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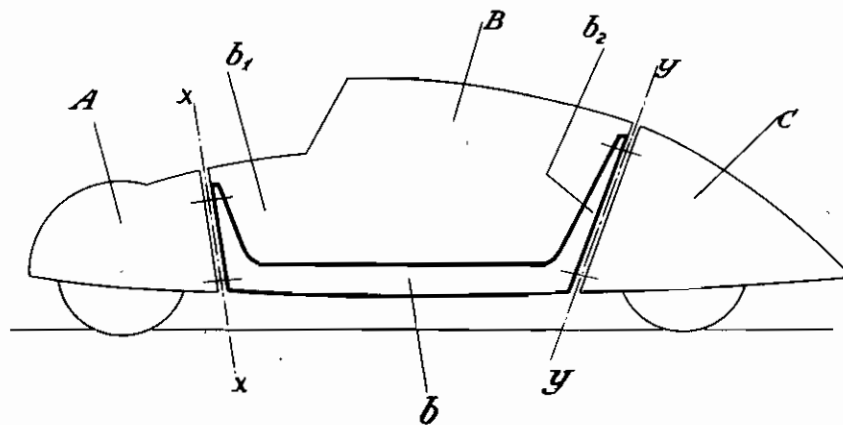
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A PLURALITY OF LONGITUDINAL SECTIONS  
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# ALIEN PROPERTY CUSTODIAN

## CHASSIS FOR MOTOR VEHICLES SUBDIVIDED INTO A PLURALITY OF LONGITUDINAL SECTIONS

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The present invention relates to motor vehicles subdivided into a plurality of longitudinal sections, preferably three of them. More particularly the invention is concerned with a chassis for a vehicle of the kind described to the middle section of which two end sections each carrying an aggregate of axis are attached.

Motor vehicles of this kind are known in which the chassis as well as the carriage body are subdivided into sections. In this case, the fastening of the individual sections together must be effected at the frame as well as at the carriage body to obtain a sufficient rigidity at the points of connection. In connection with a frame, carrying the aggregates of the front- and the rear axis, it is also known to produce the carriage body in sections and to fit same later upon the frame, whereby the sections of the carriage body may be connected to the frame as well as to each other. This type of frame and carriage body, however, does not show the advantageous manner of manufacture consisting in making completely separated vehicle sections.

Moreover, a vehicle consisting of three sections has already been proposed in which the middle portion has a reinforced roof construction, the ends of the carriers carrying the roof being bent downwardly and serve to connect the middle section to the end sections of the vehicle. This construction, however, offers practical difficulties, because for constructional reasons the roof carriers can not be made sufficiently rigid or the ordinary hood constructions must be given up. Moreover, the internal space is in an undesired and unsuitable manner hindered in the height of the head and the centre of gravity of the vehicle is raised.

All these drawbacks are obviated in accordance with the invention by the fact that the section forming the middle portion of the vehicle has a frame the ends of which are bent upwardly, whereby the bent ends of the frame substantially extend in the plane of division representing the connection of the adjacent sections.

If the vehicle is made in accordance with the invention, normal roof constructions may be maintained, the centre of gravity of the vehicle may be laid deeply and an advantageous connection between the individual sections, ensuring the required rigidity of the vehicle, also is rendered possible by the fact that the upwardly bent ends of the frame simultaneously serve for fixing the adjacent parts of the vehicle.

Preferably the upwardly bent ends of the frame extend into the range of the upper frame

covering, whereby a particularly high rigidity is obtained. For constructional reasons as well as for an advantageous absorption of the forces, due to the weight of the vehicle and the shocks occurring on the road, the planes of division or at least one of them preferably are arranged obliquely to the vertical, particularly in such a manner that a front plane of division extending for instance at the dash board obliquely rises towards the front, and a rear plane of division extending for instance behind the rear seats obliquely rises towards the rear.

Furthermore, for an easier and more rigid connection of the individual sections to each other the bent ends of an eventually provided middle support of the frame of the middle section of the vehicle may be formed fork-like, or plate-like or in a similar manner, i. e. they are broadened at least over a part of the width of the vehicle. In connection with frames having lateral longitudinal carriers the bent ends of the longitudinal carriers may be stiffened against each other for instance above and below the dash board.

The frame, moreover, may form a rigid unit with the carriage body. Furthermore, the end sections provided with or without a special frame may, for instance, be self-supporting. Moreover, one of the end sections may carry the driving aggregate of the vehicle, whereby this aggregate directly may be flanged to the upwardly bent ends of the frame for the middle section, whereas the wall portion enclosing the driving aggregate substantially is carried by the latter.

The sections, furthermore, may fixedly or loosely be connected to each other, whereby elastic means, for instance rubber strips or springs or the like, may be interposed between the sections. In the case the sections are loosely connected to each other besides the advantage that equal individual sections may be used for the manufacture of vehicles of different types, the further advantage results that for an easier overhauling later on the vehicle may readily be taken to pieces or split up again into its individual sections.

In the accompanying drawing one construction of the invention is diagrammatically shown by way of example.

The vehicle for instance consists of the three sections A, B and C. The end sections A and C simultaneously carry the aggregates of the axes of the front and rear wheels respectively as well as eventually the driving aggregate of the vehicle, particularly in such a manner that

the end section, carrying the driven wheels, simultaneously also carries all the other driving members. The vehicle in this case may be constructed as vehicle with front drive or as vehicle with the rear motor drive. By exchanging the end sections, however, the one or the other drive selectively may be chosen.

The subdivision of the sections A, B and C is effected in the two planes  $x-x$  and  $y-y$ , whereby the front plane obliquely rises towards the front, whereas the rear plane  $y-y$  obliquely rises towards the rear. The middle section B has a frame  $b$  which, for instance, consists of a longitudinal middle carrier, or of lateral longitudinal carriers reinforced with regard to each other by cross carriers, or other cross reinforcements, or consists, for instance, of a double walled base plate. Both ends of the frame are bent upwardly and its front end  $b^1$  extends about in the plane  $x-x$ , whereas its rear upwardly bent end  $b^2$  substantially extends in the plane  $y-y$ .

The end sections A and C may be flanged to the upwardly bent ends  $b^1$  and  $b^2$  respectively by rivets, screws or in any other manner, eventually also rubber may be interposed between the sections.

By constructing the frame  $b$  with upwardly bent ends  $b^1$  and  $b^2$  an extreme rigidity of the middle section B on the one hand and a connection between the individual sections A, B and C on the other hand is obtained which is twist- and bending-stiff, because the connection of the end sections to the frame  $b$ , rigid per se, is effected on a broad surface.

By obliquely arranging the planes of division  $x-x$  and  $y-y$  the middle section B due to its weight is guided between the end sections A and C in the manner of a wedge.

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