



(86) Date de dépôt PCT/PCT Filing Date: 2012/10/17
(87) Date publication PCT/PCT Publication Date: 2013/04/25
(85) Entrée phase nationale/National Entry: 2013/12/06
(86) N° demande PCT/PCT Application No.: US 2012/060506
(87) N° publication PCT/PCT Publication No.: 2013/059243
(30) Priorité/Priority: 2011/10/17 (US61/547,936)

(51) Cl.Int./Int.Cl. *E04G 1/22* (2006.01)
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(54) Titre : OPTIMISATION DE L'ANGLE DE RAMPE D'UN ELEVATEUR A CISEAUX DOTE D'UNE PROTECTION FIXE
CONTRE LES NIDS DE POULES

(54) Title: MAXIMIZING SCISSOR LIFT BREAKOVER ANGLE WITH FIXED POTHOLE PROTECTION

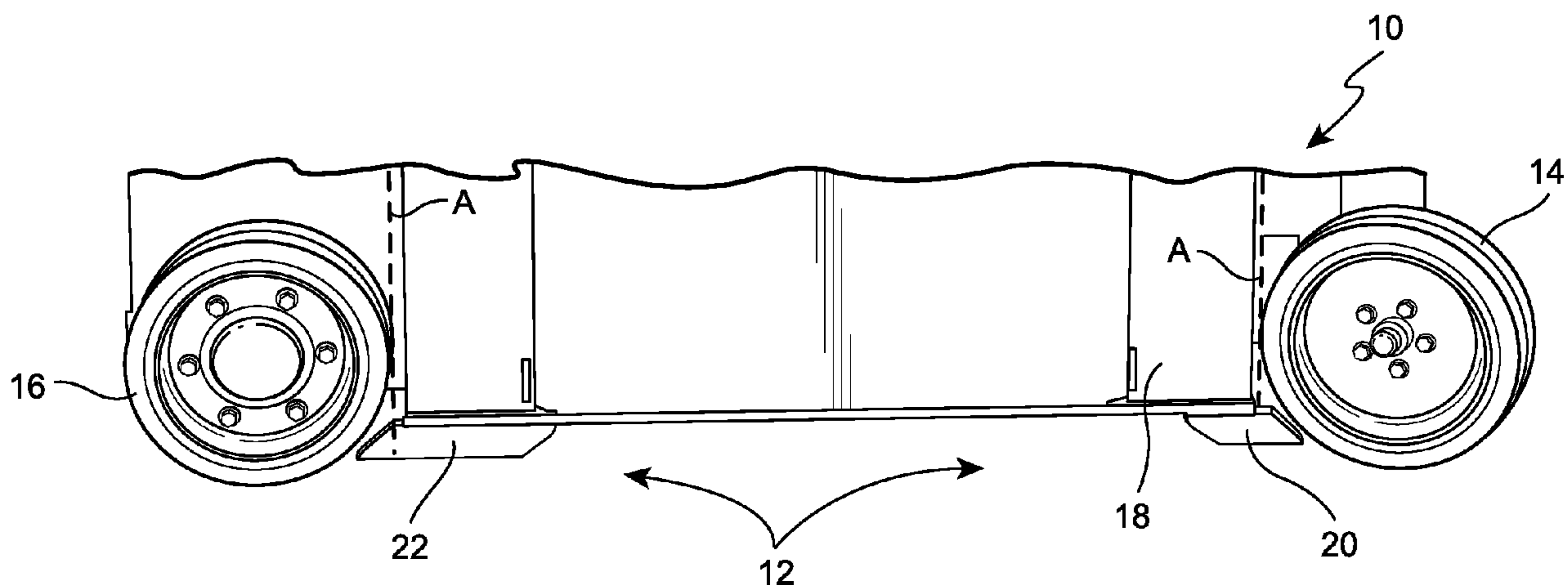


FIG. 1

(57) **Abrégé/Abstract:**

A pothole protection assembly is cooperable with a support base of a scissor lift. The support base includes front wheels, rear wheels and a chassis. The pothole protection assembly includes a pair of front pothole bars fixed to the chassis and each positioned adjacent the front wheels, respectively, and a pair of rear pothole bars fixed to the chassis and each positioned adjacent the rear wheels, respectively. A space between the front wheels and the rear wheels defines a ground clearance zone, where the front pothole bars and the rear pothole bars are disposed at opposing ends of the ground clearance zone. The assembly is constructed and arranged to maximize a breakover angle in a scissor lift with fixed pothole protection.



(12) INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(19) World Intellectual Property
Organization
International Bureau



(10) International Publication Number
WO 2013/059243 A1

(43) International Publication Date
25 April 2013 (25.04.2013)

(51) International Patent Classification:
E04G 1/22 (2006.01)

(21) International Application Number:
PCT/US2012/060506

(22) International Filing Date:
17 October 2012 (17.10.2012)

(25) Filing Language: English

(26) Publication Language: English

(30) Priority Data:
61/547,936 17 October 2011 (17.10.2011) US

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(81) Designated States (*unless otherwise indicated, for every kind of national protection available*): AE, AG, AL, AM, AO, AT, AU, AZ, BA, BB, BG, BH, BN, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM,

DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PA, PE, PG, PH, PL, PT, QA, RO, RS, RU, RW, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) Designated States (*unless otherwise indicated, for every kind of regional protection available*): ARIPO (BW, GH, GM, KE, LR, LS, MW, MZ, NA, RW, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, RU, TJ, TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

Declarations under Rule 4.17:

- *as to applicant's entitlement to apply for and be granted a patent (Rule 4.17(ii))*
- *as to the applicant's entitlement to claim the priority of the earlier application (Rule 4.17(iii))*
- *of inventorship (Rule 4.17(iv))*

Published:

