by the user, by actuating the electronic system 3 remotely, the motor 7 of said electronic system 3 will be activated, which will actuate in the opposite direction to the actuating lever 8, which will transmit the rotating movement in the opposite direction to the intermediate link 9, which in turn will rotate the complementary locking element 11 and in its final position the locking stop 10 of the intermediate link 9 will be in contact against the complementary locking element 11, thus leaving the electronic lock 1 in its locking position again.

[0034] According to a preferred embodiment of the invention shown in the figures, the complementary locking element 11 can have elastic means 12 such as springs or platforms, to rotate the complementary locking element 11 from the position it had in the opening position to that of the locking position, and thus move from the opening position to the locking position of the electronic lock 1. In this way the locking element will rotate towards its previous position in the locking of the electronic lock 1 aided by the elastic means 12 during the closing of the electronic system. This passage from the opening position to the locking position with the return to the original position of the complementary locking element by means of the elastic means is represented in Figures 4c and 4d.

[0035] According to different particular embodiments, which are shown in the figures, the electronic lock 1 has a door sensor 14 arranged on the base 2, in proximity to the frame, for detecting whether the door is open or closed and sending said information to the electronic system 3. Thus, once the door of the cargo vehicle is closed, the electronic system 3 will detect that it has been closed and can activate the lock directly without the user having to actuate said electronic system 3 by remote means such

as RF or RFID.

[0036] According to this previous embodiment, the electronic system 3 can be programmed so that in case the electronic lock 1 is unlocked but the door is not opened, the system is automatically locked again after a few seconds. This is carried out if the door sensor 14 does not detect changes, which implies that the electronic lock 1 has been unlocked, but the door has not been opened.

[0037] Likewise, as can be seen in the figures, the electronic lock 1 preferably has locking/unlocking sensors 15 to detect protrusions 13 of the intermediate link 9 duly positioned on it, and thus be able to determine if the electronic lock 1 is in a locking position or in an unlocking position and send said information to the electronic system 3, which will end the movements once the determined position is reached. Obviously, these locking/unlocking sensors 15 are arranged on the base 2, in the vicinity of the intermediate link 9, and depending on the position of said intermediate link 9, the projections 13 will approach one sensor 15 or another, determining the position of the electronic lock 1.

[0038] According to a preferred embodiment, the electronic lock 1 of the present invention has emergency opening means connected to the locking means 6, to be able to actuate the electronic lock 1 to the unlocking position manually in case of failure of the electronic system 3, and to be able to open the door of the cargo vehicle despite any failure of the electronic system 3 or lack of power, battery, etc.

[0039] In particular, as can be seen in the figures, these emergency opening means are formed by a deadbolt 16 arranged on the door and a cable 17 connected to said deadbolt and to the intermediate link 9, to, by actuating the lock 16, with a key for example, be able to move the intermediate link 9 and thus separate the locking stop 10 from the complementary locking element 11 and allow the linear movement of the slider 5, and with it the opening of the door.

Claims

1. Electronic lock for cargo vehicle doors, comprising:

- a base (2) attachable to a door of a cargo vehicle,
- an electronic system (3) fixed to the base (2), remotely actionable, configured for the closing and opening of the electronic lock (1), comprising an engine (7),
- a handle (4) arranged in the base (2),
- a slider (5) actuated by the handle (4), configured to open the door by means of the linear movement of said slider (5), and
- locking means (6) arranged on the base (2) and connected to the electronic system (3) and to the slider (5), configured to lock and allow the linear

displacement of the slider (5),
wherein the locking means (6) comprise in turn

- an actuating lever (8) connected to the engine (7) and actuated by the engine,
- an intermediate link (9) connected to the slider (5) and to the actuating lever (8) and actuated by said actuating lever (8) by turning, the intermediate link (9) having a locking stop (10), and
- a supplementary locking element (11) configured to rotate actuated by the intermediate link (9),

the electronic lock (1) is configured to be actuated between

- a locking position in which the locking stop (10) of the intermediate link (9) contacts the supplementary locking element (11) locking the linear movement of the slider (5),
- an unlocking position in which the locking stop (10) of the intermediate link (9) is separated from the supplementary locking element (11) allowing for the linear movement of the slider (5), and
- an opening position in which the actuation of the slider (5) by the handle (4) has caused the opening of the door and the movement of the intermediate link (9) and with this the rotation of the supplementary locking element (11).

