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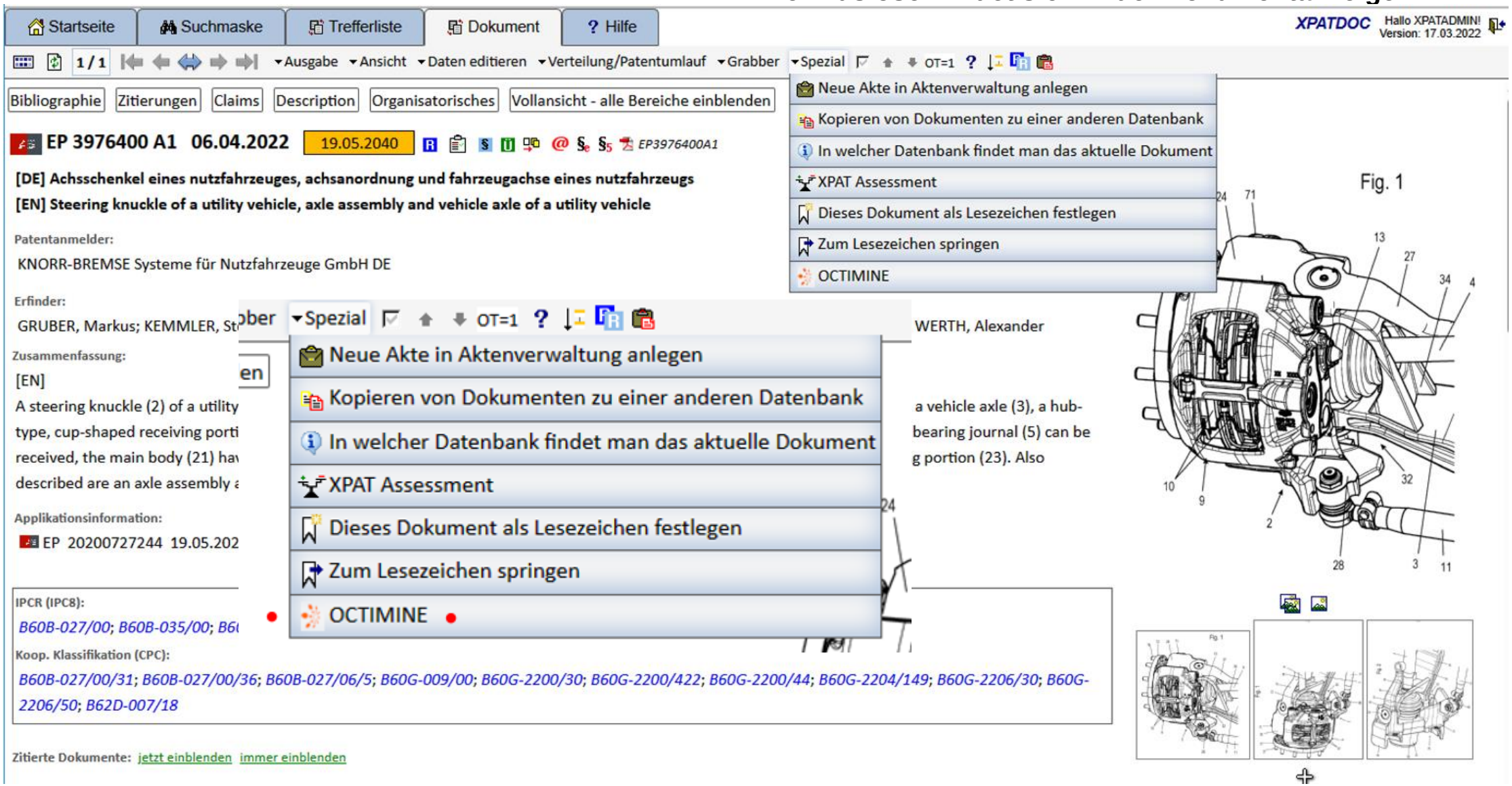

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Suche anhand der Patentnummer **EP3976400A1**

Suche anhand der ersten 10 Patentnummern der Trefferliste **"EP2815536B1", "WO2023018411A1", "EP4138280A1", "EP4138243A1", "EP4137072A2", "EP4 "EP4136740A1", "EP4136371A1", "EP4136319A1"**

Suche anhand der Pa

Text-Abschnitte aus T

Text markieren zum Übe

Steering knuckle of a utility vehicle, axle assembly and vehicle axle of a utility vehicle A steering knuckle (2) of a utility vehicle has a main body (21), a steering kn rotatingly articulatedly receiving a vehicle axle (3), a hub-type, cup-shaped receiving portion (23), open towards a rim of a vehicle wheel, in which portion an anti bearing journal (5) can be received, the main body (21) having an opening (25) for receiving a drive shaft (4), said opening leading into the hub-type receiving po an axle assembly and a vehicle axle (3) of a utility vehicle. Claims not available for EP3976400A1
Claims of corresponding document: WO2020239523A1