- *with international search report (Art. 21(3))*

(54) Title: MAXIMIZING SCISSOR LIFT BREAKOVER ANGLE WITH FIXED POTHOLE PROTECTION

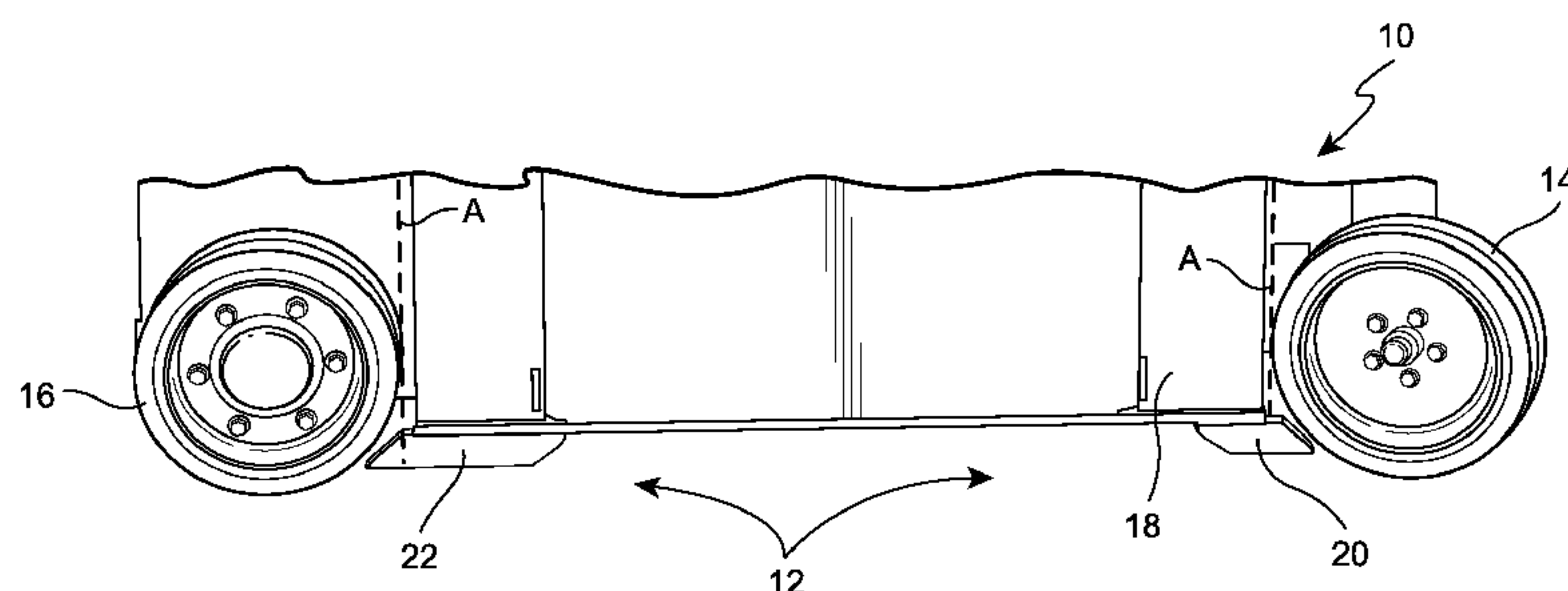


FIG. 1

(57) Abstract: A pothole protection assembly is cooperable with a support base of a scissor lift. The support base includes front wheels, rear wheels and a chassis. The pothole protection assembly includes a pair of front pothole bars fixed to the chassis and each positioned adjacent the front wheels, respectively, and a pair of rear pothole bars fixed to the chassis and each positioned adjacent the rear wheels, respectively. A space between the front wheels and the rear wheels defines a ground clearance zone, where the front pothole bars and the rear pothole bars are disposed at opposing ends of the ground clearance zone. The assembly is constructed and arranged to maximize a breakover angle in a scissor lift with fixed pothole protection.

TITLE OF INVENTION

MAXIMIZING SCISSOR LIFT BREAKOVER ANGLE
WITH FIXED POTHOLE PROTECTION

BACKGROUND OF THE INVENTION

;) The invention relates to a pothole protection mechanism for a vehicle including an aerial work platform (AWP) and, more particularly, to maximizing a breakover angle in a scissor lift with fixed pothole protection.

) Self-propelled AWP's such as scissor lifts are typically equipped with an apparatus that prevents them from tipping when driven into a pothole or off a curb while the platform is elevated. Such an apparatus works normally by reducing the ground clearance to less than one inch when the platform of the AWP is elevated beyond a certain height.

One way of achieving this is by means of a bar or a plate that is attached to the chassis of the AWP and can be lowered down and locked in position when the platform is elevated. Subsequently, the bar or plate can be raised up when the platform is lowered.

;) The mechanism that performs the lowering, locking and raising tasks is referred to as a pothole protection mechanism.

) With the pothole protection mechanism extended, a breakover angle – i.e., a ground angle over which the protection bar will engage the ground – is reduced. For such systems to retract or extend, existing pothole protection mechanisms include sensors, cams, springs, pins, bearings, etc. to allow the pothole system to properly function to avoid having an unacceptable breakover angle or to avoid capsizing a machine.

SUMMARY OF THE INVENTION

;) It would be desirable to provide a fixed pothole protection device that provides the same protection and breakover angle as existing active pothole systems but without the need for complex moving parts. The fixed pothole protection assembly of preferred embodiments achieves what the active system can in both stability and breakover angle without moving parts or sensors. In one configuration, this is achieved by utilizing strategically placed structural members near the machine wheels to catch the edges of the pothole and keep the machine stable with the platform elevated. Keeping the components near the wheels, instead of all the way across the machine belly, provides for an acceptable ground clearance.

