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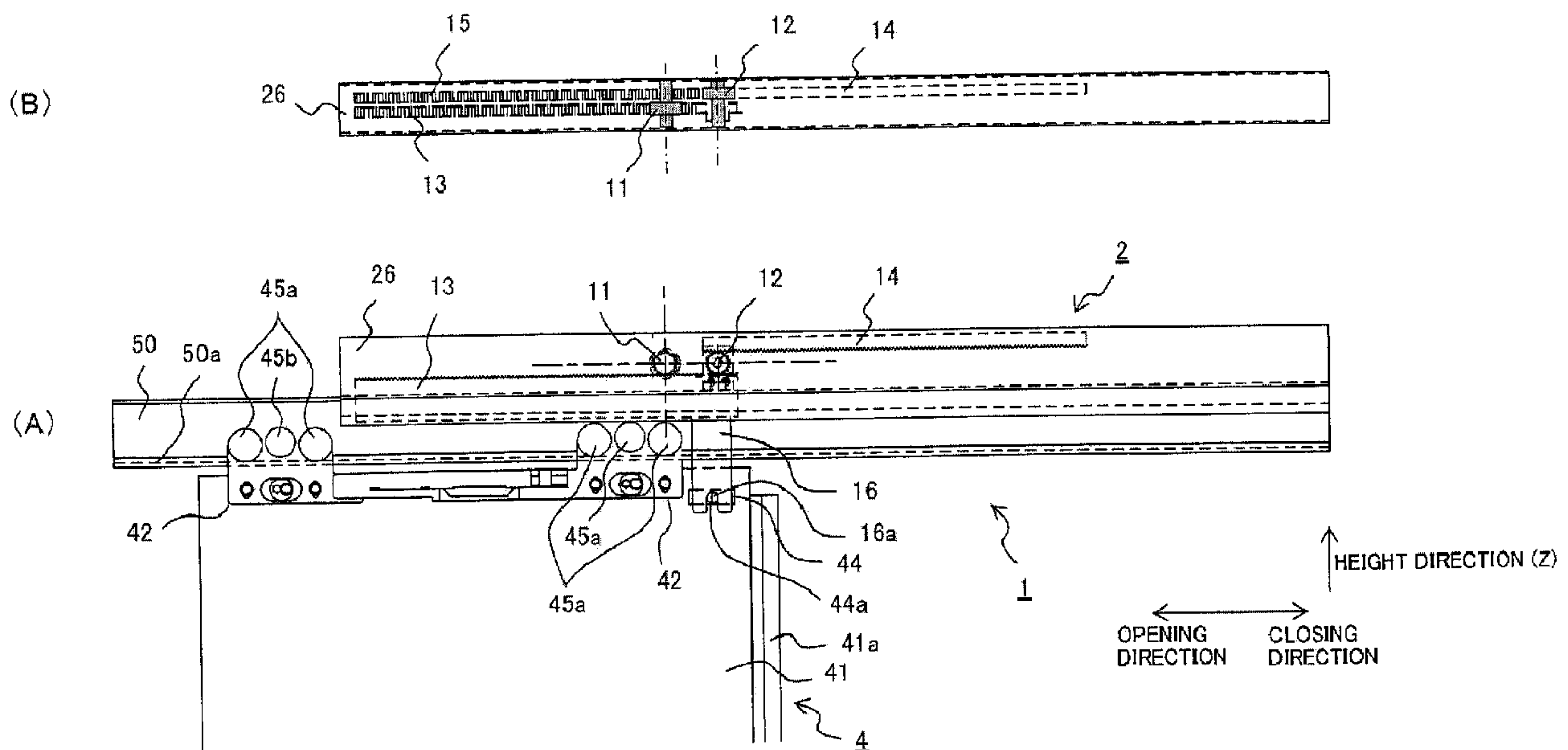
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(54) **Titre : APPAREIL D'ENTRAÎNEMENT DE CORPS EN MOUVEMENT**

(54) **Title: MOVING BODY DRIVE APPARATUS**



(57) **Abrégé/Abstract:**

Provided is a moving body drive apparatus having a shortened length in the direction of movement. A moving body drive apparatus 2 for driving a moving body in a linear direction by a drive source includes: a relay rotating body 12 which is moved in a direction of travel of the moving body by the drive source, is provided rotatably in a direction perpendicular to the direction of travel and relays drive power to the moving body; a rotation converting body 14 which is provided so as to be stationary relative to the moving body, engages with an outer circumference of the relay rotating body, and converts movement of the relay rotating body that is moved in the direction of travel of the moving body, into rotation; and a conveyance linear body 15 which is coupled to the moving body, engages with the outer circumference of the relay rotating body, and moves in the direction of travel of the moving body due to the relay rotating body that rotates while being moved in the direction of travel of the moving body.

ABSTRACT OF THE DISCLOSURE

Provided is a moving body drive apparatus having a shortened length in the direction of movement. A moving body drive apparatus 2 for driving a moving body in a linear direction by a drive source includes: a relay rotating body 12 which is moved in a direction of travel of the moving body by the drive source, is provided rotatably in a direction perpendicular to the direction of travel and relays drive power to the moving body; a rotation converting body 14 which is provided so as to be stationary relative to the moving body, engages with an outer circumference of the relay rotating body, and converts movement of the relay rotating body that is moved in the direction of travel of the moving body, into rotation; and a conveyance linear body 15 which is coupled to the moving body, engages with the outer circumference of the relay rotating body, and moves in the direction of travel of the moving body due to the relay rotating body that rotates while being moved in the direction of travel of the moving body.

MOVING BODY DRIVE APPARATUS

BACKGROUND OF THE INVENTION1. Field of the Invention

[0001] The present invention relates to a moving body drive apparatus for automatically opening and closing a moving body such as a door of a vehicle.

2. Description of the Related Art

[0002] In a door opening and closing apparatus for a vehicle (called a "moving body drive apparatus" below), a mode using a rack and pinion is a highly reliable system which produces few breakdowns and does not require hardly any maintenance.

[0003] For example, in the case of a single sliding door for a railway carriage, or a double sliding door for same in which one door panel is opened and closed by a single moving body drive apparatus, a single rack having a length adjusted to approximately the full opening and closing length of the door is used in a door apparatus which uses a rotary motor. If this rack composition is formed into a sealed structure, then the length of the case of the moving body drive apparatus cannot be made shorter than two times the full opening and closing length of the door, due to the amount of movement of the rack.

[0004] FIGS. 7A and 7B and FIGS. 8A and 8B are schematic drawings of a conventional door apparatus 100 based on a moving body drive apparatus using a rack and pinion. In the composition of this moving body drive apparatus, a pinion fixed to a motor shaft is rotated in a corresponding direction, by rotation of the motor in either a forward or reverse direction, and a rack which is installed so as to be engaged with the pinion moves accordingly in either a leftward or rightward direction. A door is attached to the rack and the door is opened and closed in a unified fashion with the leftward and rightward movement of the rack.

[0005] FIGS. 7A and 7B are diagrams showing a door in a fully open state and FIGS. 8A and 8B are diagrams showing a door in a fully closed state. FIGS. 7A and 7B are respectively a front surface diagram and an upper surface diagram of the door apparatus 100 in a fully open state of the door. FIGS. 8A and 8B are respectively a front surface diagram and an upper surface diagram of the door apparatus 100 in a fully closed state.

[0006] The operation of the respective parts is now described with reference to FIG. 7A. The door apparatus 100 includes a door panel 102, a moving body drive apparatus which drives the door panel 102, a housing case 104, and a door rail 106 which guides the door panel 102, and the like.

[0007] The moving body drive apparatus includes a drive motor (not illustrated), a pinion 114, a rack 116, a drive arm 108, and the like. The pinion 114 is fixed to one end of the output shaft of the drive motor, and is accommodated inside the housing case 104 together with a rack 116 which engages with the pinion 114. The pinion 114 is disposed near a central position of the housing case 104, in the opening and closing direction.

[0008] The rack 116 is a member which is long in the lateral direction and has a gear for engaging with the pinion 114 formed in an upper portion thereof. The rack 116 is provided movably in the opening and closing direction, by a rail, or the like, which is not illustrated. A drive arm 108 which drives the door panel 102 is provided downward on the bottom portion of the right end side of the rack 116. The door rail 106 is provided in the lower portion of the housing case 104 and has virtually the same total length as the housing case 104.

