

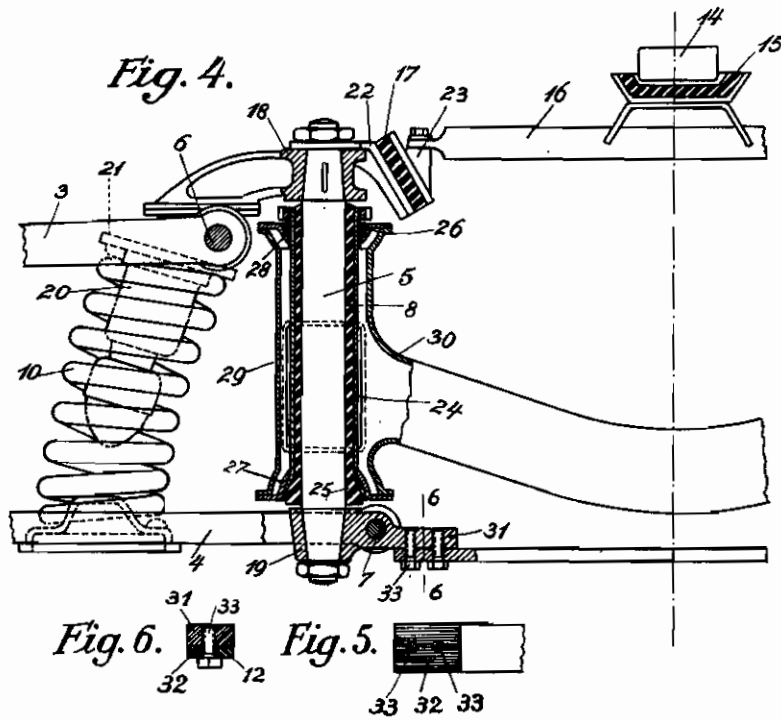
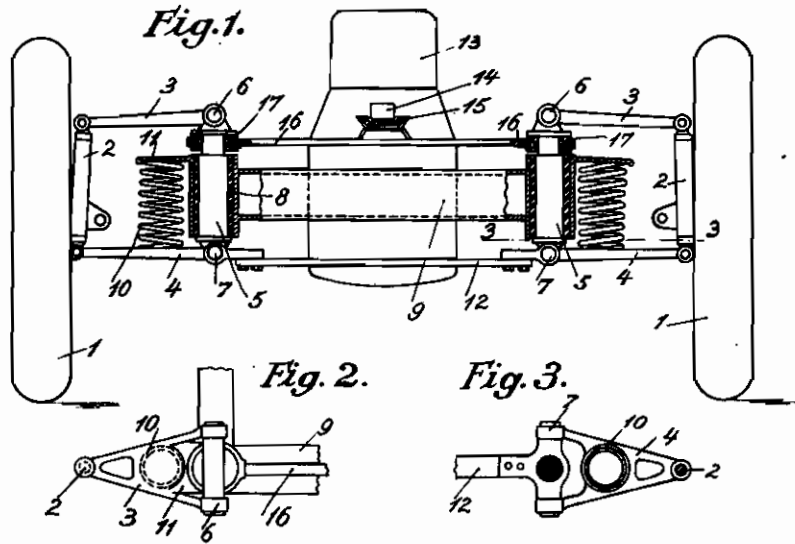
PUBLISHED

MAY 25, 1943.

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MOTOR VEHICLES HAVING A SUPPORTING
MEMBER MOUNTED AT THE FRAME
Filed March 1, 1941

Serial No.
381,313



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ALIEN PROPERTY CUSTODIAN

WHEEL SUSPENSION FOR VEHICLES, ESPECIALLY FOR MOTOR VEHICLES HAVING A SUPPORTING MEMBER MOUNTED AT THE FRAME

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Application filed March 1, 1941

The present invention relates to a wheel suspension for vehicles, especially for motor vehicles having a supporting member resiliently mounted at the frame. More particularly, the invention is concerned with a wheel suspension for motor vehicles in which the wheel suspension members of at least two wheels, preferably of each wheel or a portion of same are mounted upon a supporting member, resiliently arranged at the frame, for instance upon a supporting pivot substantially resiliently mounted about a vertical axis.

The invention consists in this that the motor or eventually another driving aggregate (e. g. the differential) of the vehicle is mounted upon the preferably resiliently arranged supporting members for the wheel suspension members instead of upon the frame. Preferably elastic members are hereby interposed between the motor and the supporting members.

In contradistinction to the hitherto used arrangements in which the motor or other driving aggregates were mounted upon the frame, the construction according to the present invention has the advantage that vibrations of the motor or the corresponding other driving aggregate are transmitted not upon the frame but directly upon the supporting members serving for mounting the wheels. It is further of advantage that the weight of the motor may directly counter-act shocks and vibrations resulting from the road so that the effect of these vibrations upon the frame is reduced. Hereby the frame on the one hand is released from the large strains occurring otherwise and on the other hand critical vibrations may be prevented without difficulty which otherwise often only may be controlled with difficulty and cause inconvenient vibrations phenomena.

Other advantageous constructions of the wheel suspension according to the present invention may be gathered from the following specification:

In the accompanying drawing some embodiments of wheel suspensions according to the invention are shown by way of example.