In an exemplary embodiment, a pothole protection assembly is cooperable with a support base of a scissor lift. The support base includes front wheels, rear wheels and a chassis. The pothole protection assembly includes a pair of front pothole bars fixed to the chassis and each positioned adjacent the front wheels, respectively, and a pair of rear pothole bars fixed to the chassis and each positioned adjacent the rear wheels, respectively. A space between the front wheels and the rear wheels defines a ground clearance zone, and the front pothole bars and the rear pothole bars are disposed at opposing ends of the ground clearance zone.

The front pothole bars may be positioned relative to the front wheels in a manner such that a vertical line tangent to the front wheels intersects a portion of the front pothole bars. Similarly, the rear pothole bars may be positioned relative to the rear wheels in a manner such that a vertical line tangent to the rear wheels intersects a portion of the rear pothole bars. In this context, ends of the front and rear pothole bars may be tapered. Moreover, the front and rear pothole bars may be substantially parallelogram shaped. Still further, a bottom surface of the front pothole bars may be skewed forward of a top surface of the front pothole bars, and a bottom surface of the rear pothole bars may be skewed rearward of a top surface of the rear pothole bars.

In one arrangement, the front pothole bars and the rear pothole bars are positioned to maximize a ground clearance of the support base.

The pothole protection assembly may additionally include a front inner frame plate adjacent an inside surface of each of the front wheels and a rear inner frame plate adjacent an inside surface of each of the rear wheels. The front inner frame plates and the rear inner frame plates may be positioned within a profile of the front wheels and the rear wheels, respectively

In another exemplary embodiment, a scissor lift includes a support base with front wheels, rear wheels and a chassis, and the pothole protection assembly of the described embodiments. A tilt sensor cooperable with the support base may detect a tilt amount of the scissor lift. The scissor lift may additionally include a drive system that effects wheel drive and platform lift. In this context, the tilt sensor may communicate with the drive system such that if the tilt sensor detects that the tilt amount of the scissor lift exceeds a predefined amount, the drive system deactivates the wheel drive and the platform lift.

In yet another exemplary embodiment, a pothole protection assembly is cooperable with a support base of a scissor lift. The pothole protection assembly includes a front assembly with a pair of front pothole bars fixed to the chassis and a rear assembly with a pair of rear

pothole bars fixed to the chassis. The pothole bars are each positioned adjacent the front/rear wheels of the support base, respectively. The bars are sized such that if one of the wheels falls into a pothole, the respective pothole bar adjacent the one of the wheels will prevent the support base from tilting beyond a predefined amount.

BRIEF DESCRIPTION OF THE DRAWINGS

These and other aspects and advantages will be described in detail with reference to the accompanying drawings, in which:

FIG. 1 is a side view of an exemplary scissor lift including the fixed pothole protection assembly according to preferred embodiments;

) FIGS. 2 and 3 are perspective views of the pothole protection assembly;

FIG. 4 is a perspective view of the scissor lift;

FIG. 5 shows the scissor lift with the fixed pothole protection assembly going over a grade; and

FIG. 6 shows the fixed pothole protection assembly with a wheel going into a pothole.

DETAILED DESCRIPTION OF THE DRAWINGS

FIG. 1 is a side view of scissor lift support base 10 including a pothole protection assembly 12, and FIGS. 2 and 3 are perspective views. The support base 10 includes front wheels 14, rear wheels 16, and a chassis 18. The pothole protection assembly 12 includes a front assembly with a pair of front pothole bars 20 fixed such as by welding or the like to the chassis 18 and positioned adjacent the front wheels 14 as shown. The front assembly also includes a front inner frame plate 21 adjacent each front wheel 14. A rear assembly includes a pair of rear pothole bars 22 that are also fixed to the chassis 18 and are positioned adjacent the rear wheels 16. Rear inner frame plates 23 are positioned adjacent each wheel. A space between the front wheels 14 and the rear wheels 16 defines a ground clearance zone 24. As shown, the front pothole bars 20 and the rear pothole bars 22 are disposed at opposing ends of the ground clearance zone 24. See FIGS. 4 and 5.

With continued reference to FIG. 1, the front pothole bars 20 are positioned relative to the front wheels 14 in a manner such that a vertical line A tangent to the front wheels intersects a portion of the front pothole bars 20. The rear pothole bars 22 are similarly configured.

) In a preferred construction, ends of the front and rear pothole bars 20, 22 are tapered, where the front and rear pothole bars 20, 22 are preferably substantially parallelogram shaped.

With the parallelogram shape, a bottom surface of the front pothole bars 20 is skewed forward of a top surface of the front pothole bars 20, and a bottom surface of the rear pothole bars 22 is skewed rearward of a top surface of the rear pothole bars 22. Regardless of the preferred construction, it is desirable to position the front pothole bars 20 and the rear pothole bars 22 in a manner that serves to maximize a ground clearance of the support base 10. See FIG. 5.

The scissor lift vehicle may additionally include a tilt sensor 26 cooperable with the support base 10 that detects a tilt amount of the vehicle. A drive system 28 that effects wheel drive and platform lift receives signals from the tilt sensor 26. If the tilt sensor 26 detects that the tilt amount of the vehicle exceeds a predefined amount, the drive system 28 deactivates the wheel drive and the platform lift.

The front and rear pothole bars 20, 22 are generally formed of steel and are welded to the chassis 18. The frame plates 21, 23 are preferably integrated with the chassis 18. A size of the pothole bars 20, 22 is selected such that if an adjacent wheel falls into a pothole, the respective pothole bar adjacent that wheel will prevent the support base 10 from tilting beyond a predefined amount. Additionally, the frame plates 21, 23 inside the wheels are sized to catch edges of potholes while maximizing ground clearance because a profile of the frame plates 21, 23 enables them to follow the wheels up and over obstacles. That is, from a side view, the frame plates 21, 23 do not extend beyond a periphery of the wheels. FIG. 4 shows a front wheel 14 driving over a pothole PH with the front pothole protection bar 20 maintaining the stability of the support base 10 and scissor lift.