[0009] Door hangers 112 are provided on the left and right ends of the door panel 102. The door panel 102 is suspended movably on the door rail 106 via the left and right door hangers 112. Rollers 118 which are inserted smoothly into a rail groove 106a formed in the lower end portion of the door rail 106 and which guide the opening and closing movement of the door panel 102 are installed on the door hangers 112. A door coupling

section 110 is provided in the right end upper section of the door panel 102 and a drive arm 108 is coupled with this door coupling section 110.

[0010] In this composition, when the pinion 114 is rotated in a counter-clockwise direction in the drawings, from the position in the open state shown in FIG. 7A, the rack 116 moves rightwards and the door panel 102 which is coupled with the rack 116 via the drive arm 108 and the door coupling section 110 is moved to the position of the closed state shown in FIG. 8A.

[0011] As the rack 116 moves from the open position of the door panel 102 to the closed position, the rack 116 moves from the position shown in FIG. 7B to the position shown in FIG. 8B. A space approximately two times the length of the rack is required in the door apparatus 100, in order for the rack 116 to be able to move through approximately two times the length thereof (which corresponds to the amount of movement of the door panel). Furthermore, in order to hermetically seal the rack 116, the housing case 104 is also required to have a length approximately two times the length of the rack.

[0012] On the other hand, there is a requirement to make the door apparatus compact in size in order to make the vehicle compact and ensure the internal space, and in particular, it is necessary to shorten the length of the door apparatus in the

opening and closing direction thereof. As one proposal for shortening the length of the moving body drive apparatus in the opening and closing direction, Japanese Patent Application Publication No. 2010-196254 proposes a moving body drive apparatus which shortens the length of the door apparatus in the opening and closing direction, by disposing two pinions at a prescribed distance apart and engaging the two pinions with a rack.

[0013] FIG. 9 is a diagram showing a concrete example of the moving body drive apparatus proposed in Japanese Patent Application Publication No. 2010-196254. FIG. 9 shows a state where the door is in a right-side position and is closed. A second pinion 114b is provided at a position separated by a prescribed distance from a first pinion 114a which is installed on the drive shaft of a motor 120.

[0014] An upper rack 116a and a lower rack 116b are respectively provided movably in the left/right direction, on the upper side and the lower side of the housing case. A door panel is coupled to the lower rack 116b. The upper rack 116a is a relay rack for transmitting drive force from the first pinion 114a, to the second pinion 114b. One of the upper rack 116a and the lower rack 116b is provided so as to be engaged with the first pinion 114a at all times.

[0015] In a state where the door as shown in FIG. 9 has been opened half-way from the fully closed state, the upper rack 116a is engaged with both the first pinion 114a and the second pinion 114b, and the lower rack 116b is moved leftwards due to engagement with the second pinion 114b. When the lower rack 116b moves leftwards and has moved more than half-way to the left, then the engagement between the upper rack 116a and the first pinion 114a is released, the lower rack 116b is engaged directly with the first pinion 114a, and the lower rack 116b moves to a fully open state.

[0016] In a method based on a relationship in which the door moves through a distance corresponding to the length of the rack as in Japanese Patent Application Publication No. 2010-196254 shown in FIG. 9, supposing that the door moves through a distance corresponding to the width of the door, then the total length of the moving body drive apparatus will be approximately two times the length of the rack. In the example shown in FIG. 9, the total length $W1$ of the portion corresponding to the moving body drive apparatus is approximately two times the total opening and closing width $W0$. Since the opening and closing length of the vehicle door often exceeds 1 m at present, the total length of the portion corresponding to the moving body drive apparatus is 2 m or greater.

[0017] In a moving body drive apparatus having an enlarged size, there is no spare margin in the length direction of the head jamb, for instance, in an end door of a railway carriage, and therefore outfitting and layout are difficult to carry out. Therefore, the size of the structure, such as the vehicle is limited. Furthermore, if both ends of the rack are moved to a distance of two times the opening and closing distance of the whole door, then caution is also required in respect of interference between the attachment section of the vehicle, etc. and the rack after installation. As described above, from the viewpoint of the freedom of layout inside the vehicle and saving space, etc., there is a requirement to shorten the length of the moving body drive apparatus in the direction of movement.

SUMMARY OF THE INVENTION

[0018] In view of the abovementioned problems, it is an object of the present invention to provide a moving body drive apparatus having a shortened length in the direction of movement.

[0019] In order to achieve the abovementioned object, a door drive apparatus which opens and closes a door by a motor comprises: a relay pinion which is moved in an opening and closing direction by the motor, which is provided rotatably in a direction perpendicular to the opening and closing direction,

and which relays drive power to the door; a rotating rack which is provided so as to be stationary relative to the door, which engages with an outer circumference of the relay pinion, and which converts the movement of the relay pinion that is moved in the opening and closing direction, into rotation; and a conveyance rack which is coupled to the door, which engages with the outer circumference of the relay pinion, and which moves in the opening and closing direction due to the relay pinion that rotates while being moved in the opening and closing direction.

[0020] According to the present invention, it is possible to provide a moving body drive apparatus having a shortened length in the direction of movement.

BRIEF DESCRIPTION OF THE DRAWINGS

[0021] FIGS. 1A and 1B are diagrams showing a fully opened state of the door apparatus 1 employing the moving body drive apparatus 2 relating to an embodiment of the present invention;

FIGS. 2A and 2B are diagrams showing a fully closed state of the door apparatus 1 employing the moving body drive apparatus 2 relating to the present embodiment;

FIGS. 3A to 3C are diagrams showing an enlarged view of a relay rack 13 and a relay pinion 12;

FIGS. 4A and 4B are cross-sectional drawings of a power

pinion 11 and a relay pinion 12;

FIG. 5 is a perspective drawing showing a schematic view of a principal part of the moving body drive apparatus 2;

FIG. 6 is a diagram showing a concrete example of dimensions in the moving body drive apparatus 2 according to the present embodiment;

FIGS. 7A and 7B are diagrams illustrating a fully open state of a conventional door apparatus 100 using a rack and pinion;

FIGS. 8A and 8B are diagrams illustrating a fully closed state of a conventional door apparatus 100 using a rack and pinion; and

FIG. 9 is a diagram showing a concrete example based on a moving body drive apparatus proposed in Japanese Patent Application Publication No. 2010-196254.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0022] Below, embodiments of the present invention are described with reference to the drawings. FIGS. 1A and 1B and FIGS. 2A and 2B are diagrams respectively showing a door apparatus 1 employing a moving body drive apparatus 2 relating to an embodiment of the present invention. FIGS. 1A and 1B are diagrams showing a fully open state of the door apparatus 1.

FIG. 1A is a front surface diagram and FIG. 1B is an upper surface diagram. The door is moved in the left/right direction in FIGS. 1A and 1B, and in the description given below, this direction is referred to as the opening and closing direction. Furthermore, the up/down direction in FIG. 1A is called the height direction (Z direction).

[0023] The door apparatus 1 includes a moving body drive apparatus 2, a door unit 4 which is the moving body that is moved by the moving body drive apparatus 2, and a door rail 50 which holds the door unit 4 movably. The moving body drive apparatus 2 drives the door unit 4 in a linear direction and causes the door unit 4 to advance, taking the leftward direction in FIGS. 1A and 1B as an opening direction and rightward direction in FIGS. 1A and 1B as a closing direction.

[0024] The moving body drive apparatus 2 includes a power pinion 11, a relay pinion 12, a relay rack 13, a conversion rack 14, a conveyance rack 15, a drive arm 16, and a housing case 26.

[0025] The power pinion 11 is a powered rotating body which transmits motive power from a drive source (motor) which is described below, to the moving body drive apparatus 2. The power pinion 11 has a cylindrical shape and has a gear formed on the whole outer circumferential surface thereof.

[0026] The relay rack 13 is a member that is engaged with the power pinion 11 and is moved in the opening and closing direction by the rotation of the power pinion 11. Furthermore, the relay rack 13 holds the relay pinion 12 rotatably, and thereby moves the relay pinion 12 in the opening and closing direction of the door unit 4.