Claims

1. Steering knuckle (2) of a commercial vehicle, having
- a base body (21)

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Suche anhand der Patentnummer **US20220219755A1**

Suche anhand der ersten 10 Patentnummern der Trefferliste **"US202202 "DE102019113939A1", "IN202137052818A", "BR112021022488A0", "WO**

ten Dokumente **"US2022**

Description verwenden

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- ○ Suche anhand der Patentnummer **EP3976987A1**
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- ◉ Suche anhand der Patentnummern der markierten Dokumente **"EP3976400A1", "EP3976987A1"**
- ○ Text-Abschnitte aus Titel, Abstract, Claims und Description verwenden

Text markieren zum Übernehmen:

Steering knuckle of a utility vehicle A steering knuckle (1) of a utility vehicle, consisting of a casting material, has a main body (2), a steering knuckle bearing (3), a hub-type, cup-shaped receiving portion (4), open towards a rim of a vehicle wheel and suitable for receiving an anti-friction bearing (23) and a bearing journal (22), and a pad-receiving portion (5) for receiving a brake pad (27), said receiving portion having a support (6) and two supporting elements (7) provided one behind the other in the rotational direction of the vehicle wheel, a guide link (8) for linking an axle guide being formed on the main body (2). Claims not available for EP3976987A1
Claims of corresponding document: WO2020239461A1

Claims

1. Steering knuckle (1) of a commercial vehicle consisting of a cast material, comprising
- a base body (2),
- a knuckle bearing (3),
- a hub-like pot-shaped receptacle (4) open towards a rim of a vehicle wheel for receiving a rolling bearing (23) and an axle journal (22),

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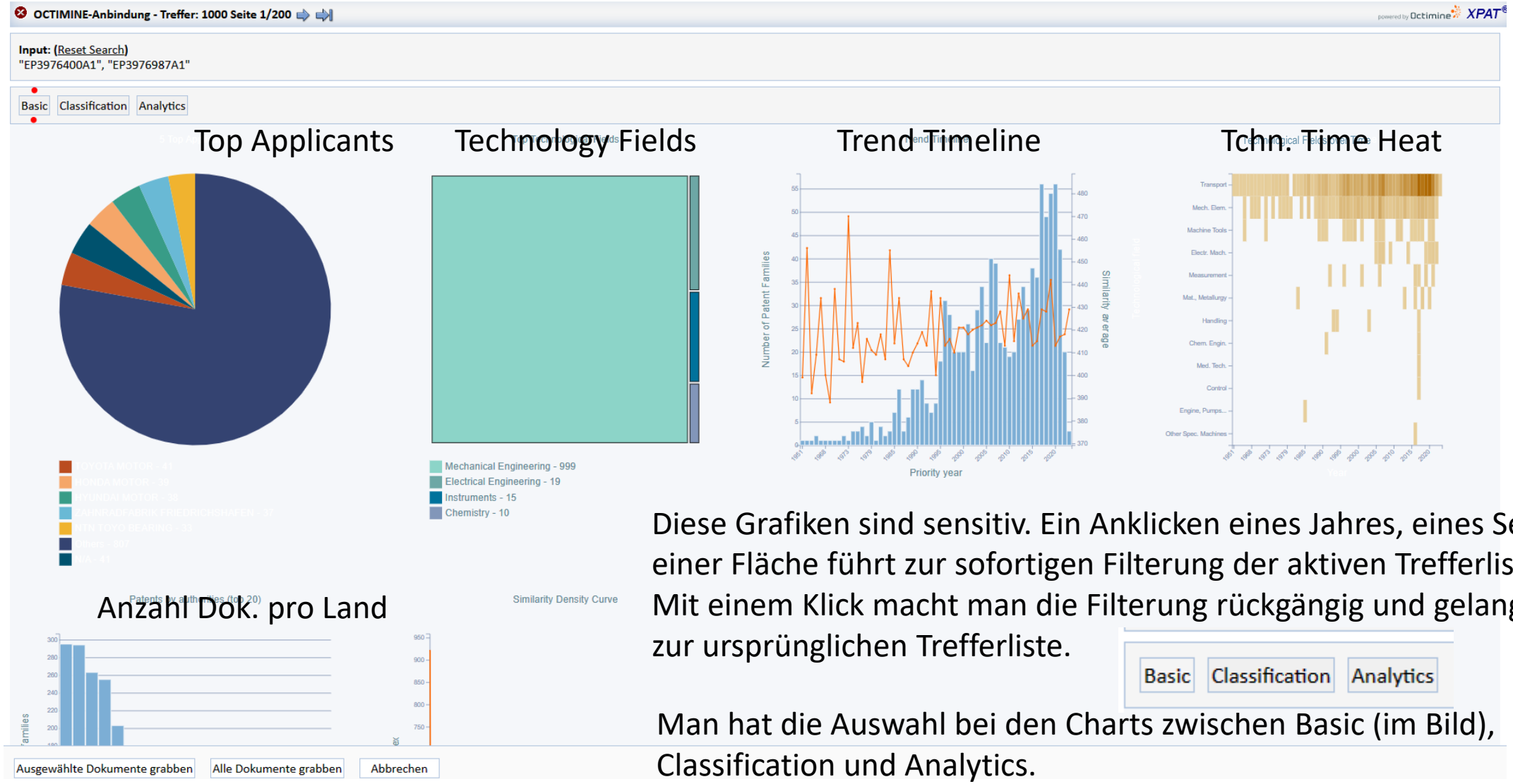