The fixed pothole protection assembly of the preferred embodiments achieves what existing active systems can in both stability and breakover angle without moving parts or sensors. The strategically placed pothole bars catch the edges of the pothole and keep the machine stable with the platform elevated. By keeping the components near the wheels, instead of all the way across the machine belly, acceptable ground clearance can be achieved.

While the invention has been described in connection with what is presently considered to be the most practical and preferred embodiments, it is to be understood that the invention is not to be limited to the disclosed embodiments, but on the contrary, is intended to cover various modifications and equivalent arrangements included within the spirit and scope of the appended claims.

WHAT IS CLAIMED IS:

1. A pothole protection assembly cooperable with a support base of a scissor lift, wherein the support base includes front wheels, rear wheels and a chassis, the pothole protection assembly comprising:

a pair of front pothole bars immovably fixed to the chassis and each positioned adjacent the front wheels, respectively; and

a pair of rear pothole bars immovably fixed to the chassis and each positioned adjacent the rear wheels, respectively,

wherein a space between the front wheels and the rear wheels defines a ground clearance zone, and wherein the front pothole bars and the rear pothole bars are disposed at opposing ends of the ground clearance zone.

2. A pothole protection assembly according to claim 1, wherein the front pothole bars are positioned relative to the front wheels in a manner such that a vertical line tangent to the front wheels intersects a portion of the front pothole bars, and wherein the rear pothole bars are positioned relative to the rear wheels in a manner such that a vertical line tangent to the rear wheels intersects a portion of the rear pothole bars.

3. A pothole protection assembly according to claim 2, wherein ends of the front and rear pothole bars are tapered.

4. A pothole protection assembly according to claim 3, wherein the front and rear pothole bars are substantially parallelogram shaped.

5. A pothole protection assembly according to claim 4, wherein a bottom surface of the front pothole bars is skewed forward of a top surface of the front pothole bars, and wherein a bottom surface of the rear pothole bars is skewed rearward of a top surface of the rear pothole bars.

6. A pothole protection assembly according to claim 1, wherein the front pothole bars and the rear pothole bars are positioned to maximize a ground clearance of the support base.

7. A pothole protection assembly according to claim 1, further comprising a front inner frame plate integrated with the chassis adjacent an inside surface of each of the front wheels and a rear inner frame plate integrated with the chassis adjacent an inside surface of each of the rear wheels.

8. A pothole protection assembly according to claim 7, wherein the front inner frame plates and the rear inner frame plates are positioned within a profile of the front wheels and the rear wheels, respectively.

9. A scissor lift comprising:

a support base including front wheels, rear wheels and a chassis; and

a pothole protection assembly, the pothole protection assembly including:

a pair of front pothole bars immovably fixed to the chassis and each positioned adjacent the front wheels, respectively; and

a pair of rear pothole bars immovably fixed to the chassis and each positioned adjacent the rear wheels, respectively,

wherein a space between the front wheels and the rear wheels defines a ground clearance zone, and wherein the front pothole bars and the rear pothole bars are disposed at opposing ends of the ground clearance zone.

10. A scissor lift according to claim 9, wherein the front pothole bars are positioned relative to the front wheels in a manner such that a vertical line tangent to the front wheels intersects a portion of the front pothole bars, and wherein the rear pothole bars are positioned relative to the rear wheels in a manner such that a vertical line tangent to the rear wheels intersects a portion of the rear pothole bars.

11. A scissor lift according to claim 10, wherein ends of the front and rear pothole bars are tapered.

12. A scissor lift according to claim 11, wherein the front and rear pothole bars are substantially parallelogram shaped.

13. A scissor lift according to claim 12, wherein a bottom surface of the front pothole bars is skewed forward of a top surface of the front pothole bars, and wherein a bottom surface of the rear pothole bars is skewed rearward of a top surface of the rear pothole bars.

14. A scissor lift according to claim 9, wherein the front pothole bars and the rear pothole bars are positioned to maximize a ground clearance of the support base.

15. A scissor lift according to claim 9, further comprising a tilt sensor cooperable with the support base, the tilt sensor detecting a tilt amount of the scissor lift.

16. A scissor lift according to claim 15, further comprising a drive system that effects wheel drive and platform lift, wherein the tilt sensor communicates with

the drive system such that if the tilt sensor detects that the tilt amount of the scissor lift exceeds a predefined amount, the drive system deactivates the wheel drive and the platform lift.

17. A pothole protection assembly cooperable with a support base of a scissor lift, wherein the support base includes front wheels, rear wheels and a chassis, the pothole protection assembly comprising:

a front assembly including a pair of front pothole bars immovably fixed to the chassis and each positioned adjacent the front wheels, respectively, and sized such that if one of the front wheels falls into a pothole, the front pothole bar adjacent the one of the front wheels will prevent the support base from tilting beyond a predefined amount; and

a rear assembly including a pair of rear pothole bars immovably fixed to the chassis and each positioned adjacent the rear wheels, respectively, and sized such that if one of the rear wheels falls into a pothole, the rear pothole bar adjacent the one of the rear wheels will prevent the support base from tilting beyond a predefined amount.

18. A pothole protection assembly according to claim 17, wherein the front assembly further includes a front inner frame plate adjacent an inside surface of each of the front wheels and integrated with the chassis, wherein the rear assembly further includes a rear inner frame plate adjacent an inside surface of each of the rear wheels and integrated with the chassis, and wherein the front inner frame plates and the rear inner frame plates are positioned within a profile of the front wheels and the rear wheels, respectively.

