

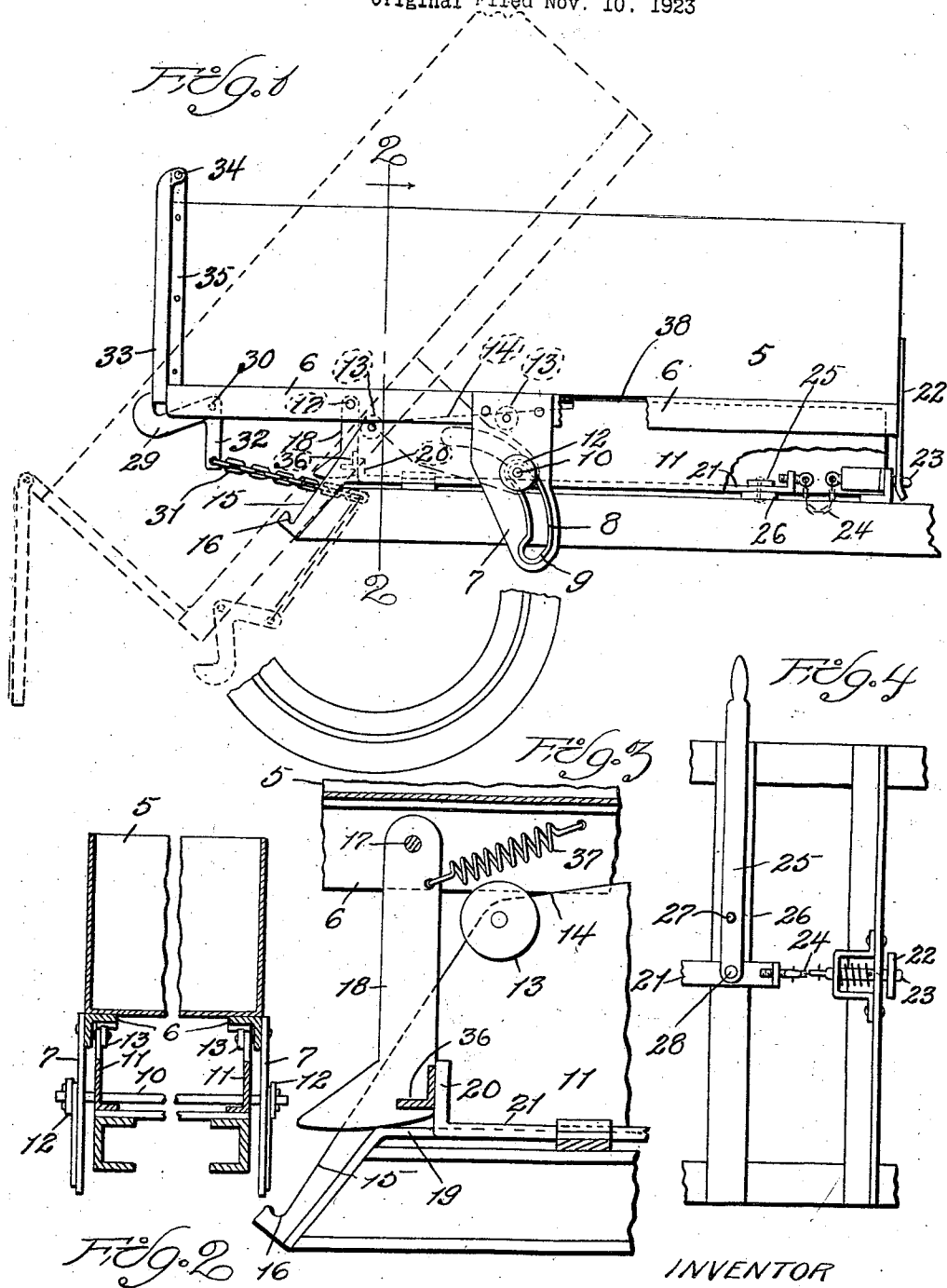
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DUMPING TRUCK

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DUMPING TRUCK.

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My invention relates to improvements in dumping trucks and has for its object to provide a chassis with a body having a tilting and sliding engagement therewith, the range of discharging movement of said body being limited by a guide-plate having an arcuate slot engaging with a roller carried by the chassis; the body also having a rear supporting leg and a front-end latch, which leg and latch are successively released to permit the body to tilt, by a continuous thrust upon a single unlocking lever.

Drawings.

In the drawings—

Figure 1 is a side elevation of a truck embodying my invention, the view being fragmental as to the chassis.

Fig. 2 is a transverse vertical sectional view of the same taken on the line 2—2 of Fig. 1.