2. The electronic lock for cargo vehicle doors according to claim 1, wherein the complementary locking element (11) comprises elastic means (12) configured to rotate the complementary locking element (11) and move from the opening position to the locking position of the electronic lock (1).

3. Electronic lock for doors of cargo vehicles, according to any one of the preceding claims, comprising a door sensor (14) configured to detect whether the door is open or closed and send said information to the electronic system (3).

4. Electronic lock for doors of cargo vehicles, according to any one of the preceding claims, comprising locking/unlocking sensors (15) configured to detect protrusions (13) of the intermediate link (9) and determine whether the electronic lock (1) is in the locked position or in the unlocking position and send said information to the electronic system (3).

5. Electronic lock for doors of cargo vehicles, according to any one of the preceding claims, comprising emergency opening means connected to the locking means (6) configured to actuate the electronic lock

(1) to the unlocking position manually in case of failure of the electronic system (3).

6. The electronic lock for cargo vehicle doors according to claim 5, wherein the emergency opening means comprises

- a lock (16) arranged on the door and
- a cable (17) connected to said lock (16) and to the intermediate link (9), configured to move said intermediate link (9) and separate its locking stop (10) from the complementary locking element (11) allowing the linear movement of the slider (5).

Patentansprüche

1. Elektronisches Schloss für Frachtfahrzeugetüren, umfassend:

- eine Basis (2), die an einer Tür eines Frachtfahrzeugs befestigt werden kann,
- ein elektronisches System (3), das an der Basis (2) fixiert ist, fernbedienbar ist, zum Schließen und Öffnen des elektronischen Schlosses (1) konfiguriert ist und einen Motor (7) umfasst,
- einen Griff (4), der in der Basis (2) angeordnet ist,
- einen Schieber (5), der durch den Griff (4) betätigt wird und dazu konfiguriert ist, die Tür durch die lineare Bewegung des Schiebers (5) zu öffnen, und
- Verriegelungsmittel (6), die an der Basis (2) angeordnet und mit dem elektronischen System (3) und dem Schieber (5) verbunden sind und dazu konfiguriert sind, den Schieber (5) zu verriegeln und seine lineare Verschiebung zu ermöglichen, wobei die Verriegelungsmittel (6) wiederum Folgendes umfassen:

- einen Betätigungshebel (8), der mit dem Motor (7) verbunden ist und durch den Motor betätigt wird,
- ein Zwischenglied (9), das mit dem Schieber (5) und dem Betätigungshebel (8) verbunden ist und durch Drehen durch den Betätigungshebel (8) betätigt wird, wobei das Zwischenglied (9) einen Verriegelungsanschlag (10) aufweist, und
- ein zusätzliches Verriegelungselement (11), das dazu konfiguriert ist, sich durch das Zwischenglied (9) betätigt zu drehen,

wobei das elektronische Schloss (1) dazu konfiguriert ist, zwischen Folgendem betätigt zu werden:

- einer Verriegelungsposition, in der der Verriegelungsanschlag (10) des Zwischenglieds (9) mit dem zusätzlichen Verriegelungselement (11) in Kontakt kommt, wobei die lineare Bewegung des Schiebers (5) verriegelt wird,
- einer Entriegelungsposition, in der der Verriegelungsanschlag (10) des Zwischenglieds (9) von dem zusätzlichen Verriegelungselement (11) getrennt ist, wobei die lineare Bewegung des Schiebers (5) ermöglicht wird, und
- einer Öffnungsposition, in der die Betätigung des Schiebers (5) durch den Griff (4) das Öffnen der Tür und die Bewegung des Zwischenglieds (9) und damit die Drehung des zusätzlichen Verriegelungselements (11) bewirkt hat.

2. Elektronisches Schloss für Frachtfahrzeugetüren nach Anspruch 1, wobei das komplementäre Verriegelungselement (11) elastische Mittel (12) umfasst, die dazu konfiguriert sind, das komplementäre Verriegelungselement (11) zu drehen und eine Bewegung von der Öffnungsposition zur Verriegelungsposition des elektronischen Schlosses (1) auszuführen.

3. Elektronisches Schloss für Frachtfahrzeugetüren nach einem der vorhergehenden Ansprüche, umfassend einen Türsensor (14), der dazu konfiguriert ist, zu erkennen, ob die Tür offen oder geschlossen ist, und diese Information an das elektronische System (3) zu senden.