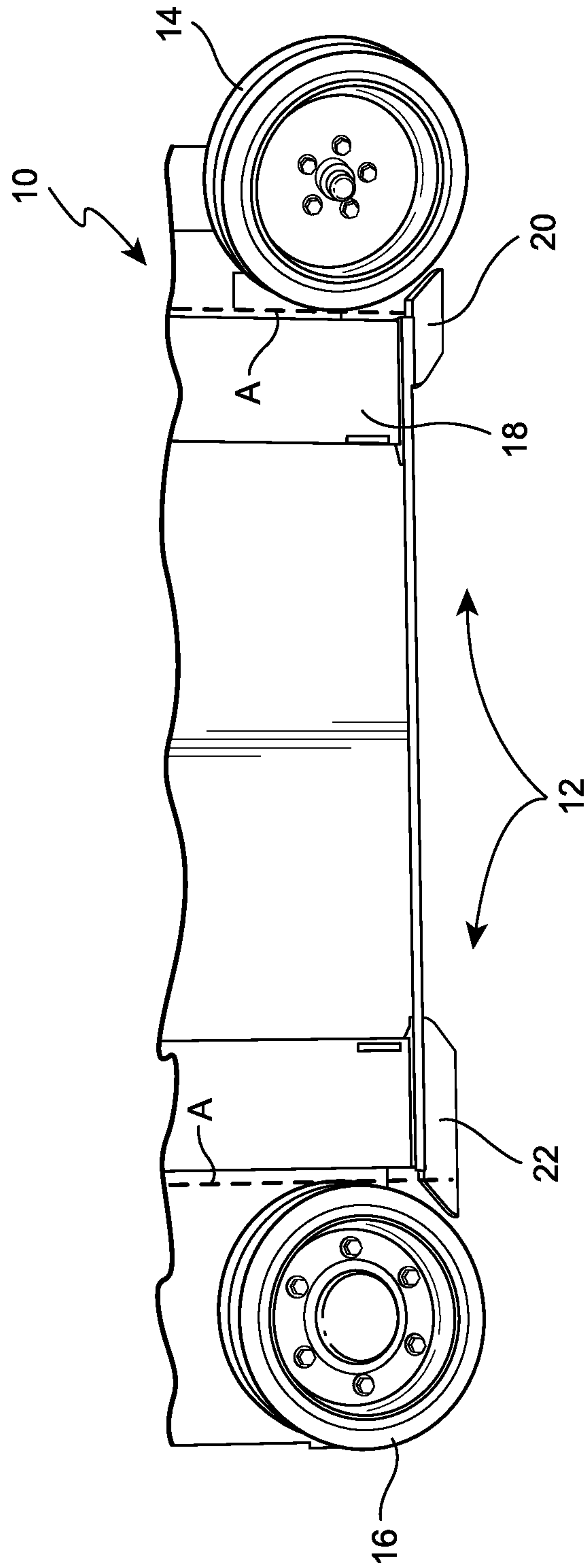


FIG. 1

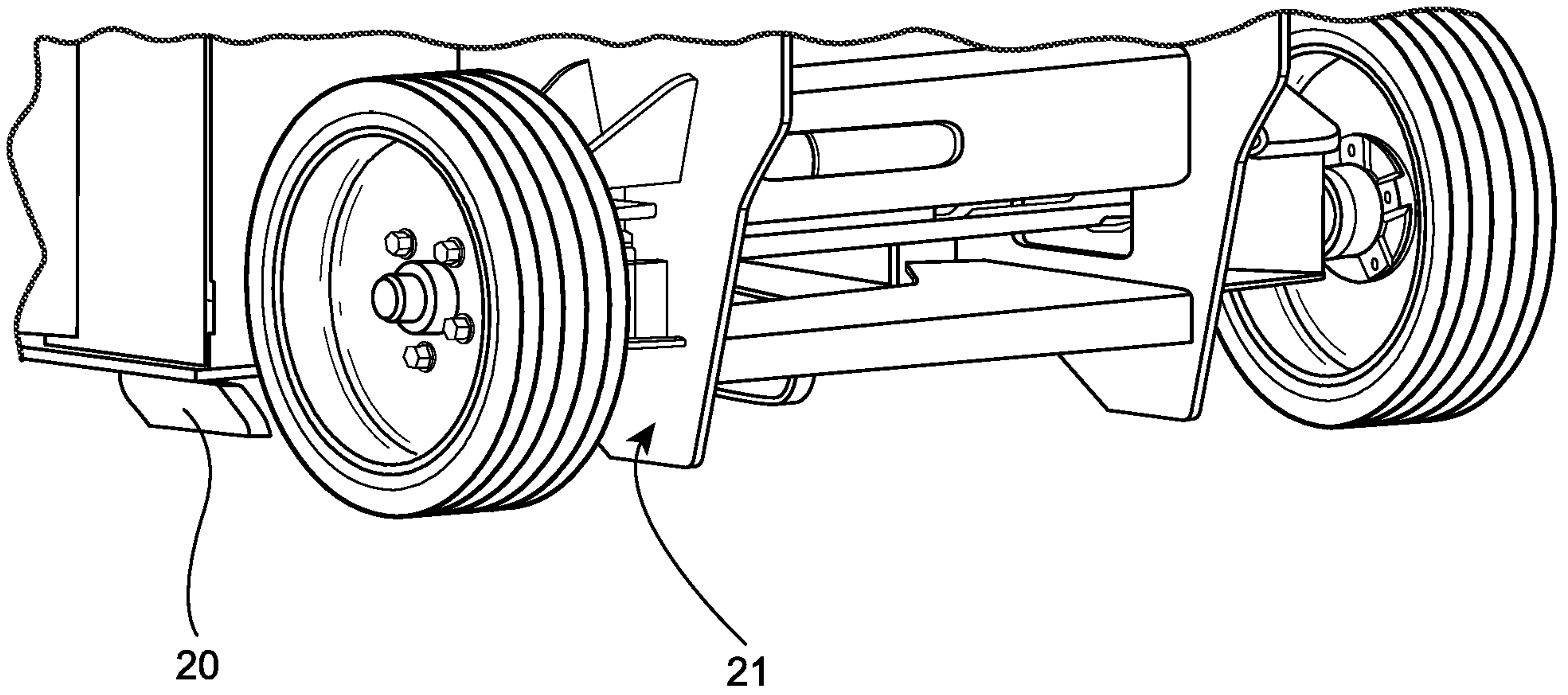