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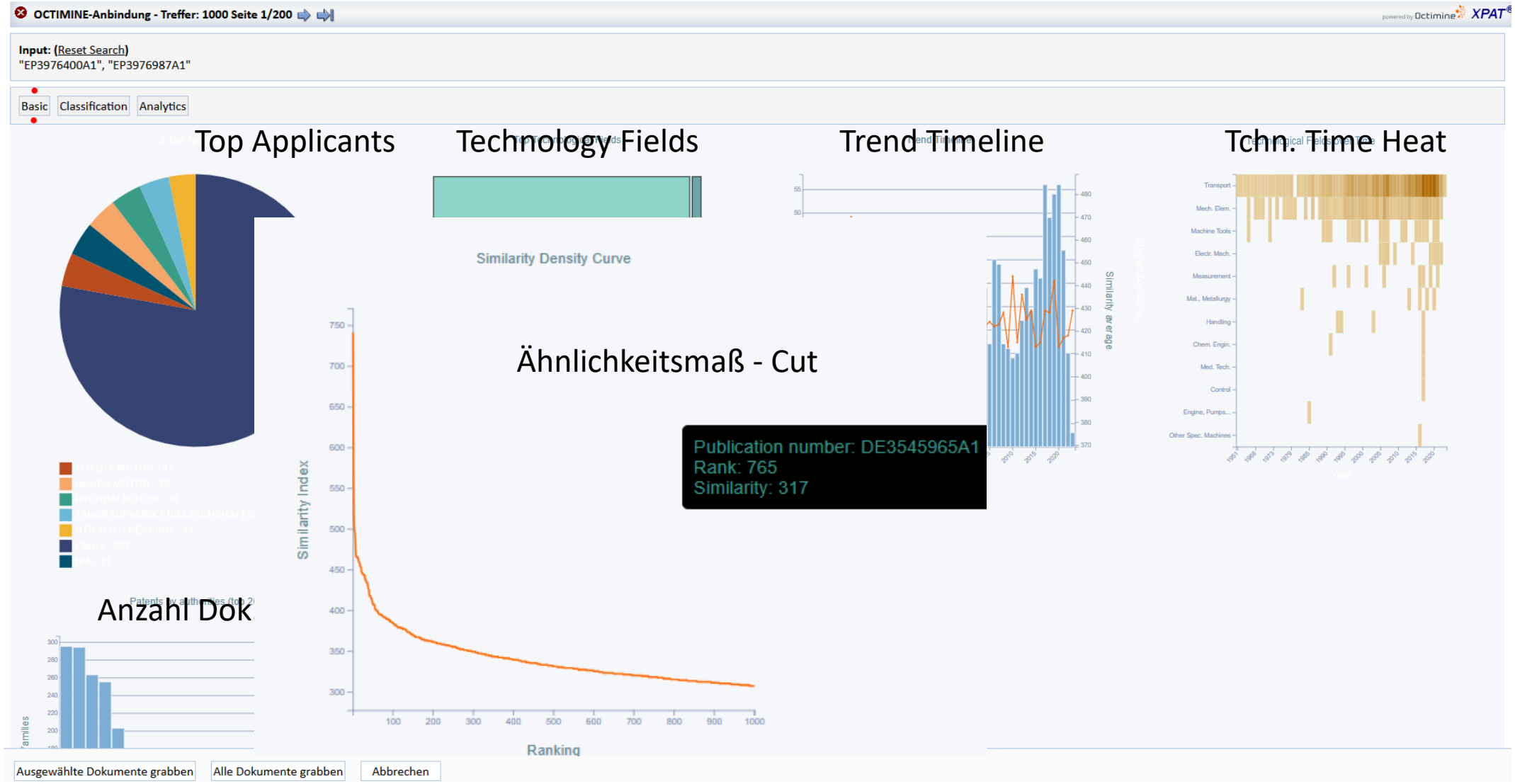
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Publication