Fig. 3 is a longitudinal vertical section of a portion of the chassis, showing one of the body-supporting legs in elevation.

Fig. 4 is a plan view of the unlocking-lever and its attachments.

Description.

The body 5 is provided with side beams 6—6 from which the guide-plates 7—7 depend. In the guide-plates 7—7 are the arcuate slots 8, whose lower ends 9 are straightened as shown in Fig. 1. The rod 10 is mounted through the chassis-side-sills 11 and carries flanged rollers 12 at its terminals, the rollers 12 being mounted in the slots 8, as shown in Fig. 2.

The rollers 13 are carried by the sills 11 as shown, the rear portions of each of said sills 11 being formed to provide a sloping edge 14 and the inclined rear wall 15 terminating in the hook 16 adapted to serve as a stop for the bar 17, carried by the beams 6—6 of the body 5.

A pair of supporting legs 18, connected by a brace 36, depend from the bar 17, and rest upon the cross-sill 19 when the body 5 is in horizontal or loading position; a finger 20, on the rear end of the sliding lever-bar 21, rests against the front faces of said legs 18 as shown in Fig. 3. The legs 18 have curved lower faces and are provided with coiled springs 37 (see Fig. 3) which exert a forward pull.

The front end of the body 5 has a depend-

ing locking-plate 22, perforated to engage with the latch 23; the latch 23 being loosely connected by the chain 24 with the front terminal of the lever-bar 21. The lever-bar 21 has an actuating hand-lever 25, pivotally mounted on the cross-sill 26 by the pin 27, and connected to the bar 21 by the pin 28.

The side-beams 6—6 carry the claws 29 by means of pins 30; the chains 31 connect the claw-levers 32 to the chassis frame. The function of the claws 29—29 is to engage the lower edge of the hinged end-gate 33 (pivoted at 34 to the standards 35 on the body 5) when the body 5 is in horizontal position.

Mode of operation.

The body 5, held in loading position by the legs 18 and latch 23, is filled with the desired load. To dump that load the hand-lever 25 is moved forward with the result of first kicking the legs 18 out from under said body 5, then disengaging the latch 23. The load then causes the body 5 to tilt backwardly, sliding rearwardly on the rollers 13 until the rod 17 engages the hooks 16, synchronously with the entry of the rollers 12 into the flattened lower ends 9 of the arcuate slots 8; the combined effect of the contacting of these elements being to administer a final dumping bump or jolt to the body 5 to aid in discharging its contents.

As the rearward and downward movement of the end-gate 33 takes place, the chains 31 are tightened, releasing the claws 29 and permitting the end-gate 33 to open, as shown in dotted lines in Fig. 1.

The load having been dumped, the body 5 is swung upwardly and forwardly by hand, to drop into loading position, its forward end resting upon the upper edges 38 of the chassis-side-sills 11; with the supporting legs 18 in upright position and the latch 23 engaged with the locking-plate 22; and during this movement of the body 5 the end-gate 33 will have again engaged with and been locked in closed position by the claws 29. The claws 29 are thrust by hand into engagement with the lower edge of the end-gate 33 when the elevation of the rear end of the body 5 has brought that end-gate 33 into vertical position.

I claim—

1. A dumping truck comprising a chassis and a body having a tilting and sliding engagement therewith, said body being releas-

ably held in horizontal position by a front-end latch and a rear-end pivoted leg; and a single unlocking lever arranged to release said body by displacing said latch and leg.

- 5 2. A dumping truck comprising a chassis and a body having a tilting and sliding engagement therewith, said body having an end-gate normally held in closed position by means arranged to be released by the rear-
10 ward and downward movement of said body; a rear supporting leg pivoted upon said body; a latch mounted at the front end of said body; and a single lever arranged to unlock said leg and latch to permit said
15 body to tilt.

3. A dumping truck comprising a chassis having side sills, said side sills being contoured to have rearwardly sloping edges and inclined rear walls; rollers mounted upon
20 said side sills at the tops of said rear walls; a body mounted upon said side sills; a latch at the front end of said body and a support-

ing leg pivotally mounted upon said body and arranged to engage with the chassis to support said body in horizontal position; 25 and a lever mechanism carried by the chassis and arranged to release said latch and leg from engagement with the chassis.

4. In a dumping truck a chassis; a body tiltingly and slidably mounted upon said chassis and a supporting leg pivotally 30 mounted upon said body; a locking-plate mounted upon the front end of the body; a latch mounted upon the chassis and arranged to engage with the said locking-plate; and a mechanism including a hand 35 lever mounted upon the chassis and arranged to thrust said leg out of supporting position and to disengage said latch from said locking-plate. 40

In testimony whereof I have hereto affixed my signature.

CHRISTIAN J. HUG.