[0027] More specifically, the relay rack 13 is a linear member which is long and thin in the opening and closing direction, and has a rack formed in the upper surface thereof; the lower side of the gear on the power pinion 11 engages with the rack. The relay pinion 12 is installed rotatably on the right end upper portion of the relay rack 13. The installation structure of the relay pinion 12 is illustrated in detail in FIGS. 3A to 3C and FIGS. 4A and 4B. The relay rack 13 is provided movably in the opening and closing direction by a sliding mechanism (not illustrated), inside the housing case 26 which is described below. The relay rack 13 is also called a relay linear body.

[0028] The relay pinion 12 is installed rotatably on the relay rack 13, and moves in the opening and closing direction in an integrated fashion with the relay rack 13. The relay rack 13 has a cylindrical shape and has a gear formed about the whole outer circumferential surface thereof. The relay pinion 12

rotates while moving in the opening and closing direction of the door unit 4, and relays drive force to the door unit 4; the relay pinion 12 is also called a relay rotating body. Furthermore, the relay pinion 12 is provided so as to be positioned near to the right side of the power pinion 11, when in a fully open state.

[0029] The conversion rack 14 is provided so as to be stationary relative to the door unit 4, and engages with the relay pinion 12 and converts the movement of the relay pinion 12 into rotation of the relay pinion 12. More precisely, the conversion rack 14 is a linear member which is long and thin in the opening and closing direction and has a rack formed on the lower surface side. The conversion rack 14 is provided in a fixed fashion on the upper portion of the housing case 26, so as to lie parallel with the relay rack 13 in a position to the far side thereof. The gear on the upper side of the relay pinion 12 engages with the rack of the conversion rack 14, and consequently the relay pinion 12 moving in the opening and closing direction is caused to rotate. The conversion rack 14 converts the linear movement of the relay pinion 12 into rotation, and is also called a rotation converting body.

[0030] The conveyance rack 15 is coupled to the door unit 4 and engages with the gear of the relay pinion 12 which rotates

while moving in the opening and closing direction, whereby the conveyance rack 15 is moved in the opening and closing direction by the relay pinion 12. More precisely, the conveyance rack 15 is a linear member which is long and thin in the opening and closing direction, and has a rack formed on the upper surface side thereof. The conveyance rack 15 is installed movably by a sliding mechanism (not illustrated) on the lower portion of the housing case 26, so as to lie parallel with the relay rack 13 in a position to the far side thereof.

[0031] The conveyance rack 15 is provided so as to sandwich the relay pinion 12 in conjunction with the conversion rack 14, from the upper and lower sides (in the height direction). The lower-side gear of the relay pinion 12 engages with the rack of the conveyance rack 15, and the conveyance rack 15 moves in the opening and closing direction in accordance with the rotation of the relay pinion 12.

[0032] The conveyance rack 15 conveys the door unit 4 in the opening and closing direction by the relay pinion 12, and may be called a conveyance linear body. Moreover, the conveyance rack 15 is driven both by linear movement and rotation of the relay pinion 12, and the amount of movement of the conveyance rack 15 is two times the amount of movement of the relay rack 13.

[0033] The drive arm 16 transmits the movement of the conveyance rack 15 to the door unit 4. The drive arm 16 is a plate-shaped member which is provided in a downward direction towards the door unit 4, from the lower surface of the right end of the conveyance rack 15. A U-shaped groove 16a into which a portion of the door unit 4 fits is provided in the lower portion of the drive arm 16.

[0034] The housing case 26 internally houses the power pinion 11, the relay pinion 12, the relay rack 13, the conversion rack 14, the conveyance rack 15, the drive arm 16, and the like. The housing case 26 is disposed above the door unit 4, and is a case having a hollow interior which is long and thin in the opening and closing direction. As described previously, the power pinion 11 and the conversion rack 14 are provided in fixed fashion in the housing case 26. Furthermore, a slide mechanism (not illustrated) for allowing the relay rack 13 and the conveyance rack 15 to move in the opening and closing direction is provided in the housing case 26.

[0035] The door rail 50 is a guide disposed between the housing case 26 and the door unit 4, from which the door unit 4 is hung and which allows the door unit 4 to move in the opening and closing direction. The door rail 50 is a member that is long and thin in the opening and closing direction and has a

door rail groove 50a from by the door unit 4 is hung and guided.

[0036] The door unit 4 has a door panel 41, a door hanger 42 and a door coupling section 44. The door panel 41 is a door main body which is moved in an opening and closing direction by the moving body drive apparatus 2 and which closes off a corridor or entrance/exit, or the like. A shock-absorbing member 41a made from a rubber member, or the like, is attached to the right side surface portion of the door panel 41 in order to prevent accidents, when the door closes.

[0037] The door hanger 42 suspends the door panel 41 from the door rail 50 and moves the door panel 41. One door hanger 42 is provided respectively at the left and right sides of the upper end of the door panel 41. The door hangers 42 each have a guide roller 45a and an adjustment roller 45b. The guide roller 45a fits into the door rail groove 50a of the door rail 50, and guides the movement of the door panel 41. The adjustment roller 45b is disposed between two guide rollers 45a, and suppresses rattling that occurs during opening and closing of the door panel 41, due to play in the engagement between the two guide rollers 45a and the door rail groove 50a.

[0038] The door coupling section 44 is provided in the upper portion of the right end of the door panel 41, and couples the door panel 41 and the drive arm 16. More specifically, a

projecting section 44a is provided in the door coupling section 44, and this projecting section 44a is fitted into a U-shaped groove 16a provided in the drive arm 16.

[0039] FIGS. 2A and 2B are diagrams showing a fully closed state of the door apparatus 1. FIG. 2A shows a front surface diagram and FIG. 2B shows an upper surface diagram. The relay rack 13 is moved in the closing (rightward) direction from the fully open state in FIGS. 1A and 1B, due to rotation of the power pinion 11. The relay pinion 12 is also moved in the closing direction in an integrated fashion with the relay rack 13. The conveyance rack 15 moves in the closing direction due to the rotation of the relay pinion 12 by the conversion rack 14. Consequently, the door unit 4 moves along the door rail 50 until reaching a fully closed state. A detailed description of this operation is given in FIG. 5.

[0040] FIGS. 3A to 3C are diagrams showing an enlarged view of the relay rack 13 and the relay pinion 12. FIG. 3A is a front surface diagram in the same direction as FIG. 1A, FIG. 3B is an upper surface diagram in the same direction as the FIG. 1B, and FIG. 3C is a side face diagram. A flat installation section 13a on which no rack is formed is provided on the right end side of the upper surface of the relay rack 13, in order to install a pinion fixing section 23.

[0041] The pinion fixing section 23 is a member for rotatably fixing the relay pinion 12 to the relay rack 13. The pinion fixing section 23 is fixed to the lower side of the installation section 13a by two screws 23c.

[0042] Two bearings 23a are provided in the Y direction, in the upper side portion of the pinion fixing section 23. A pinion shaft 12a is provided in the center of the relay pinion 12. The pinion shaft 12a which projects from the relay pinion 12 is inserted into the bearing 23a, and a retaining fixture 23b is attached to a front end of the pinion shaft 12a. Consequently, the relay pinion 12 is installed rotatably on the relay rack 13.

[0043] FIGS. 4A and 4B are cross-sectional diagrams of the power pinion 11 and the relay pinion 12. Here, the direction from right to left is called the "far direction" (Y direction). FIG. 4A is a cross-sectional diagram along AA in FIGS. 2A and 2B, which shows the portion corresponding to the power pinion 11.

[0044] The conversion rack 14 and the conveyance rack 15 are provided within the housing case 26 so as to be in parallel with the relay rack 13, on the far side of the relay rack 13. The relay rack 13 and the conveyance rack 15 are provided movably in the opening and closing direction, by a slide mechanism (not illustrated) as described above. The conversion rack 14 is

provided in an upper portion of the interior of the housing case 26, the conveyance rack 15 is provided in a lower portion of the interior of the housing case 26, and the conversion rack 14 and the conveyance rack 15 are provided in mutually opposing upper and lower positions. A door coupling section 44 is installed on a lower portion of the conveyance rack 15.

[0045] A groove 26a through which the moving door coupling section 44 can pass is provided on the lower surface of the housing case 26. Furthermore, the power pinion 11 is attached to a motor shaft 21a and the front end of the motor shaft 21a is supported by a bearing 21b which is provided on a side surface of the housing case 26.