number: DE3545965A1
Rank: 765
Similarity: 317
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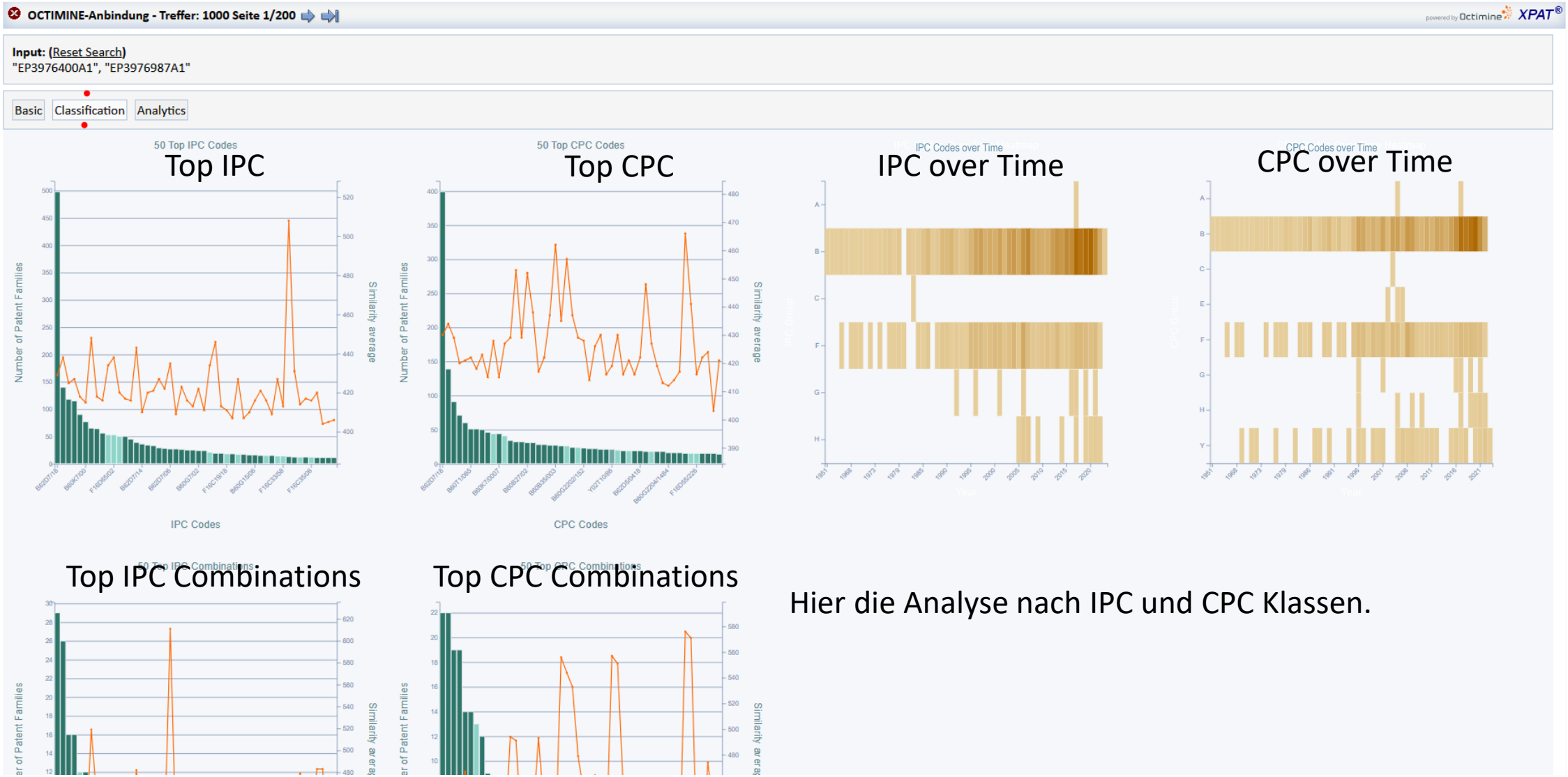