FIG. 2

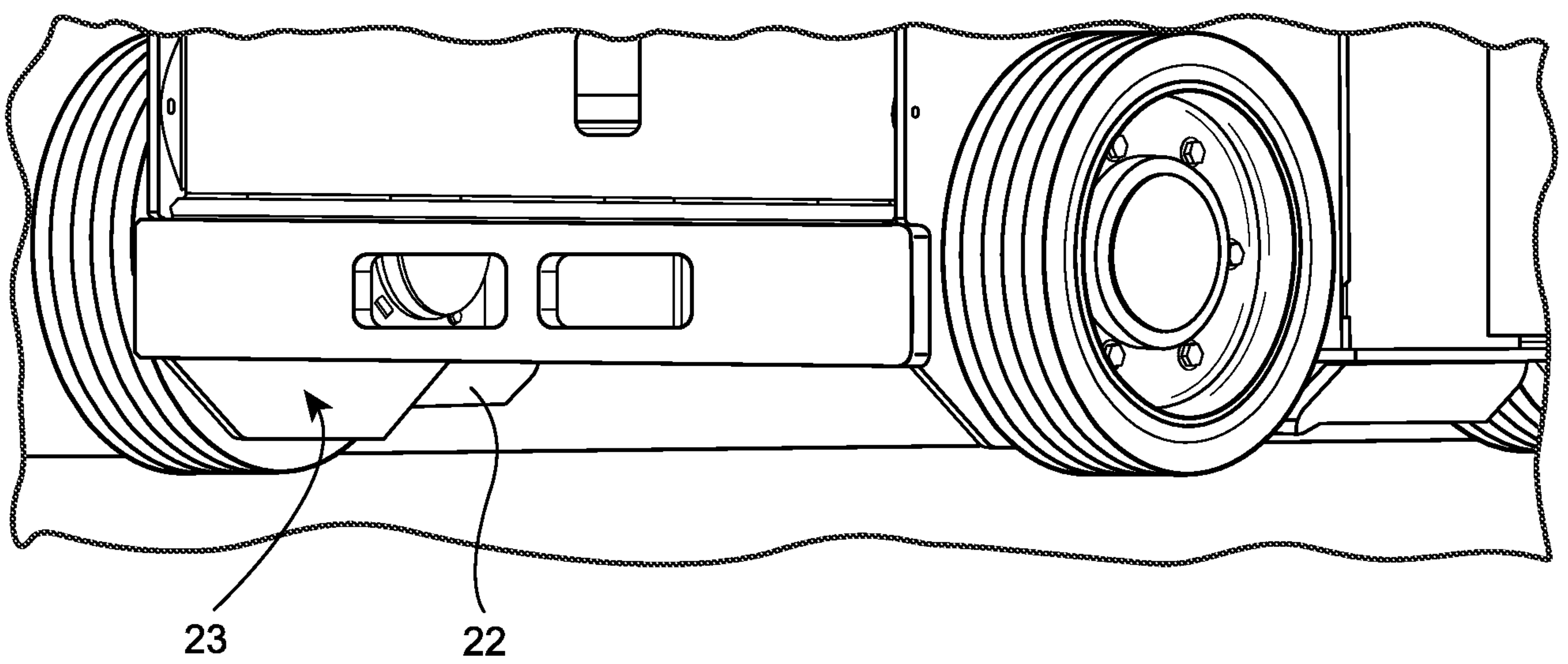


FIG. 3