[0046] FIG. 4B is a cross-sectional diagram along BB in FIGS. 2A and 2B and shows a portion corresponding to the relay pinion 12. As described previously, the pinion fixing section 23 is installed on the relay rack 13 by screws 23c. The pinion shaft 12a of the relay pinion 12 is supported on the bearing 23a of the pinion fixing section 23. The upper side of the gear on the relay pinion 12 engages with the conversion rack 14, and the lower side of the gear on the relay pinion 12 engages with the conveyance rack 15. In other words, the relay pinion 12 is installed so as to be sandwiched between the conversion rack 14 and the conveyance rack 15.

[0047] FIG. 5 is a perspective diagram showing a schematic view of a principal part of a moving body drive apparatus 2. FIG. 5 illustrates the operation of the power pinion 11, and the like, inside the housing case 26. The relationship of the directions with respect to FIGS. 1A and 1B is as indicated by X, Y and Z.

[0048] A motor 21 for driving indicated by the dotted lines is fixed to the outer side of a side surface of the housing case 26. The power pinion 11 is attached to the front end of a motor shaft 21a of this motor 21. The relay rack 13, which engages with the lower side of the gear of the power pinion 11 and which can move in the opening and closing direction, is provided. The relay pinion 12 is installed rotatably on the pinion fixing section 23, at the right end of the relay rack 13.

[0049] The conversion rack 14 is provided in a parallel direction with respect to the relay rack 13, in an upper portion of the far side of the relay rack 13. The conveyance rack 15 is provided movably in the opening and closing direction, in a parallel direction with respect to the relay rack 13, on the far side of the relay rack 13. A drive arm 16 is provided to project downwards in a lower portion of the right end of the conveyance rack 15. The relay pinion 12 is sandwiched between the conversion rack 14 and the conveyance rack 15 and engages

with both of these racks.

[0050] A movement from the open state in FIGS. 1A and 1B to the closed state in FIGS. 2A and 2B will now be described. The power pinion 11 is turned in the direction q1 (counter-clockwise direction) by the motor 21. Due to the rotation of the power pinion 11 in the direction q1, the relay rack 13 moves linearly in the direction q2 (closing direction) and the relay pinion 12 also moves in the direction q2. When the relay pinion 12 moves linearly in the direction q2, the relay pinion 12 also rotates in the direction q3 (counter-clockwise direction) while moving linearly in the direction q2 due to the relay pinion 12 engaging with the conversion rack 14, which is stationary.

[0051] Due to the rotation of the relay pinion 12 in direction q3, the conveyance rack 15 moves linearly in direction q4 (closing direction). Due to the movement of the conveyance rack 15 in the direction q4, the door unit 4 which is integrated with the conveyance rack 15 via the drive arm 16 moves in the closing direction (the q4 direction), and assumes a closed state.

[0052] An operation of driving conversely from the closed state to the open state will now be described. The power pinion 11 is caused to rotate in the direction p1 (clockwise direction) by the motor 21. Due to this rotation of the power pinion 11 in the direction p1, the relay rack 13 moves in direction p2, and

the relay pinion 12 rotates in the direction p3 (clockwise direction) while moving in the direction p2.

[0053] Due to the rotation of the relay pinion 12 in the direction p3, the conveyance rack 15 moves in the direction p4. The door unit 4 which is integrated with the conveyance rack 15 via the drive arm 16 moves in the opening direction (p4 direction) and assumes an open state. Consequently, the door unit 4 can be opened and closed by rotation of the motor 21.

[0054] FIG. 6 is a diagram showing a concrete example of the dimensions of the moving body drive apparatus 2 according to the present embodiment. FIG. 6 serves to illustrate the shortening of the total length of the moving body drive apparatus 2 with respect to the example in FIG. 9. The door unit 4 is not depicted.

[0055] In the example in FIG. 6 and the example in FIG. 9, the full opening and closing width W_0 of the door is the same. The total length of the moving body drive apparatus 2 was W_1 in the example in FIG. 9, but is W_2 in the example in FIG. 6, where $W_1 > W_2$. The total length of the conveyance rack 15 is equal to or less than W_0 , which is the full opening and closing width W_0 of the door.

[0056] As described above, in the moving body drive apparatus 2 according to the present embodiment, the relay

pinion 12 which moves the conveyance rack 15 for driving the door unit 4 rotationally drives the conveyance rack 15 while moving in the direction of movement of the door unit 4. Therefore, it is possible to shorten the length of the rack which has conventionally been required to be the full length of movement of the door unit 4. By shortening the required length, including the amount of movement of the conveyance rack, it is possible to shorten the total length of the moving body drive apparatus 2.

[0057] Furthermore, the relay linear body which is illustrated as a relay rack should be needs to have a function for moving the relay pinion in the direction of travel, and therefore is of course not limited to having the form of a rack. For example, it is also possible to cause the relay pinion to move linearly by means of a common belt, a lead screw or a linear motor, or the like.

[0058] Moreover, in the embodiment described above, the gear surface is disposed in a horizontal direction in the example of every rack, but the invention is not limited to this and the gear surface may also be disposed in a vertical direction.

[0059] Furthermore, the moving body drive apparatus described above is not limited to a door opening and closing apparatus in which the moving body is a door, and may also be

applied to a case in which the moving body is cargo and the moving body drive apparatus is an apparatus which conveys the cargo.

[0060] The present invention is not limited directly to the embodiment described above, and can also be implemented by modifying the constituent elements within a range that does not depart from the essence of the invention. Furthermore, it is also possible to create various inventions by a suitable combination of a plurality of the constituent elements disclosed in the embodiments given above. For example, it is possible to suitably combine all of the constituent elements indicated in the embodiment. Moreover, it is also possible to suitably combine constituent elements from different embodiments. Various modifications and adaptations are of course possible within a range that does not depart from the essence of the invention.

EXPLANATION OF REFERENCE NUMERALS

[0061]	1	door apparatus
	2	moving body drive apparatus
	4	door unit
	11	power pinion
	12	relay pinion
	12a	pinion shaft
	13	relay rack
	13a	attachment section
	14	conversion rack
	15	conveyance rack
	16	drive arm
	21	motor
	21a	motor shaft
	22	bearing
	23	pinion fixing section
	23a	bearing
	23b	retaining fixture
	23c	screw
	26	housing case
	41	door panel
	42	door hanger
	44	door coupling section

45a guide roller
50a door rail groove
100 door apparatus
102 door panel
104 housing case
106 door rail
108 drive arm
110 door coupling section
112 door hanger
114 pinion
116 rack
118 roller
120 motor

What Is Claimed Is:

1. A moving body drive apparatus which drives a moving body in a linear direction by a drive source, comprising:

a relay rotating body which is moved in a direction of travel of the moving body by the drive source, is provided rotatably in a direction perpendicular to the direction of travel, and relays drive power to the moving body;

a rotation converting body which is provided so as to be stationary relative to the moving body, engages with an outer circumference of the relay rotating body, and converts movement of the relay rotating body that is moved in the direction of travel of the moving body, into rotation; and

a conveyance linear body which is coupled to the moving body, engages with the outer circumference of the relay rotating body, and moves in the direction of travel of the moving body due to the relay rotating body that rotates while being moved in the direction of travel of the moving body.

2. The moving body drive apparatus according to claim 1, further comprising:

a drive power rotating body which transmits drive power from the drive source; and

a relay linear body which holds the relay rotating body

rotatably and moves the relay rotating body in the direction of travel of the moving body by the drive power rotating body.

3. The moving body drive apparatus according to claim 2, wherein the relay rotating body is provided in an end portion of the relay linear body in the direction of travel thereof.

4. The moving body drive apparatus according to claim 2, wherein the drive power rotating body is a pinion provided in a rotating shaft of the drive source and the relay rotating body is also a pinion, and

the relay linear body is a rack which meshes with the pinion that is the relay rotating body, the rotation converting body is a rack which meshes with the pinion that is the relay rotating body, and the conveyance linear body is a rack which meshes with the pinion that is the relay rotating body.

5. The moving body drive apparatus according to claim 3, wherein the pinion that is the relay rotating body is provided so as to be sandwiched between the rack that is the rotation converting body and the rack that is the conveyance linear body.

6. The moving body drive apparatus according to any one of claims 1 to 5, wherein a total length of the conveyance linear body is shorter than a total movement length of the moving body.