In this drawing:

Fig. 1 is a diagrammatic view, partially in section of a front axle according to the invention,

Fig. 2 shows a plan view of the means for guiding the left-hand wheel,

Fig. 3 is a plan view in section on the line A—B of Fig. 1 showing the means for guiding the right-hand wheel,

Fig. 4 shows a modification of a wheel suspen-

sion according to the invention on a large scale and partially in section,

Fig. 5 is a plan view of the one end of the lower transverse member to be described later on, and

Fig. 6 is a section on the line C—D of Fig. 4.

In the construction shown in Fig. 1 the dirigible wheels 1 are carried by the wheel supports 2 which are connected by an upper link 3 and a lower link 4 as well as by joints 6 and 7 respectively to a vertical supporting pivot 5. The latter is mounted for instance by means of a rubber sleeve 8 in the frame 9 of the vehicle, the rubber sleeve allowing yielding of the supporting pivot mainly about its vertical axis. To absorb shocks of the wheel a spring, for instance a coiled spring 10 is provided which is not guided and the ends of which on the one hand bear against the lower link 4 and on the other hand against a bearing bracket 11 provided for example at the frame. To absorb the forces which tend to swing the wheel suspension about the axis of the supporting pivot 5, any desired means, a resilient member, for instance a leaf spring 2, may be provided which connects the two supporting pivots 5 at both sides of the longitudinal centre plane of the vehicle.

According to the invention the motor 13, moreover, is mounted upon a transverse member 16 by a fastening member, for instance by a front bearing eye 14 or a flange and an interposed rubber buffer 15. The transverse member 16 connects the upper ends of the supporting pivots 5 to each other. Between the transverse member 16 and the supporting pivots 5 other rubber blocks 17 are provided which particularly serve the purpose of compensating the movements resulting from the resilient mounting of the supporting pivots 5, the motor not being forced to follow these movements. The transverse member 16 also preferably is somewhat elastic, more particularly capable of being elastically bent, to still further reduce as far as possible the mutual influencing of motor and wheel suspension. To enlarge the resiliency the transverse member 16 may correspondingly be curved instead of being constructed in a straight line.

In the modification shown in Fig. 4 the elements also illustrated in Figs. 1-3 are designated with the reference characters used in Figs. 1-3 for such elements. In this case the two bearing members 18 and 19 are rigidly mounted upon the supporting pivots 5. The bearing member 18 serves for mounting the upper link 3 and the bearing member 19 for mounting the lower link

4. Moreover, a shock absorber 20 as well as an abutment 21 for the coiled spring 10 are also arranged at the upper bearing member 18.

Fixed upon the upper end of the supporting pivot 5 is an angle iron 22 which by way of the interposed rubber block 17 is adherently connected to another metal member 23. Connected to the latter is the transverse member 16 which is capable of being elastically bent and which is carrying the motor. The arrangement hereby is such that the rubber block 17 of substantially rectangular cross section between its connecting surfaces is obliquely inclined downwardly towards the centre longitudinal plane of the vehicle. The forces produced by the weight of the motor or other forces acting in vertical direction, therefore, substantially are absorbed by the rubber blocks 17, whereas the rubber block 15 allows substantially torsional vibrations of the motor. This rubber block is for instance in a manner known per se also arranged between metal elements and adherently connected to the latter. Vertical vibrations are absorbed by the transverse member 16 which is capable of being somewhat elastically bent. The resilient members 15, 16, 17 arranged between the motor 13 and the supporting pivots 5 are of sufficient resiliency in the horizontal direction to allow the required yielding of the supporting pivot 5, particularly the yielding about the vertical axis of the pivot, and to prevent shocks occurring at the wheel suspension to be transferred to the motor which would be highly undesired.

To ensure a safe mounting of the supporting pivot 5 on the frame allowing an adjustment, the rubber sleeve 8 surrounding the supporting pivot is inserted in a metal sleeve 24 which by means of a ball-like end surface 25 and a ball-like in-

termediate ring 26 respectively bears against ball-like bearing caps or covers 27 and 28 which are mounted upon the open ends of a vertical frame sleeve 29. The latter in turn is arranged at the point of connection of a transverse beam 30 of the frame to a longitudinal beam of the frame which for instance may also be of tube- or box-like formation. The frame sleeve 29 is welded to these frame beams to form a solid unit with same.

As may also be seen from Fig. 4, the lower transverse member 12, formed as a flat iron or a spring leaf and serving to support the two supporting pivots 5 relatively to each other, is rigidly connected to the bearing member 19 for the lower guide link 4. Accordingly the bearing member 19 has an inwardly directed flange 31 the lower surface of which is at 32 toothed or chequered in the longitudinal direction of the transverse member 12. The end of the transverse member 12 also is correspondingly toothed or chequered. By screws 33 the transverse member 12 is strongly pressed against the flange 31 of the bearing member 19 so that by means of the toothed or chequered part 32 a rigid coupling between these two parts is obtained in the direction of rotation about the axis of the supporting pivot 5.

Yielding of the wheel suspension about the vertical axis of the supporting pivot 5, therefore, is possible only by a bending of the transverse member 12 in a horizontal plane, i. e. by bending forces acting around the edge way upon the spring leaf 12.

It is understood that the wheel suspension members also may be mounted e. g. upon a U-shaped forging instead of on the supporting pivots above described.

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