4. Elektronisches Schloss für Frachtfahrzeugetüren nach einem der vorhergehenden Ansprüche, umfassend Verriegelungs-/Entriegelungssensoren (15), die dazu konfiguriert sind, Vorsprünge (13) des Zwischenglieds (9) zu erkennen und zu bestimmen, ob sich das elektronische Schloss (1) in der verriegelten Position oder in der entriegelten Position befindet, und diese Information an das elektronische System (3) zu senden.

5. Elektronisches Schloss für Frachtfahrzeugetüren nach einem der vorhergehenden Ansprüche, umfassend Notöffnungsmittel, die mit den Verriegelungsmitteln (6) verbunden sind, die dazu konfiguriert sind, das elektronische Schloss (1) manuell in die Entriegelungsposition zu bringen, falls das elektronische System (3) ausfällt.

6. Elektronisches Schloss für Frachtfahrzeugetüren nach Anspruch 5, wobei die Notöffnungsmittel Folgendes umfassen:

- ein Schloss (16), das an der Tür angeordnet ist, und
- ein Kabel (17), das mit dem Schloss (16) und dem Zwischenglied (9) verbunden ist und dazu

konfiguriert ist, das Zwischenglied (9) zu bewegen und seinen Verriegelungsanschlag (10) von dem komplementären Verriegelungselement (11) zu trennen, wobei die lineare Bewegung des Schiebers (5) ermöglicht wird.

5

Revendications

1. Serrure électronique pour portes de véhicule de chargement, comprenant :

10

- une base (2) pouvant être attachée à une porte d'un véhicule de chargement,
- un système électronique (3) fixé à la base (2), actionnable à distance, configuré pour la fermeture et l'ouverture de la serrure électronique (1), comprenant un moteur (7),
- une poignée (4) disposée dans la base (2),
- un coulisseau (5) actionné par la poignée (4), configuré pour ouvrir la porte par le biais du mouvement linéaire dudit coulisseau (5), et
- des moyens de verrouillage (6) disposés sur la base (2) et reliés au système électronique (3) et au coulisseau (5), configurés pour verrouiller et permettre le déplacement linéaire du coulisseau (5),

dans laquelle les moyens de verrouillage (6) comprennent à leur tour

15

20

25

30

- un levier d'actionnement (8) relié au moteur (7) et actionné par le moteur,
- une liaison intermédiaire (9) reliée au coulisseau (5) et au levier d'actionnement (8) et actionnée par ledit levier d'actionnement (8) en rotation, la liaison intermédiaire (9) présentant une butée de verrouillage (10), et
- un élément de verrouillage supplémentaire (11) configuré pour tourner actionné par la liaison intermédiaire (9),

35

40

la serrure électronique (1) est configurée pour être actionnée entre

- une position de verrouillage dans laquelle la butée de verrouillage (10) de la liaison intermédiaire (9) vient en contact avec l'élément de verrouillage supplémentaire (11) verrouillant le mouvement linéaire du coulisseau (5),
- une position de déverrouillage dans laquelle la butée de verrouillage (10) de la liaison intermédiaire (9) est séparée de l'élément de verrouillage supplémentaire (11) permettant le mouvement linéaire du coulisseau (5), et
- une position d'ouverture dans laquelle l'actionnement du coulisseau (5) par la poi-

45

50

55

gnée (4) a provoqué l'ouverture de la porte et le mouvement de la liaison intermédiaire (9) et, avec cela, la rotation de l'élément de verrouillage supplémentaire (11).

2. Serrure électronique pour portes de véhicule de chargement selon la revendication 1, dans laquelle l'élément de verrouillage supplémentaire (11) comprend des moyens élastiques (12) configurés pour faire tourner l'élément de verrouillage supplémentaire (11) et se déplacer de la position d'ouverture vers la position de verrouillage de la serrure électronique (1).

3. Serrure électronique pour portes de véhicules de chargement, selon l'une quelconque des revendications précédentes, comprenant un capteur de porte (14) configuré pour détecter si la porte est ouverte ou fermée et envoyer ladite information au système électronique (3).

4. Serrure électronique pour portes de véhicules de chargement, selon l'une quelconque des revendications précédentes, comprenant des capteurs de verrouillage/déverrouillage (15) configurés pour détecter des saillies (13) de la liaison intermédiaire (9) et déterminer si la serrure électronique (1) se trouve dans la position de verrouillage ou dans la position de déverrouillage et envoyer ladite information au système électronique (3).