7. The moving body drive apparatus according to any one of claims 1 to 6, wherein a door is opened and closed as the moving body.

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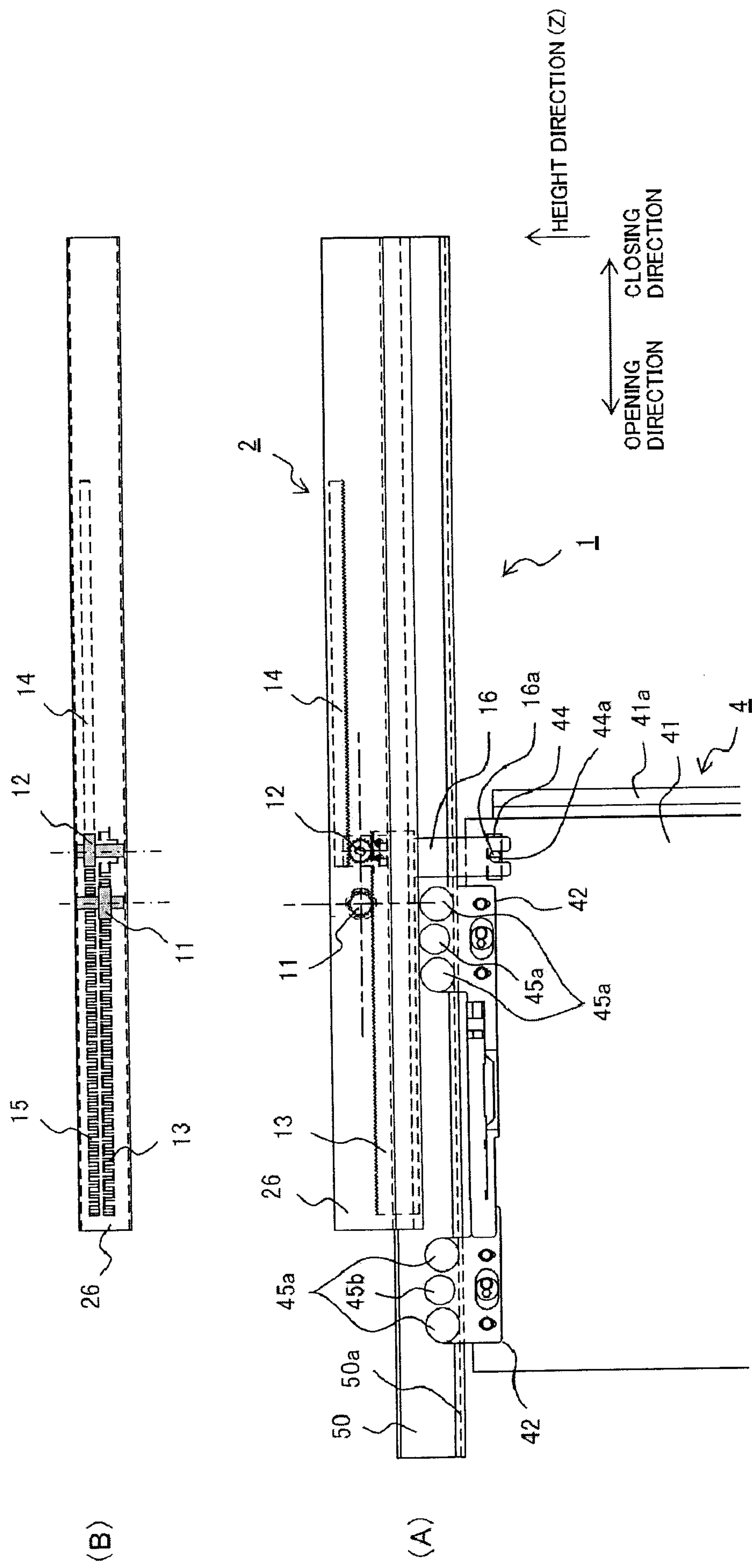