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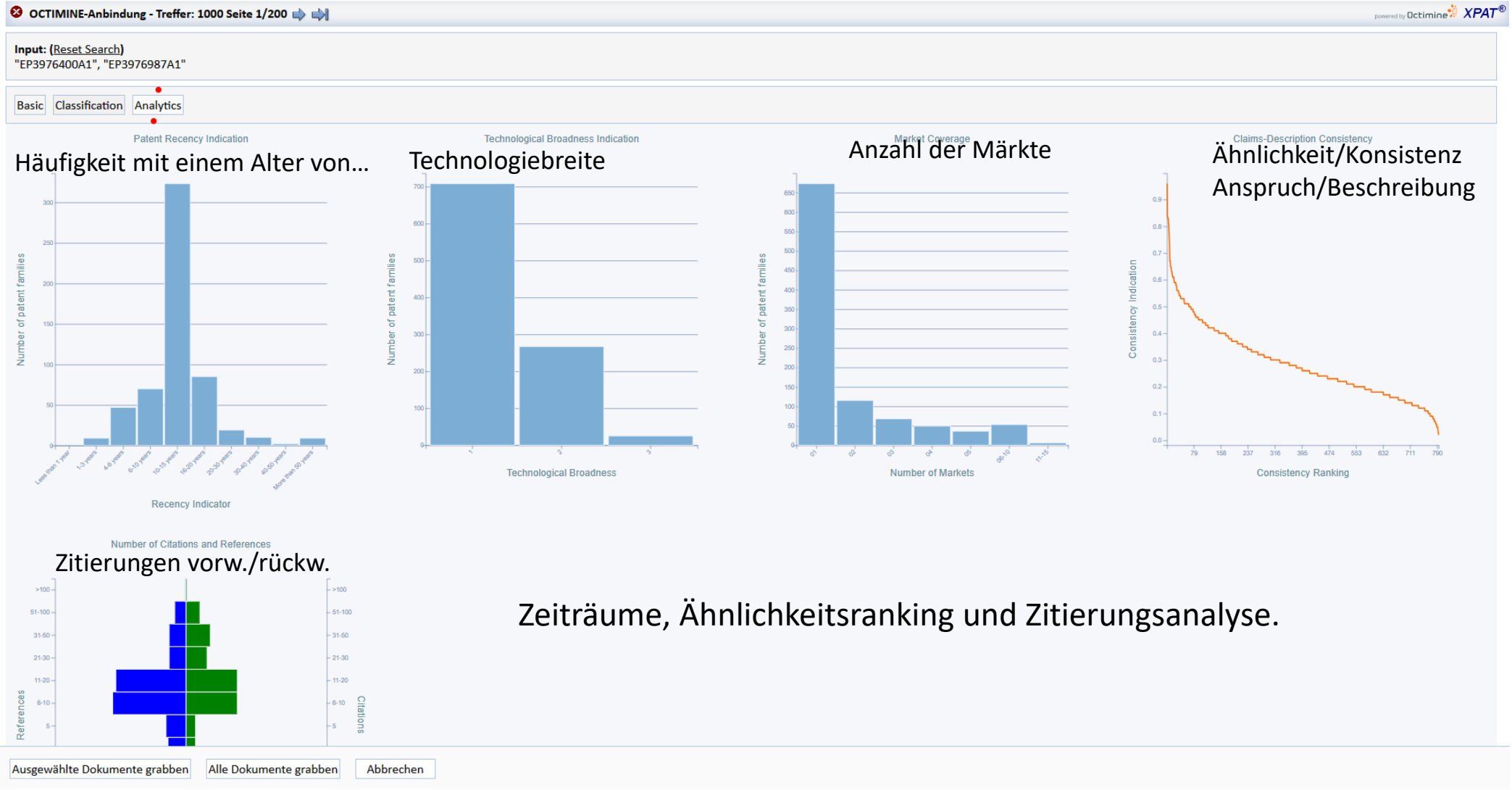
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Nr.	Similarity	Publikationsnummer	Public. Date	Prio. Date	Erfinder	Patentanmelder	CPC	IPC	Tech. areas	Tech. fields	Legal status
1	922	BR112021022584A2 CN113874232A DE102019113942A1 EP3976400A1 JP2022533785A KR20220007659A US20220258797A1 WO2020239523A1	2020-11-26	2019-05-24	GRUBER MARKUS KEMMLER STEFAN KLINGNER MATTHIAS LACHERMEIER JAKOB PAHLE WOLFGANG RUHL EDGAR TRIMPE ROBERT WERTH ALEXANDER	KNORR BREMSE SYSE FUER NUTZFAHRZEUGE	B60B27/0031 B60B27/0036 B60B27/0052 B60B27/065 B60G2200/30 B60G2200/422 B60G2200/44 B60G2204/149 B60G2206/30 B60G2206/50 B60G7/001 B60G9/00 B62D7/18	B60B27/00 B60B27/06 B60B35/00 B60G7/00 B60G9/00 B62D7/18	Mechanical Engineering	Transport	unknown
	[EN] (EP3976400A1): Steering Knuckle Of A Utility Vehicle, Axle Assembly And Vehicle Axle Of A Utility Vehicle										
	[EN] (EP3976400A1): A steering knuckle (2) of a utility vehicle has a main body (21), a steering knuckle bearing (22) for rotatingly articulatedly receiving a vehicle axle (3), a hub-type, cup-shaped receiving portion (23), open towards a rim of a vehicle wheel, in which por...										
2	920	BR112021022488A2 CN113853487A DE102019113939A1 EP3976987A1 JP2022533786A KR20220008913A US20220219755A1 WO2020239461A1	2020-11-26	2019-05-24	BLESSING MICHAEL GRUBER MARKUS KEMMLER STEFAN KLINGNER MATTHIAS LACHERMEIER JAKOB PAHLE WOLFGANG RUHL EDGAR TRIMPE ROBERT WERTH ALEXANDER	KNORR BREMSE SYSE FUER NUTZFAHRZEUGE	B60B27/0005 B60B27/0063 B60B27/02 B60B35/003 B62D7/18 F16D2055/0012 F16D65/0062 F16D65/095	B60B27/00 B60B27/02 B60B27/06 B60B35/00 B62D7/18 F16D55/00 F16D65/00 F16D65/02 F16D65/095	Mechanical Engineering	Mechanical Elements Transport	unknown
	[EN] (EP3976987A1): Steering Knuckle Of A Utility Vehicle										
	[EN] (EP3976987A1): A steering knuckle (1) of a utility vehicle, consisting of a casting material, has a main body (2), a steering knuckle bearing (3), a hub-type, cup-shaped receiving portion (4), open towards a rim of a vehicle wheel and suitable for receiving an anti-fric...										
3	669	DE102019113941A1	2020-11-26	2019-05-24	BLESSING MICHAEL GRUBER MARKUS KEMMLER STEFAN KLINGNER MATTHIAS LACHERMEIER JAKOB PAHLE WOLFGANG RUHL EDGAR TRIMPE ROBERT WERTH ALEXANDER	KNORR BREMSE SYSE FUER NUTZFAHRZEUGE	B60B27/0078 B62D7/18 F16C19/386 F16C2326/02	B60B27/00 B62D7/18	Mechanical Engineering	Transport	unknown
	[EN] (DE102019113941A1): Arrangement of a wheel carrier on a steering knuckle										