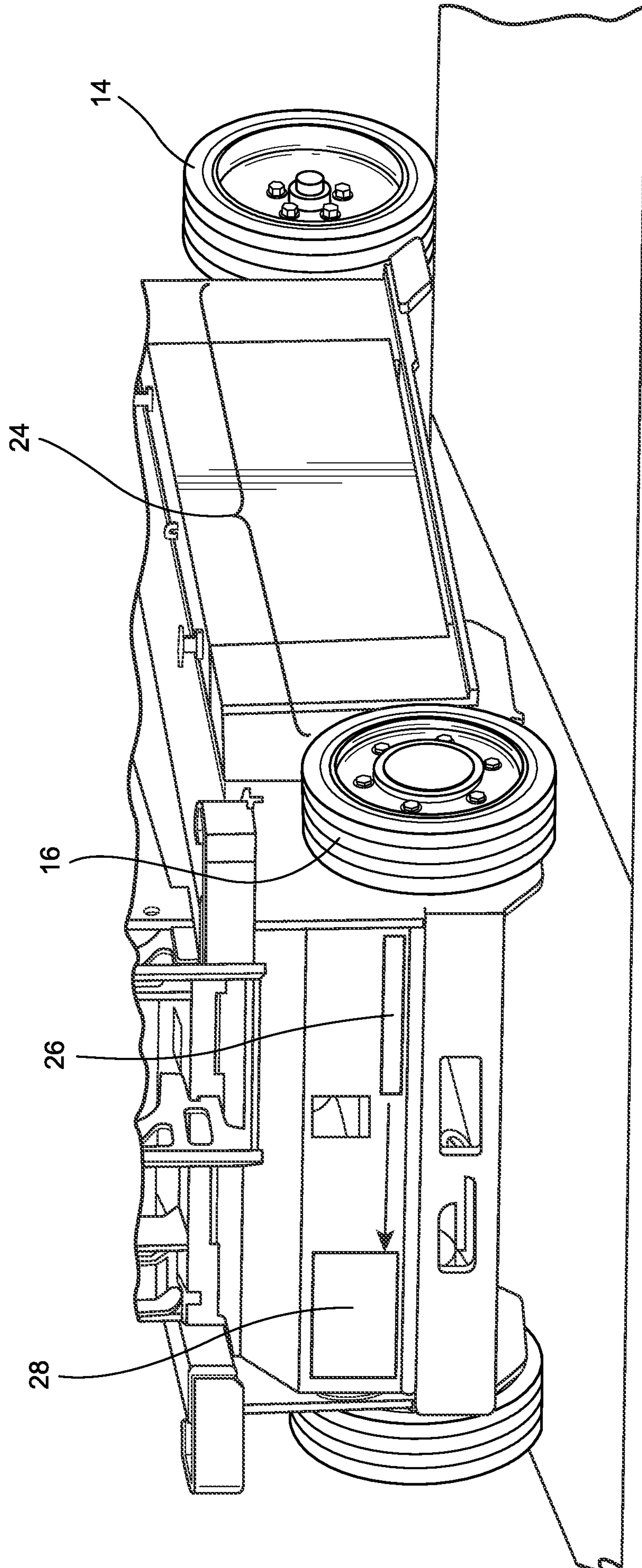
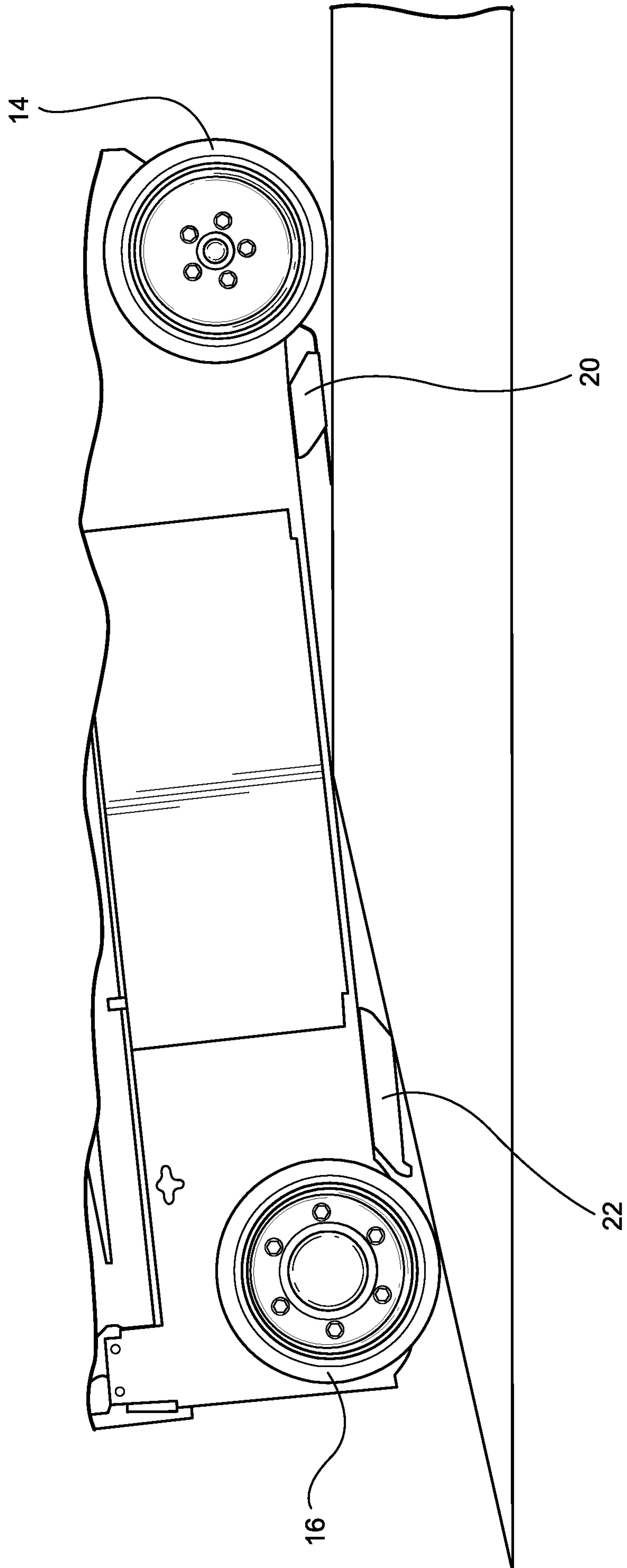