Fig.2

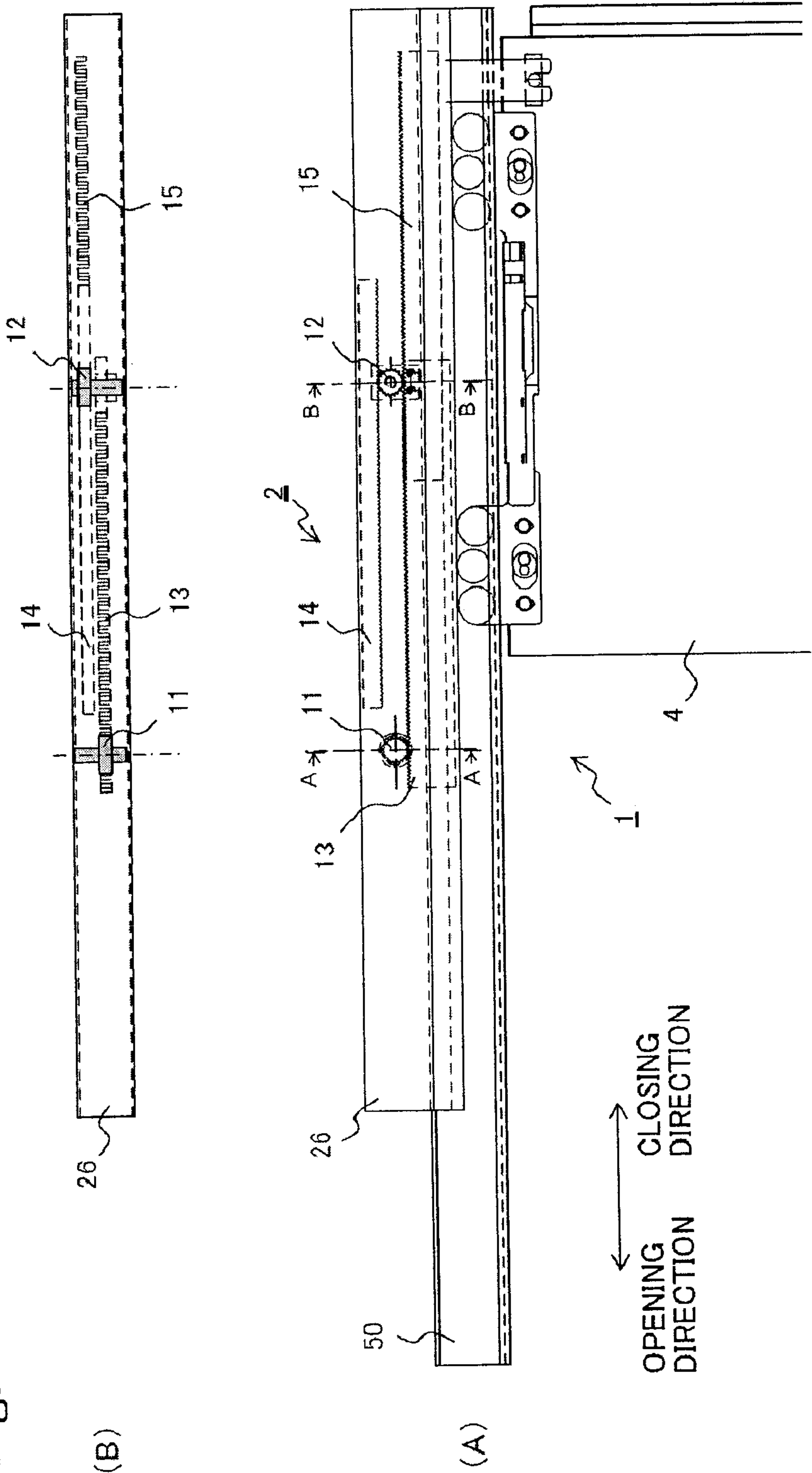


Fig.3

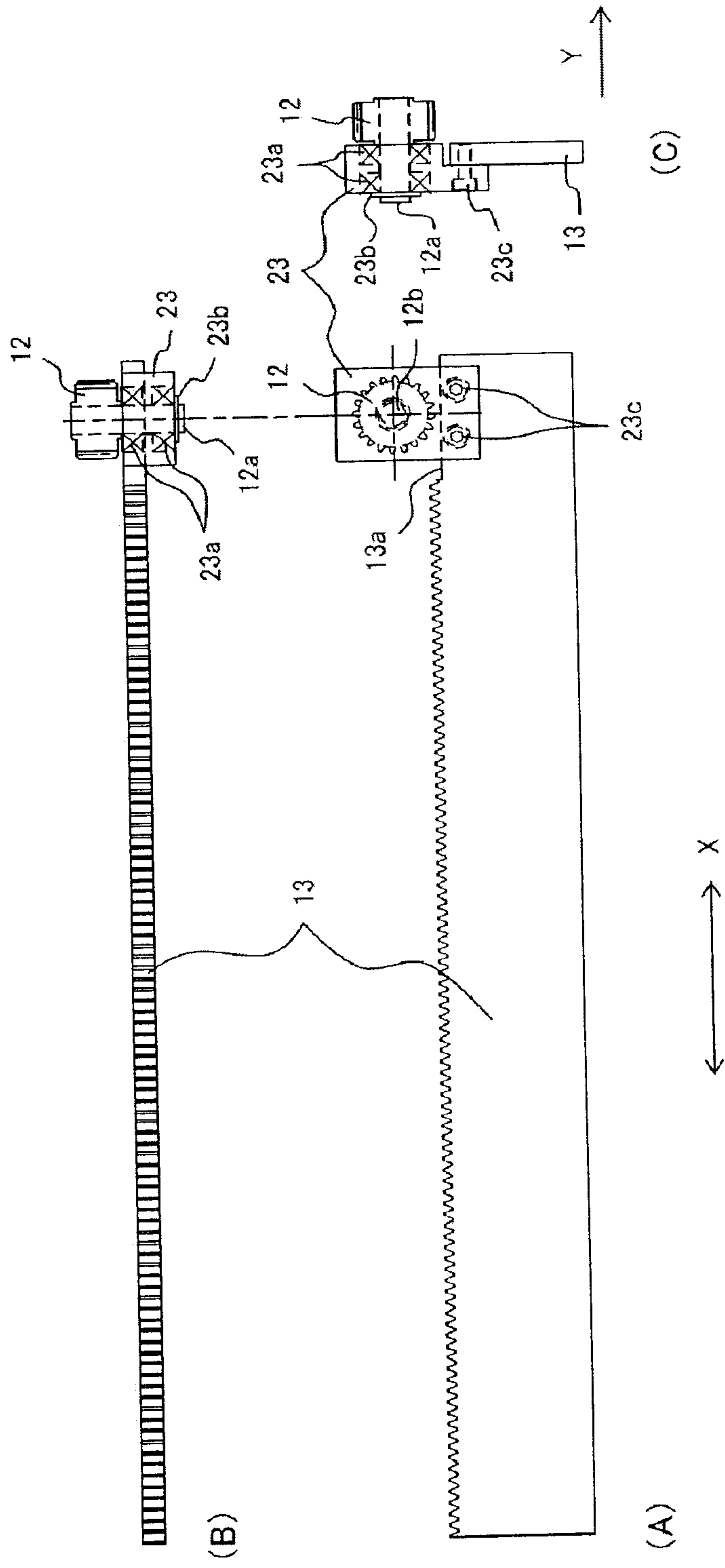
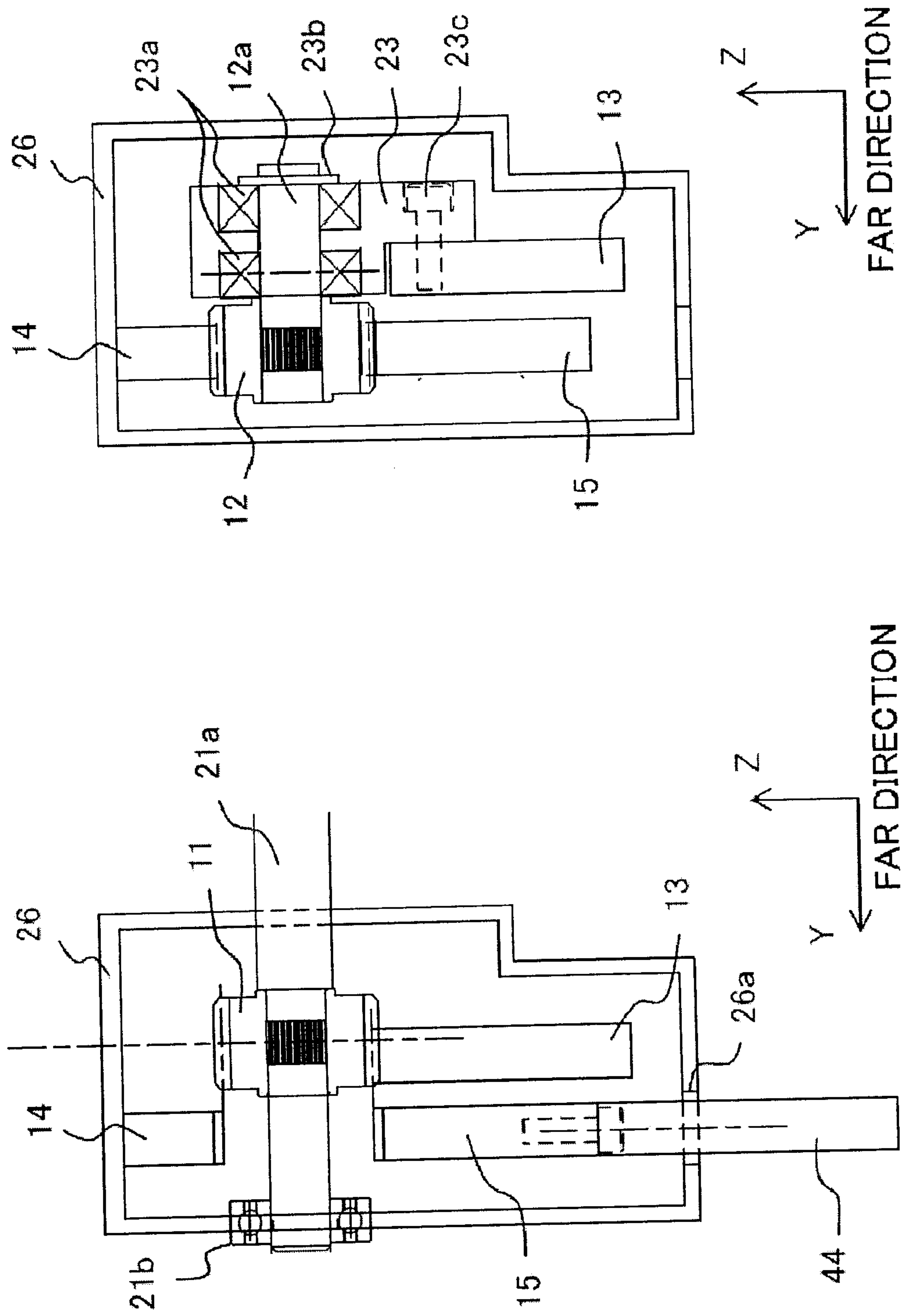