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Nr.	Similarity	Publikationsnummer	Public. Date	Prio. Date	Erfinder	Patentanmelder	CPC	IPC	Tech. areas	Tech. fields	Legal status
1	92		-11-26	2019-05-24	GRUBER MARKUS KEMMLER STEFAN KLINGNER MATTHIAS LACHERMEIER JAKOB PAHLE WOLFGANG RUHL EDGAR TRIMPE ROBERT WERTH ALEXANDER	KNORR BREMSE SYSE FUER NUTZFAHRZEUGE	B60B27/0031 B60G2200/422 B60G2200/44 B60G2204/149 B60G2206/30 B60G2206/50 B60G7/001 B60G9/00 B62D7/18	B60B27/00 B62D7/18	Mechanical Engineering	Transport	unknown
2	920	BR112021022488A2 CN113853487A DE102019113939A1 EP3976987A1 JP2022533786A KR20220008913A US20220219755A1 WO2020239461A1	2020-11-26	2019-05-24	BLESSING MICHAEL RKUS TEFAN ATTHIAS R JAKOB GANG ERT ANDER	KNORR BREMSE SYSE FUER NUTZFAHRZEUGE	B60B27/0005 B60B27/0063 B60B27/02 B60B35/003 B62D7/18 F16D2055/0012 F16D65/0062 F16D65/095	B60B27/00 B60B27/02 B60B27/06 B60B35/00 B62D7/18 F16D55/00 F16D65/00 F16D65/02 F16D65/095	Mechanical Engineering	Mechanical Elements Transport	unknown
3	669	DE102019113941A1	2020-11-26	2019-05-24	BLESSING MICHAEL GRUBER MARKUS KEMMLER STEFAN KLINGNER MATTHIAS LACHERMEIER JAKOB PAHLE WOLFGANG RUHL EDGAR TRIMPE ROBERT WERTH ALEXANDER	KNORR BREMSE SYSE FUER NUTZFAHRZEUGE	B60B27/0078 B62D7/18 F16C19/386	B60B27/00 B62D7/18	Mechanical Engineering	Transport	unknown