5. Serrure électronique pour portes de véhicules de chargement, selon l'une quelconque des revendications précédentes, comprenant des moyens d'ouverture d'urgence reliés aux moyens de verrouillage (6) configurés pour actionner la serrure électronique (1) vers la position de déverrouillage manuellement en cas de défaillance du système électronique (3).

6. Serrure électronique pour portes de véhicule de chargement selon la revendication 5, dans laquelle les moyens d'ouverture d'urgence comprennent

- une serrure (16) disposé sur la porte et
- un câble (17) relié à ladite serrure (16) et à la liaison intermédiaire (9), configuré pour déplacer ladite liaison intermédiaire (9) et séparer sa butée de verrouillage (10) à partir de l'élément de verrouillage supplémentaire (11) permettant le mouvement linéaire du coulisseau (5).

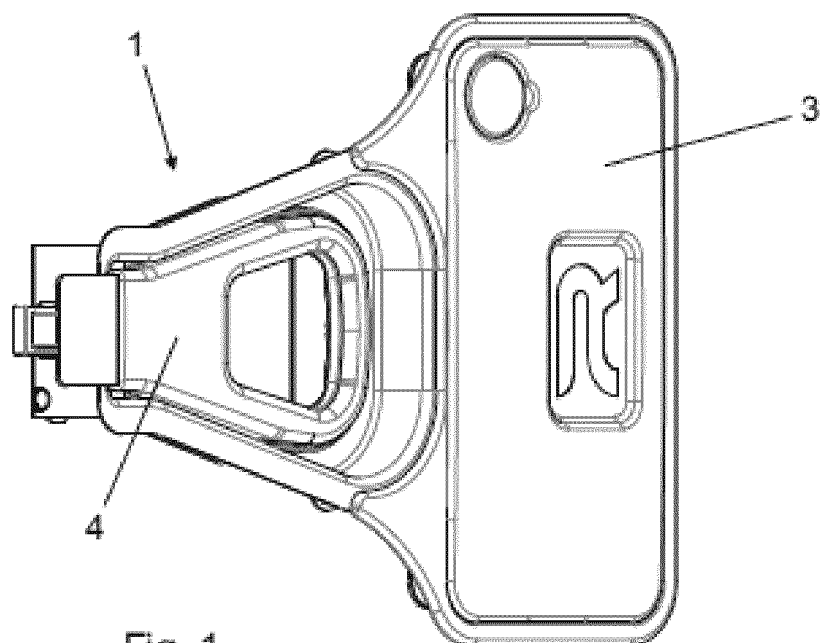


Fig. 1

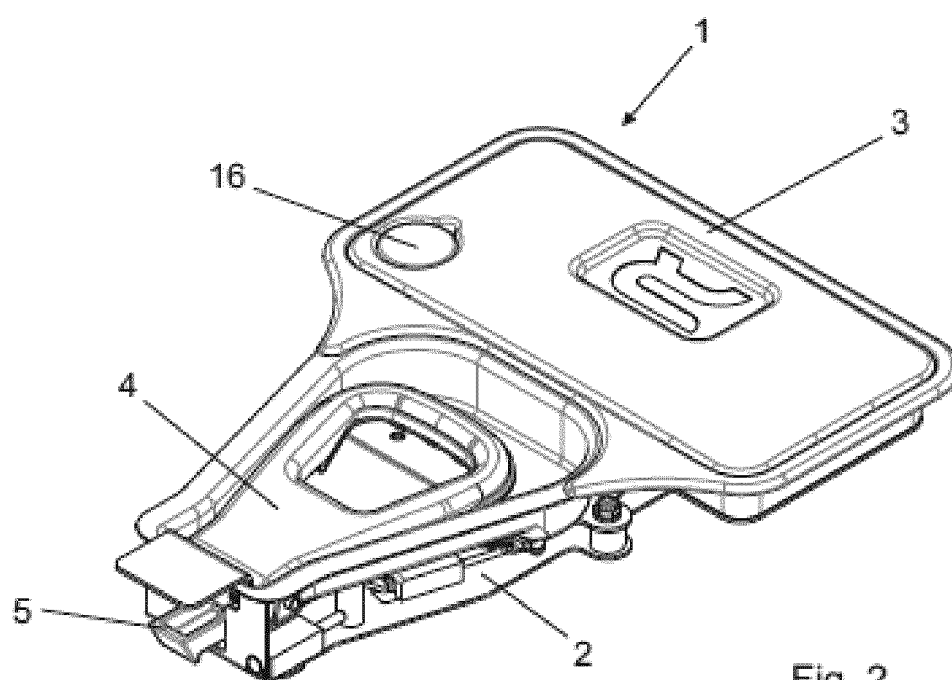


Fig. 2

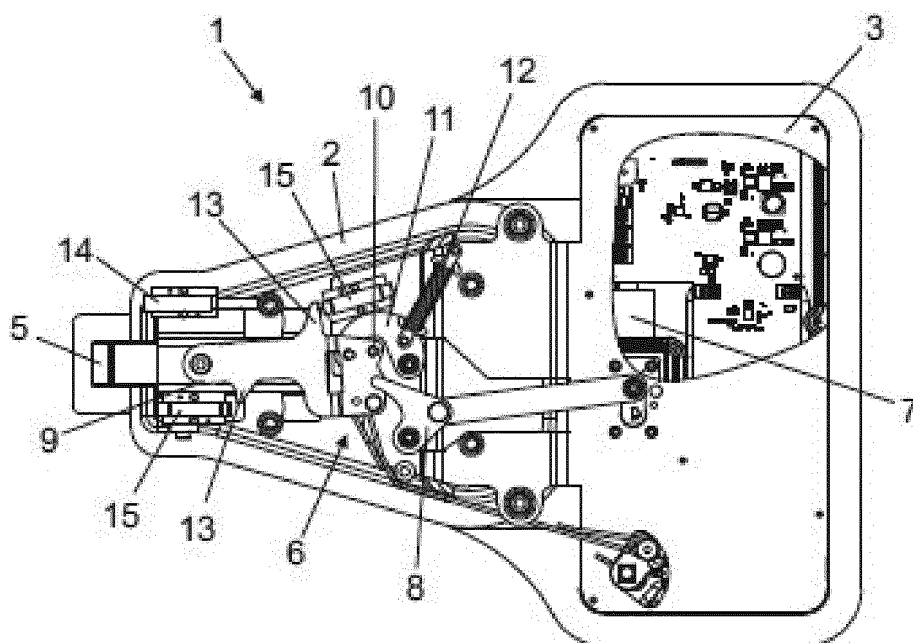


Fig. 3

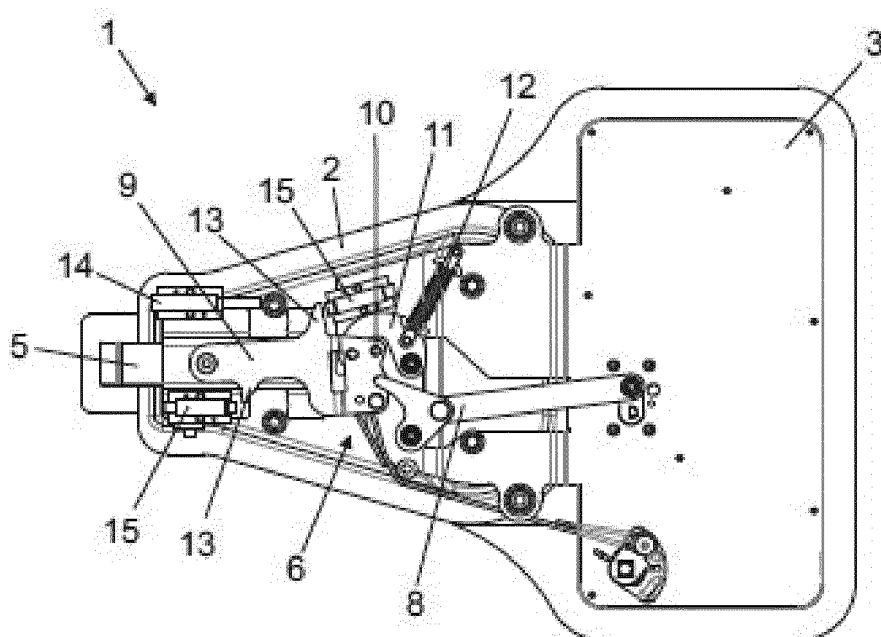


Fig. 4a