Fig.4



(A) A-A

(B) B-B

Fig.5

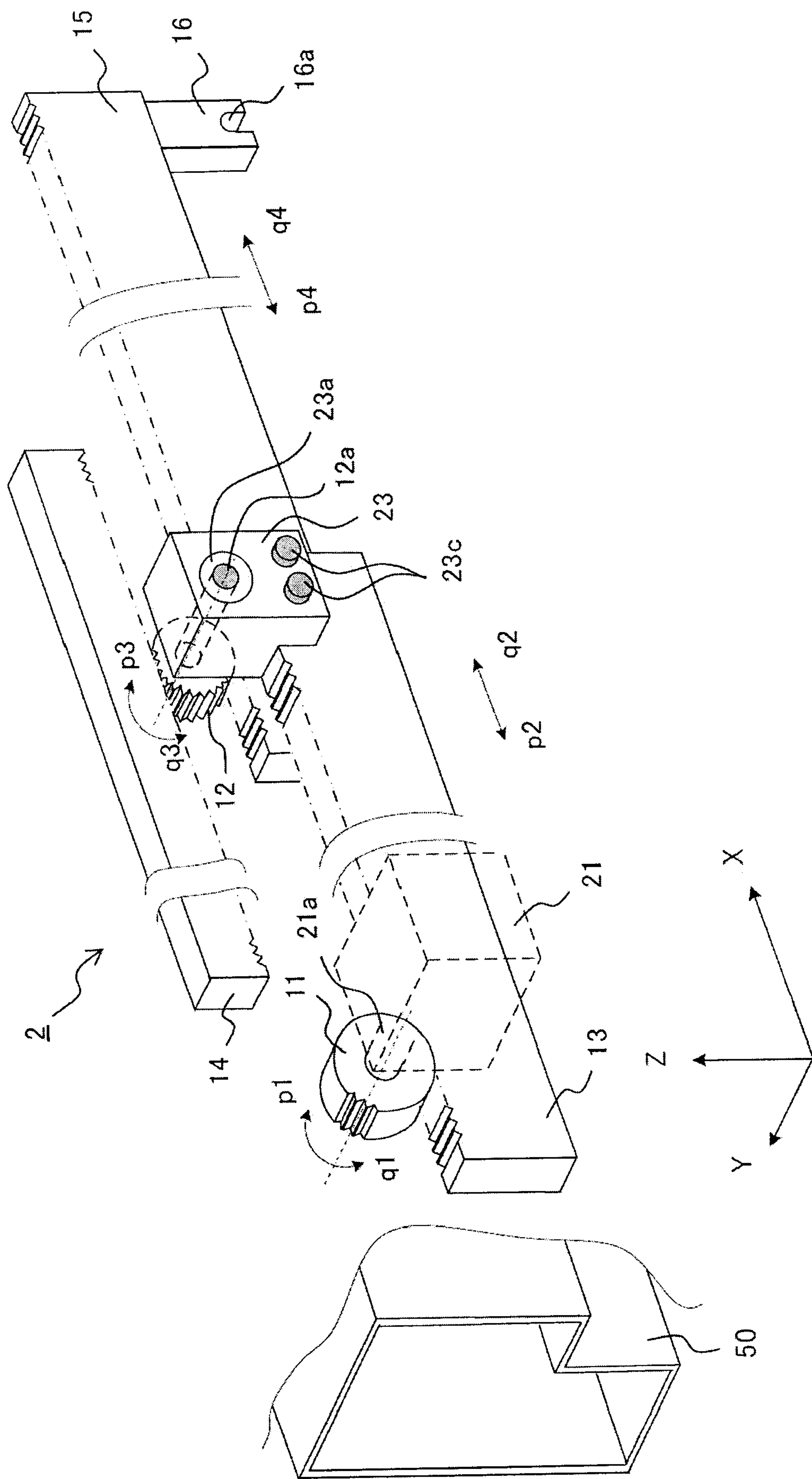


Fig.6

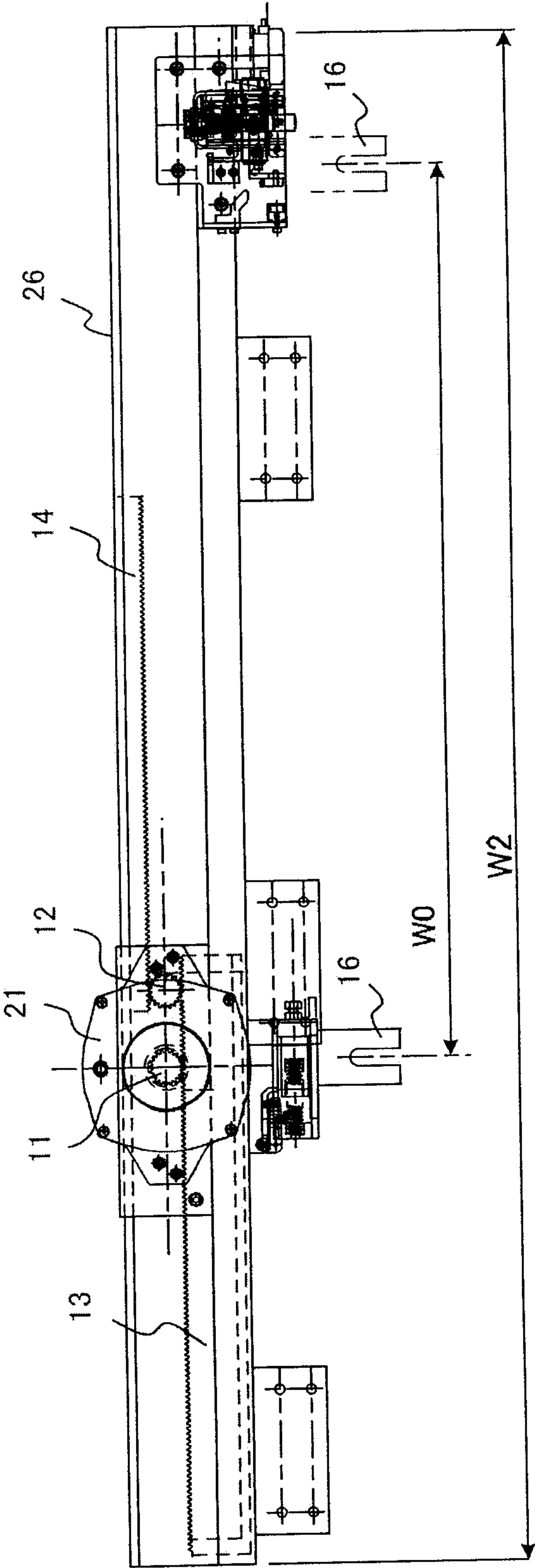


Fig.7 (PRIOR ART)

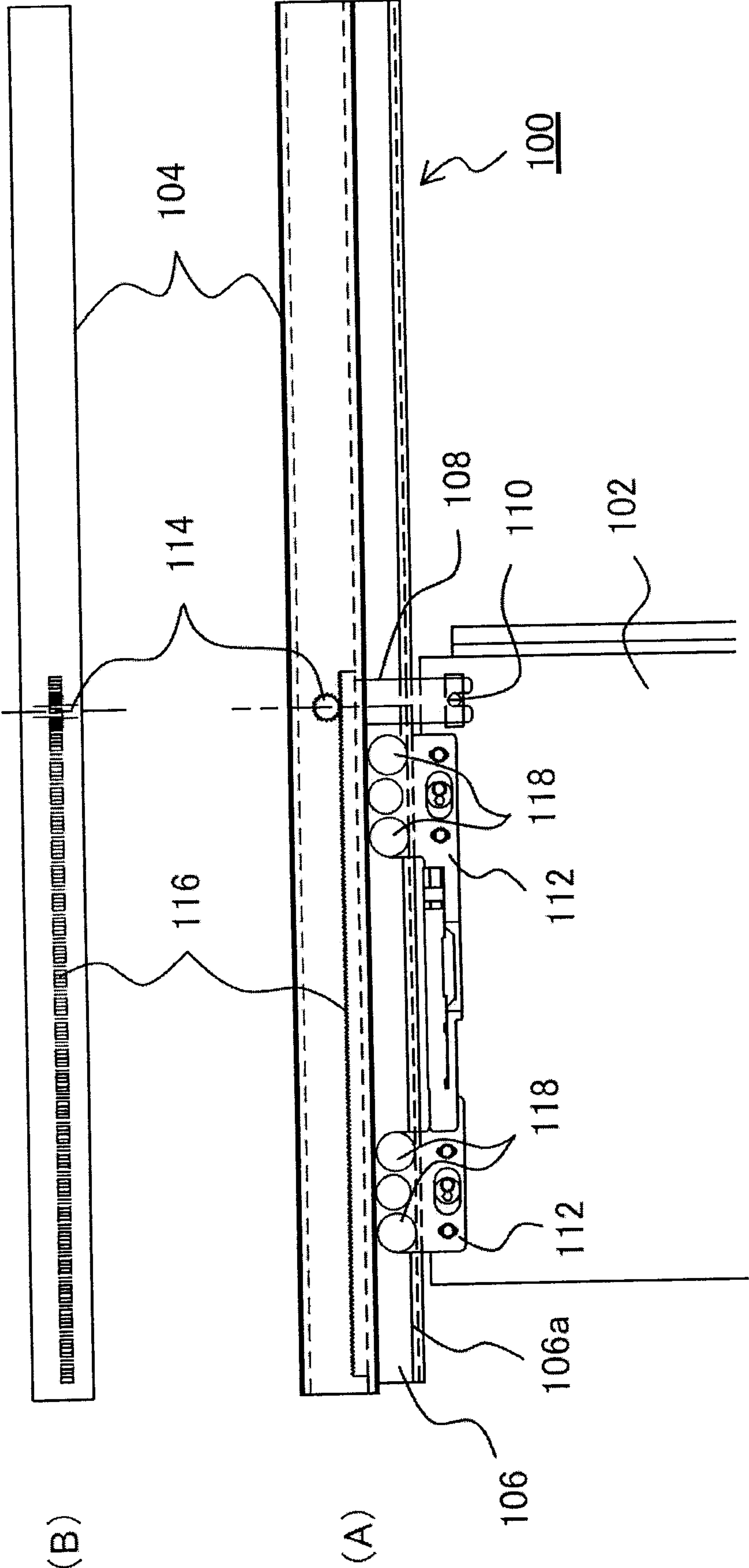


Fig.8 (PRIOR ART)