[EN] (EP3976400A1): Steering Knuckle Of A Utility Vehicle, Axle Assembly And Vehicle Axle Of A Utility Vehicle

[EN] (EP3976400A1): A steering knuckle (2) of a utility vehicle has a main body (21), a steering knuckle bearing (22) for rotatingly articulatedly receiving a vehicle axle (3), a hub-type, cup-shaped receiving portion (23), open towards a rim of a vehicle wheel, in which por...

[EN] (EP3976987A1): Steering Knuckle Of A Utility Vehicle

[EN] (EP3976987A1): A steering knuckle (1) of a utility vehicle, consisting of a casting material, has a main body (2), a steering knuckle bearing (3), a hub-type, cup-shaped receiving portion (4), open towards a rim of a vehicle wheel and suitable for receiving an anti-fric...

[EN] (DE102019113941A1): Arrangement of a wheel carrier on a steering knuckle

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Das Ähnlichkeits-Maß: hier 922/1000.

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Dokumentanzeige

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2	586	DE102019134637A1	2021-06-17	2019-12-17	FEDERLE PHILLIP	LIEBHERR WERK EHINGEN	B66C23/36 B66C23/80	B66C23/36 B66C23/78	Mechanical Engineering	Handling	unknow
3	520	DE202005015151U1 DE502006009045D1 EP1767486A2 EP1767486A3 EP1767486B1 US20070068889A1 US7506774B2	2007-02-15	2005-09-26		LIEBHERR WERK EHINGEN	B66C23/36 B66C23/62 B66C23/701 B66D1/36 B66D1/38	B66C2 B66C2 B66C2 B66C2	ing		valid invalid
4	504	DE102008032739A1 DE102008032739B4	2009-12-17	2008-01-25	WILLIM HANS-DIETER	LIEBHERR WERK EHINGEN	B66C23/36 B66C23/365 B66C23/78	B66C2 B66C2	ing		valid
5	497	DE102014001870A1 DE102014001870B4	2015						hanical Engineering	Handling	valid

[EN] (DE20319660U1): The crane (10) has a vehicle (12) with a chassis having extendable supports (14, 16, 18, 20) movable between transport and working positions. The supports utilize a maximum permissible height of a drive train in the transport position. A crane stru arranged on a revolving platform that is removably coupled to the vehicle, so that the platform is separable from the vehicle for road transport of the vehicle. The supports are movable between the transport and working positions by a hydraulic piston-cylinder assembly

[EN] (DE102019134637A1): Mobile crane

[EN] (DE102019134637A1): The invention relates to a vehicle crane consisting of a turntable and a crane structure that can be built on it, as well as a vehicle with a chassis for receiving the turntable, at least four supports being articulated to the central area of the chassi can be pivoted about a vertical axis from a folded-in transport position into an unfolded working position, so that the free ends of the supports are directed in the transport position in the dire the chassis with suppor transport state uses the maximum height permitted according to the road traffic approval, characterized in that the height of the top side of the support bar compared to the floor of an area n es over a large proporti the length of the support bars in the direction of their free ends....

[EN] (EP1767486A2): Vehicle crane

[EN] (EP1767486A2): A mobile crane has a chassis with a turntable structure for crane driver's cabin and a telescopic lifting boom with cable-operated lifting gear. The boom turntable base frar the first working su... y below the boom verti point. The cable passes over cable winch wheel and is free to wind over the pivot point throughout a shifting lateral position....

[EN] (DE102008032739B4): Mobile crane and method of assembly

[EN] (DE102008032739A1): The present invention relates to a mobile crane with an undercarriage with a chassis and a superstructure with boom, in particular telescopic boom, the undercarri otatably mounted abou vertical axis of rotation and wherein the undercarriage in the region of the turntable connecting elements for releasable Connection with lateral support units are provided....

[EN] (DE102014001870A1): The mobile crane

[EN] (DE102014001870A1): The present invention relates to a mobile crane with a lower chassis with chassis, on the lower chassis a rotatable around a vertical axis of the superstructure, a on the upper c telescopic boom, a ballast arranged on the revolving superstructure support plate and a crane cabin for the operation of the. According to the invention, the crane cabin in particular for road transport of

Legal status

unknown

invalid

Legal status

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Vehicle crane (EP1767486A2)

Publication number	Priority date	Publication date
DE202005015151U1	2005-09-26	2007-02-15

Main technology areas
Mechanical Engineering

Technology fields
Handling

Family	Application numbers
DE202005015151U1	DE202005015151U
DE502006009045D1	DE502006009045T
EP1767486A2	EP06019470A
EP1767486A3	EP06019470A
EP1767486B1	EP06019470A
US20070068889A1	US52523606A
US7506774B2	US52523606A

Abstract (EP1767486A2)
[EN]
A mobile crane has a chassis with a turntable structure for crane driver's cabin and a telescopic lifting boom with cable-operated lifting gear. The boom turntable base frame (20) has the lifting winch that is located immediately below the boom vertical pivot point. The cable passes over cable winch wheel and is free to wind over the pivot point throughout a shifting lateral position.