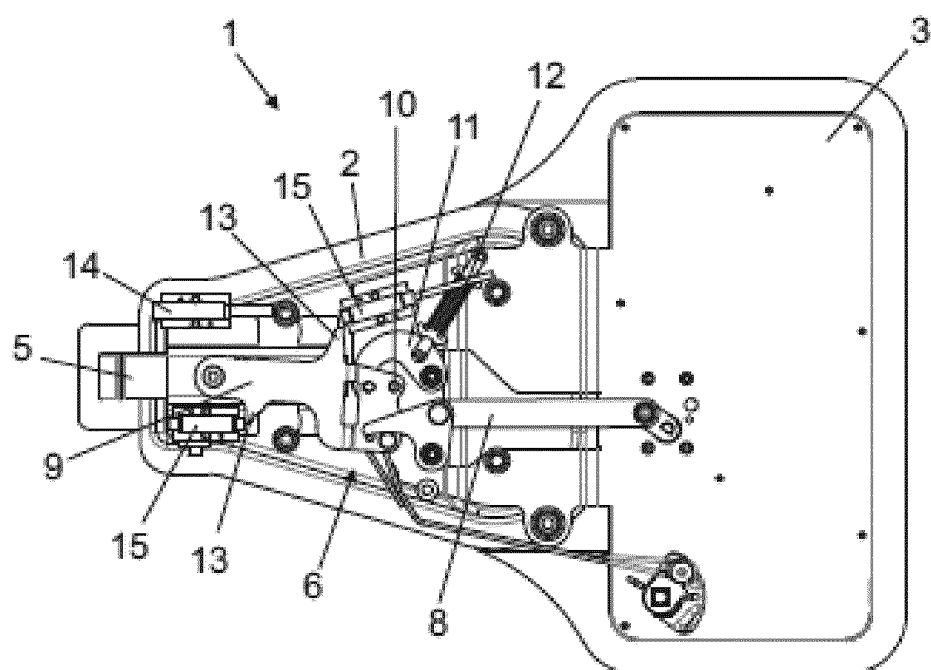


Fig. 4b

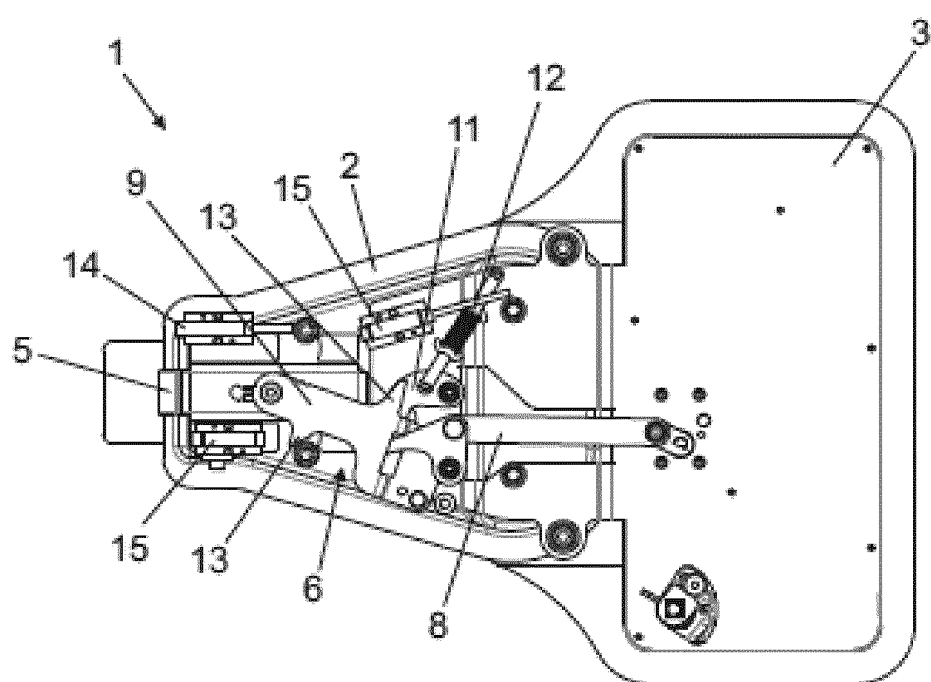


Fig. 4c

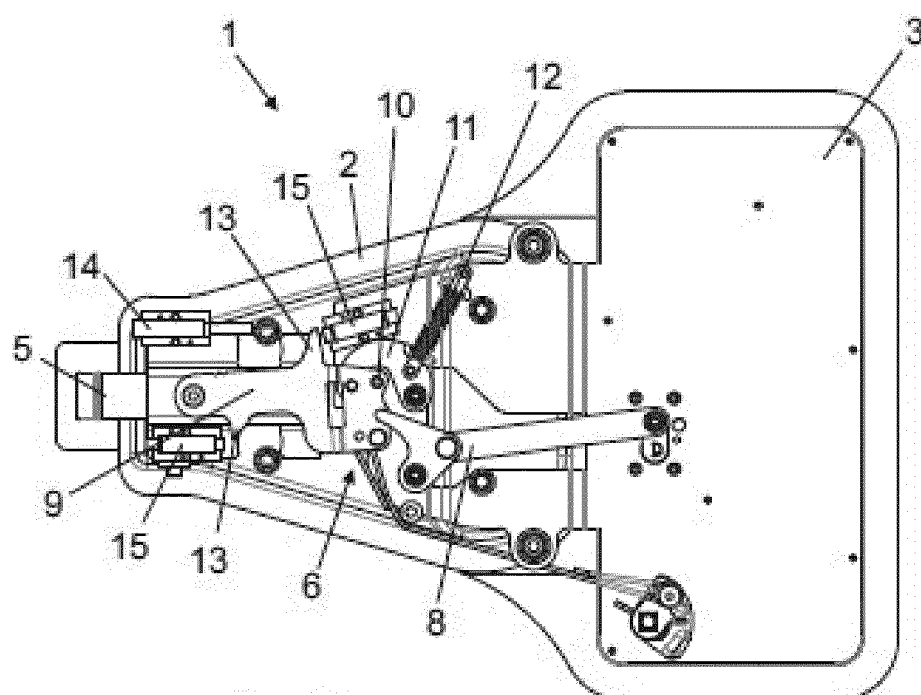


Fig. 4d

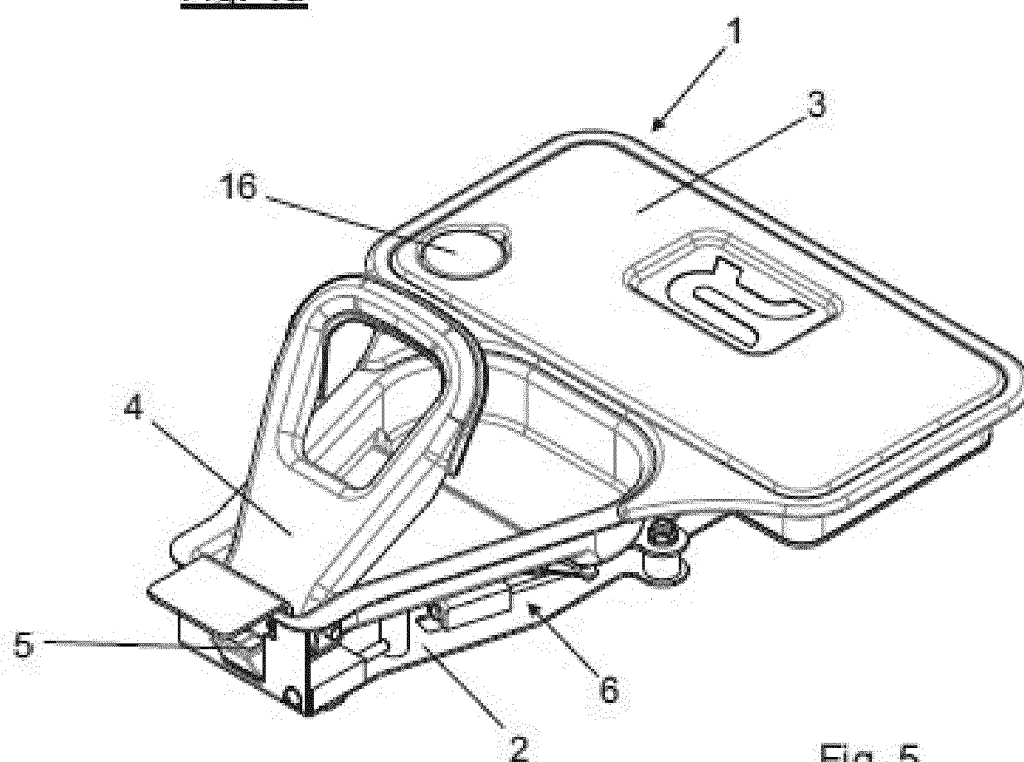


Fig. 5

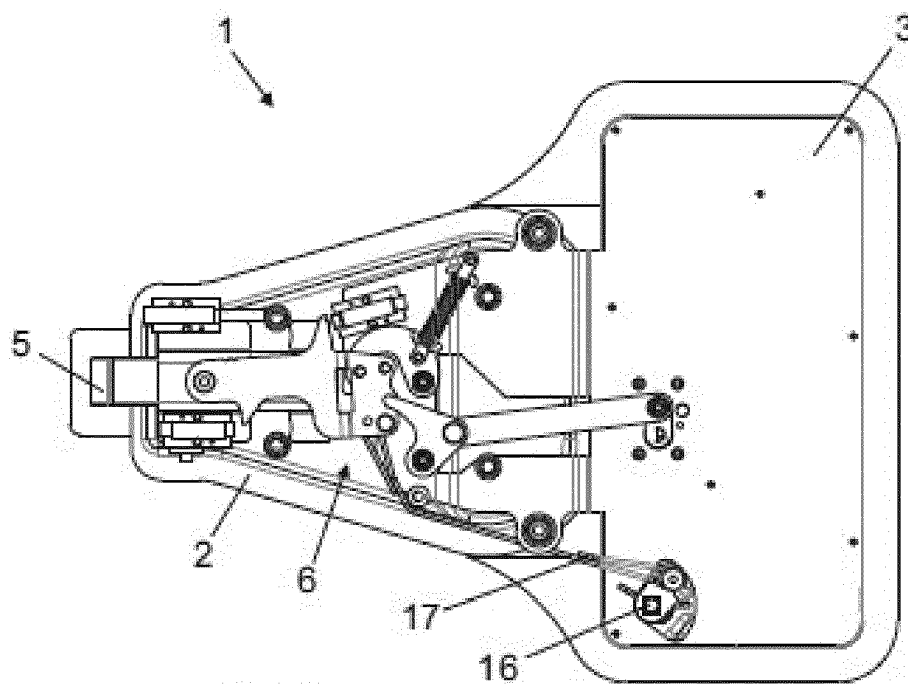


Fig. 6a

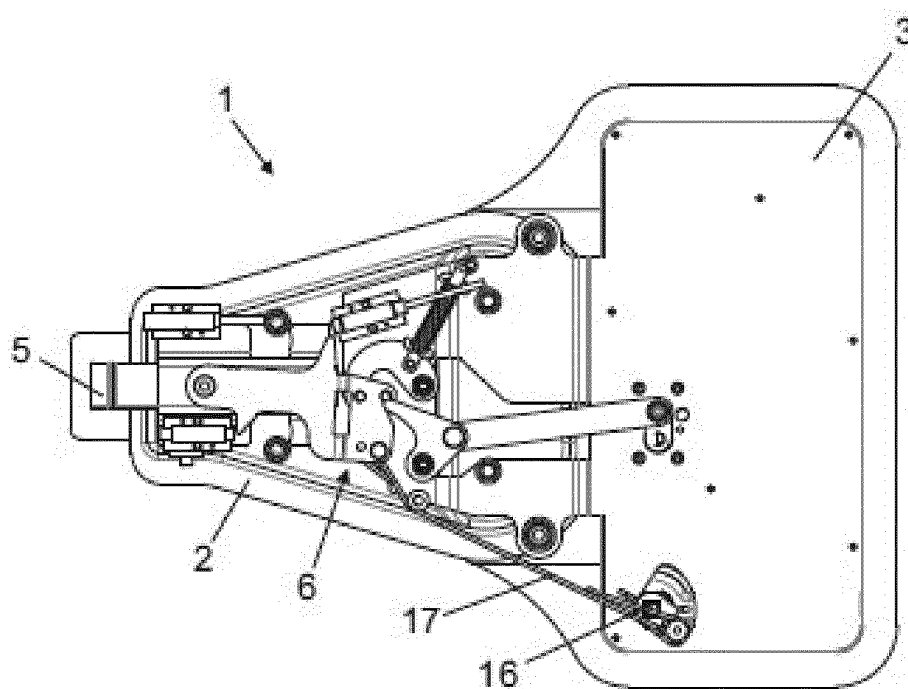


Fig. 6b

REFERENCES CITED IN THE DESCRIPTION

This list of references cited by the applicant is for the reader's convenience only. It does not form part of the European patent document. Even though great care has been taken in compiling the references, errors or omissions cannot be excluded and the EPO disclaims all liability in this regard.

Patent documents cited in the description

- DE 102016111252 A1 [0004]