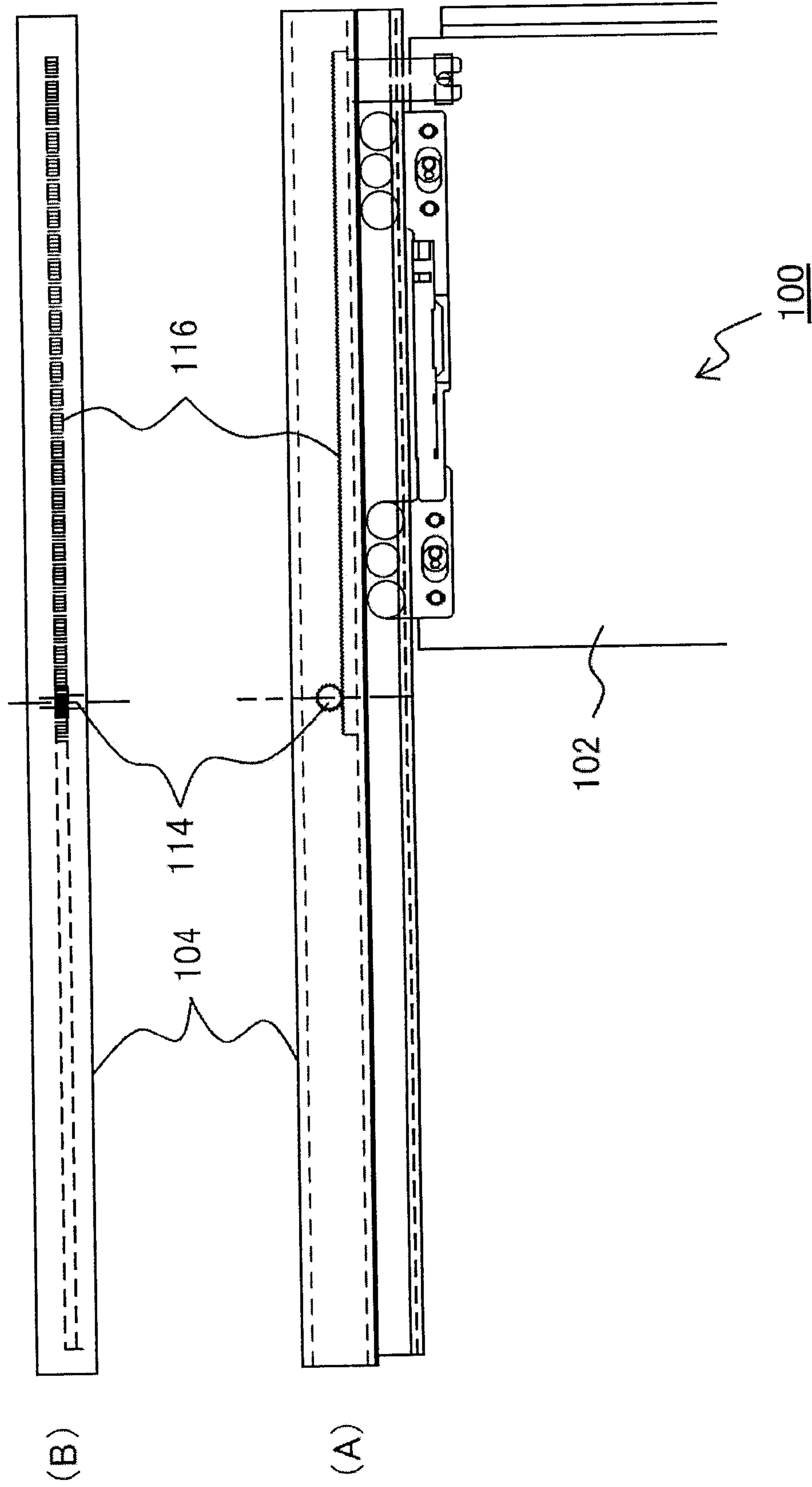
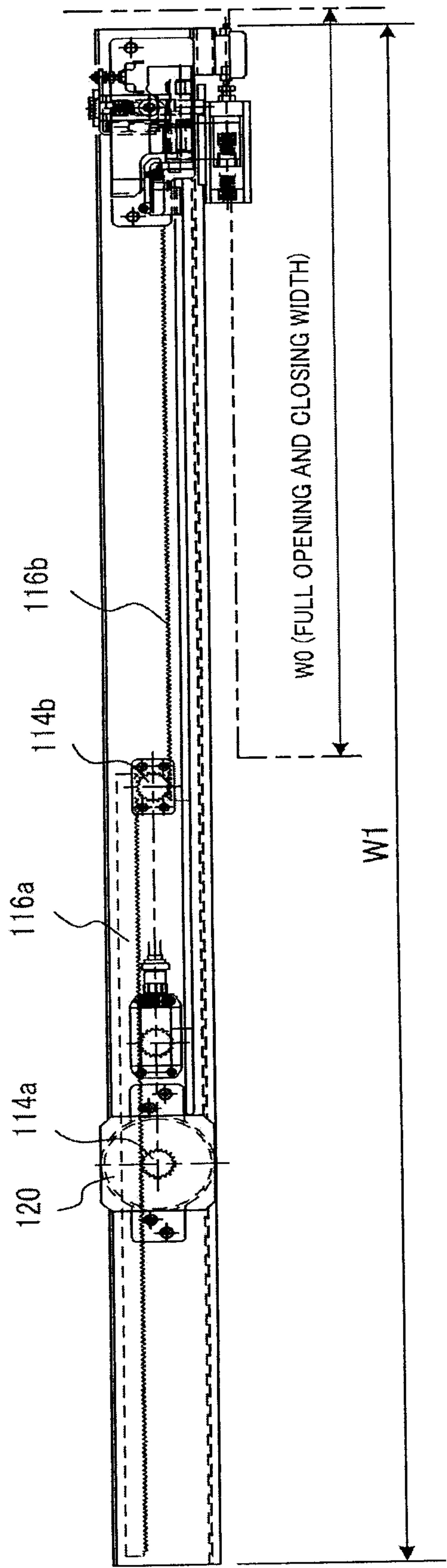
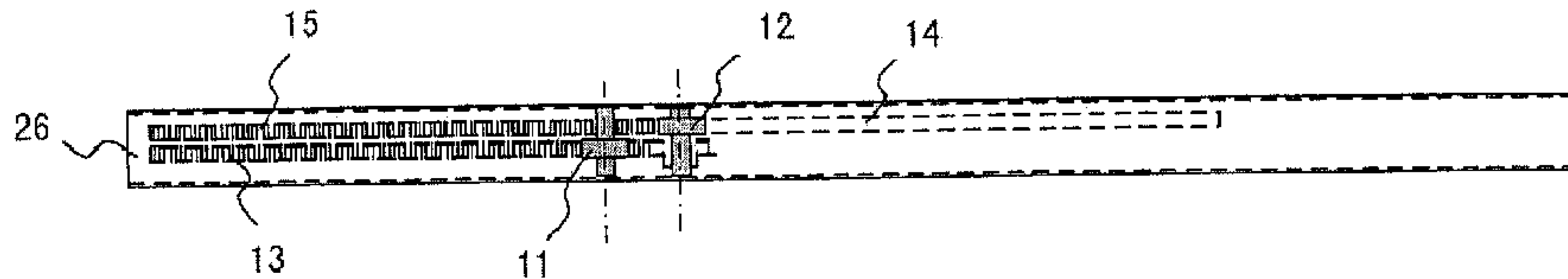


Fig. 9



(B)



(A)