FIG. 4



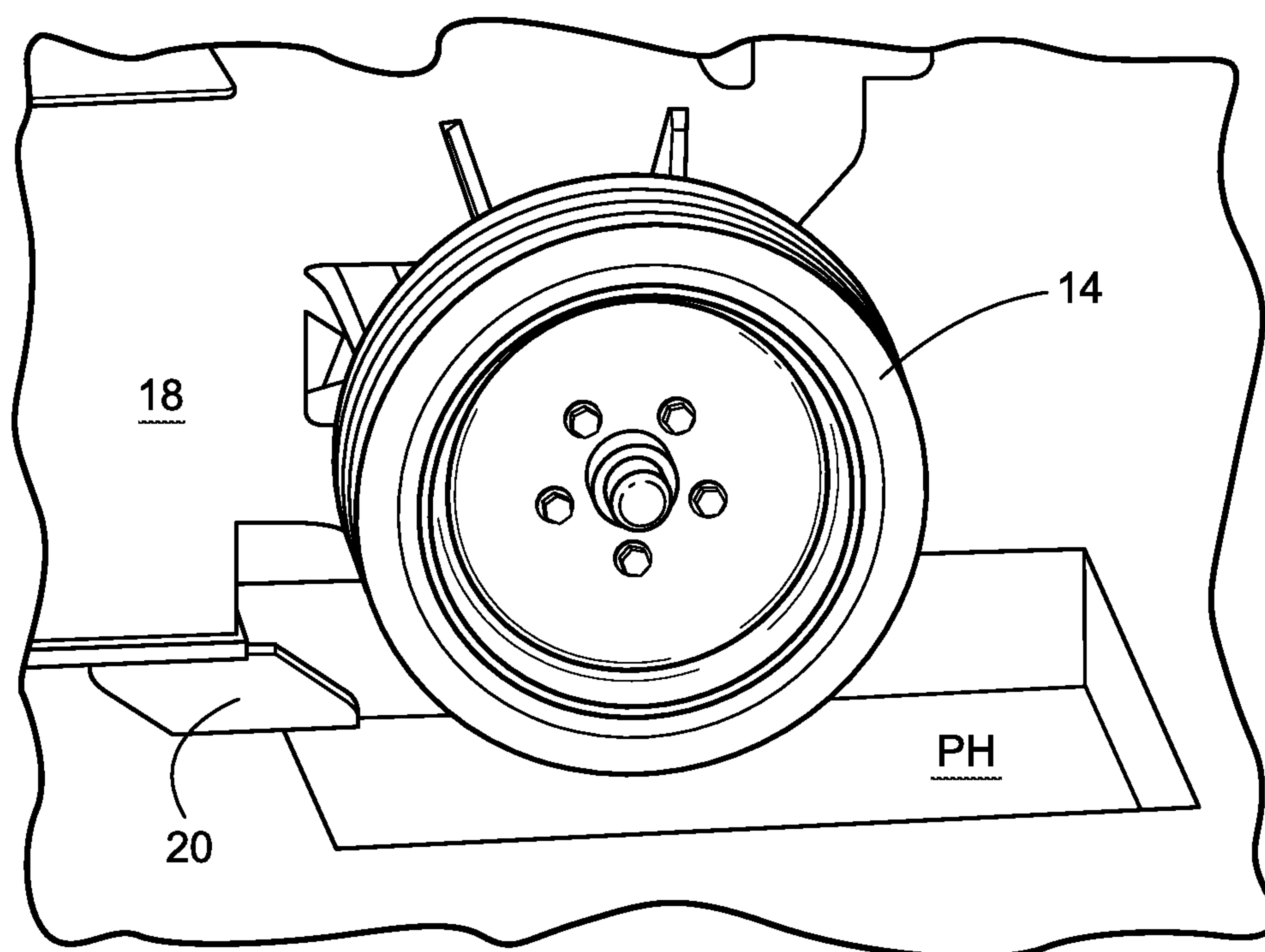


FIG. 6

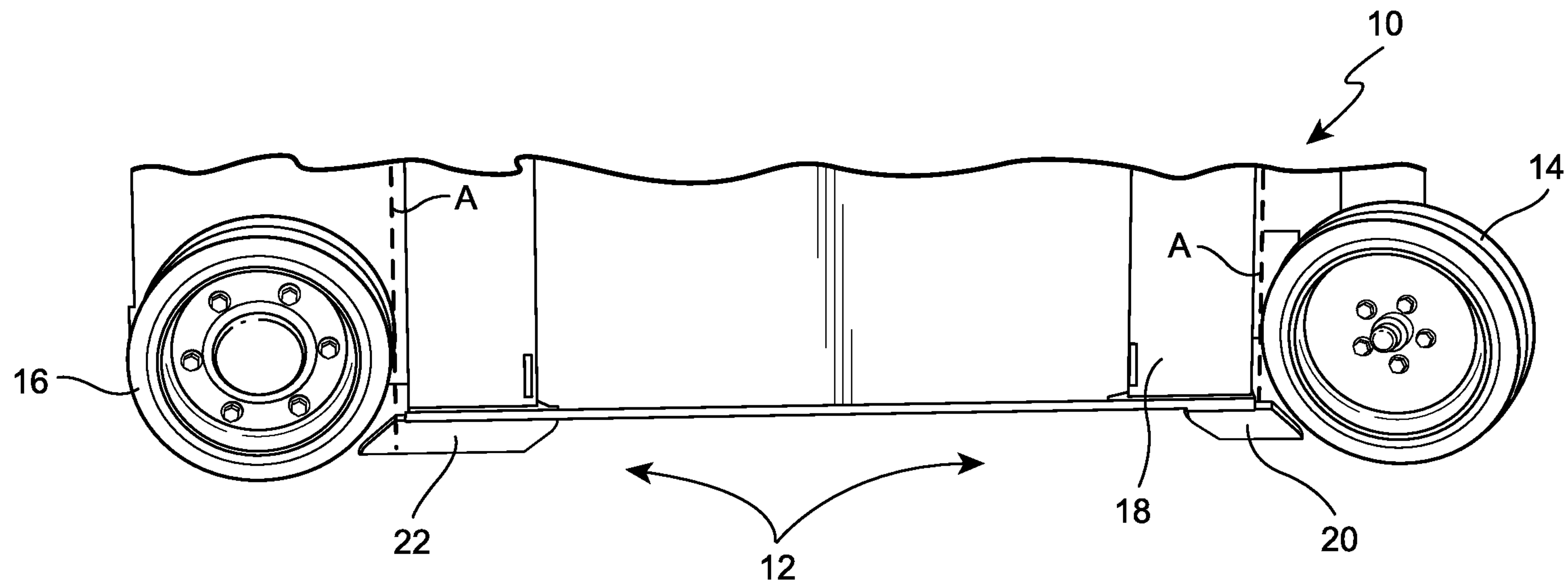


FIG. 1