Applicants
LIEBHERR WERK EHINGEN

Inventors

CPCs
B66C23/36
B66C23/62
B66C23/701
B66D1/36
B66D1/38

IPCs
B66C23/04
B66C23/36
B66C23/68
B66C23/70

Claims (EN - EP1767486A2)

- Vehicle crane with a rotating platform having a superstructure on which a preferably telescopic boom is pivotally mounted about a pivot point, wherein in addition a winch for the hoist rope is present, characterized,
  that the winch is arranged below the articulation point of the telescopic boom in the revolving stage.
- Crane according to claim 1, characterized in that the hoist rope is guided over a deflection roller arranged on the boom.
- Crane according to claim 2, characterized in that the deflection roller is laterally displaceable on the pivot axis of the preferably telescopic arm.

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B66D1/38

Claims (EN - EP1767486A2)

- Vehicle crane with a rotating platform having a superstructure on which a preferably telescopic boom is pivotally mounted about a pivot point, wherein in addition a winch for the hoist rope is present, characterized,
that the winch is arranged below the articulation point of the telescopic boom in the revolving stage.
- Crane according to claim 1, characterized in that the hoist rope is guided over a deflection roller arranged on the boom.
- Crane according to claim 2, characterized in that the deflection roller is laterally displaceable on the pivot axis of the preferably telescopic arm.

Description (EN - EP1767486A2)

The invention relates to a vehicle crane according to the preamble of claim 1.
In the usual way, a vehicle crane on an undercarriage and a superstructure, and a turntable and a boom. The superstructure is rotatable over the turntable opposite the undercarriage. On the upper carriage of the usually telescopically designed boom is pivotally mounted about a pivot point. The superstructure also carries a winch on which the hoist rope can be wound up.
A vehicle crane according to the prior art is shown by way of example in FIG. The vehicle crane 10 shown there has a two-axle undercarriage 12 and a turntable not shown here on this rotatably mounted upper carriage 14. The uppercarriage 14 has a telescopic boom 16, which is arranged about a pivot axis 18 pivotally mounted on the revolving platform 20 of the upper carriage 14. In the exemplary embodiment illustrated here, the vehicle crane has a driver's cab 22 and a crane operator cab 24 arranged on the revolving platform of the superstructure. In the vehicle crane according to the prior art is a hoist winch 26 behind the through the Pivoting axis 18 formed pivot point of the telescopic boom. This arrangement of the winch 26 extends the boom length in the transport state to the rear. This means that the turning radius of the crane is increased by the installation length of the winch or that the boom in the transport state at the front, in the present case in the direction of the driver's cab 22 relatively far beyond the vehicle.
Object of the present invention is to equip a vehicle crane with a comparatively longer boom, without increasing the radius of rotation of the crane or the projection of the boom in the transport state.
According to the invention this object is achieved by the combination of the features of claim 1. According to the invention here in a generic vehicle crane with the features of the preamble of claim 1, the winch below the pivot point of the telescopic boom in the turntable. Due to this arrangement, the boom can be offset by the length of the winch to the rear, so that the boom itself comparatively less far beyond the cab. If you want to achieve the same total vehicle length, so the patch on the turntable of the superstructure telescopic boom can be made comparatively longer.
Preferred embodiments of the invention will become apparent from the subsequent claims to the main claim.
Accordingly, the hoist rope is advantageously guided over a deflection roller arranged on the boom. Particularly advantageously, the deflection roller is arranged laterally displaceable on the pivot axis of the Teleausleger.
Further features, details and advantages of the invention will become apparent from an embodiment shown in the drawing.
Fig. 2 shows a preferred embodiment of the invention. Here, a vehicle crane 10 with a biaxial undercarriage 12 is shown. On the undercarriage 12, a revolving platform 20 of a superstructure 14 is mounted on a turntable, not shown here. The undercarriage 12 has a driver's cab 22. On the upper carriage 14, a crane cab 24 is arranged.
A central part of the superstructure is the telescopic boom 16, which is pivotable about a pivot axis 18. The pivot axis 18 is mounted in the inventive embodiment of the invention as far back in the turntable 20 of the upper carriage 14. Below this pivot axis 18, the hoist winch 26 is mounted in the revolving stage. The hoist rope 26, which can be wound on the winch and unwound from this again, is guided via a guide wheel 28, which sits laterally displaceable on the pivot axis 18 of the telescopic boom. This allows a particularly compact design. Due to the fact that the overall length of the winch 26 is displaced downwards into the revolving platform, a comparatively longer boom 16 can be mounted pivotably about the pivot axis 18 above the latter.

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