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- (71) Applicant: **JOHNSON CONTROLS TECHNOLOGY COMPANY** [US/US]; 915 E. 32nd Street, Holland, MI 49423 (US).
- (72) Inventors: **SEIBOLD, Kurt**; 6422 Thompson Pond Drive, Whitmore Lake, MI 48189 (US). **BALIN, Alexander, I.**; 273 Scio Village Court, Unit 236, Ann Arbor, MI 48103 (US). **KIENKE, Ingo**; Schulstr 9, 42929 Wermeiskirchen (DE). **LINNENBRINK, Jorg**; Siegerbusch 55, DE 42327 Wuppertal (DE).
- (74) Agent: **SIMS, Norman L.**; The Dobrusin Law Firm, 29 W. Lawrence Street, Suite 210, Pontiac, MI 48342 (US).

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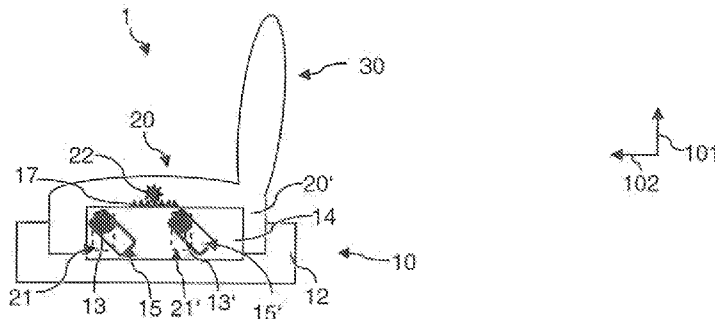


Fig. 3

(57) Abstract: Seat height adjustment having vertical slots (21, fig. 3) provided on the seat structure (20) and a displacer (14) which is provided with tilted slots (15) and which can be moved horizontally in order to lift or lower the seat.

WO 2013/169718 A1

SEAT ADJUSTMENT DEVICE FOR VERTICAL ADJUSTMENT OF A VEHICLE SEAT**CLAIM OF PRIORITY**

[001] This application claims priority to United States Application Serial Number 61/643,587, filed May 7, 2012 and 61/803,834, filed March 31, 2013, the entire contents thereof are incorporated herein by reference.

[002] The present invention relates to a seat adjustment device for vertical adjustment of a seat, especially for a motor vehicle.

[003] A seat adjustment device is a device for adjusting the position and/or orientation of the seat or seat parts, for example the seat cushion and/or backrest.

[004] Nowadays, seat adjustment devices are commonly used for seats of motor vehicles, where the seat is moved along an adjustment direction and/or tilted at an adjustment angle relative to the vehicle chassis. Additionally or alternatively, the seat parts may be moved and/or tilted relative to each other or relative to the vehicle chassis. For example, the backrest may be tilted relative to the seat cushion or the whole seat may be moved along a horizontal direction within a driving plane, wherein the driving plane is arranged parallel to the driving direction. Security means disposed in the seat, such as an impact tube, typically restrict the movement of the seat or of seat parts. For example, the vertical adjustment of the seat or seat cushion in conventional seat adjustment devices includes a movement of the seat or the seat cushion not only into the vertical direction, but also into the driving direction. However, the accompanied movement of the seat or the seat cushion into the horizontal direction during its vertical adjustment is deemed inconvenient and negative by the users of the seat.

[005] An object of the present invention was to obviate the above mentioned disadvantages of the known seat adjustment devices.

[006] The object is achieved with a seat adjustment device which adjusts the height of a seating element relative to a the body of a vehicle, wherein the seating element

comprises a structure, wherein a guiding means is provided at the structure, which restrict the movement of the seating element during the height adjustment.

[007] The present invention relates to a seat adjustment device which adjusts the height of a seating element relative to a the body of a vehicle. The seating element comprises a structure, for example a frame. In this structure, a guiding means, for example a slot or a slotted hole is provided, which restrict the movement of the seating element during the height adjustment.

[008] Furthermore, the seat adjustment device comprises a structural element fixedly attached to the bracket. In particular, the structural element is fixed to the bracket to track the bracket when the bracket is moved. The structure of the seating element comprises guiding means for guiding the seating element parallel to a vertical direction by coupling to the structural element. In particular, the movement of the seating element is constrained by the structural element such that the seating element cannot be moved into an essentially horizontal direction relative to the bracket. In particular, the guiding means are fixedly attached to the structure of the seating element or provided as an integral part of the structure of the seating element. The seat adjustment device further comprises transmission means coupled to the structural element to transmit a movement of the transmission means into a movement of the seating part relative to the structural element, in particular parallel to the vertical direction, in coaction with the guiding means. The seat adjustment device, in particular the vertical seat adjustment device, is provided for lifting the seating element of the seat, for example a cushion attached to the seating element, in particular a cushion for the seating element of a motor vehicle seat. The seat adjustment device is provided for lifting a user seated on the seating element. A structural element is fixedly attached to the bracket with the purpose of keeping the seat and/or the seating element in its position relative to the chassis of the vehicle in case of a crash. Such a structural element is for example a tube, also called impact tube. The guiding means are arranged such that the seating element is guided essentially along the vertical direction. The vertical direction is herein defined as a direction essentially parallel to the direction of the gravitational force and/or perpendicular to a plane of possible driving directions of the motor vehicle. The horizontal direction is essentially parallel to the driving direction. The guiding means are in particular configured to constrain the movement of the seating element to a movement perpendicular to the horizontal direction, wherein the seating element is

thus only movable along the vertical direction. The guiding means is in particular a slotted hole for sliding along the structural element, in particular the impact tube, along a main direction of extension of the slotted hole, which is in particular the vertical direction. The structural element or impact tube is further coupled to the transmission means, wherein the transmission means is in particular constructed as a further slotted hole. Preferably, the transmission means is a slotted hole of a displacer means, wherein the displacer means slides along the structural element or impact tube into a direction defined by the main direction of extension of the slotted hole. Preferably, the slotted hole is configured to constrain the movement of the displacer means. Preferably, the movement of the displacer means causes a vertical movement of the cushion pan or seating element. The displacer means is here also called wedging element. The transmission means are moveable relative to the guiding means, in particular essentially along the horizontal direction. Due to the coupling of the transmission means to the structural element and the coupling of the structural element to the guiding means, a substantial horizontal movement of the transmission means relative to the guiding means is transmitted or converted into a vertical movement of the seating element. Since the structural element is fixedly connected with the bracket, the seating element is thereby moved relative to the bracket along the vertical direction, in particular lifting a user of the seat up and/or down. In particular, the seating element is thereby lifted and lowered between a lower seating position and an upper seating position, in particular by the displacer means. The transmission means are coupled to the structural element to transmit a movement of the transmission means into a movement of the seating element in coaction with the guiding means. Thus, by moving the transmission means, in particular substantially along a horizontal direction, between a first end position and a second end position the seating element is vertically adjusted by lifting the seating element between a lower position and an upper position.

[009] Preferably, said bracket comprises a structural element, preferably a tube.

[0010] Preferably, said structural element is engaged with a slotted hole of the displacer means, wherein a main direction of extension of the slotted hole is preferably tilted relative to the horizontal direction.

[0011] Preferably, said structural element is engaged with the guiding means, said guiding means preferably being slotted holes having a main direction of extension

arranged parallel to the vertical direction and preferably tilted relative to the slotted holes of the displacer means.

[0012] Preferably, the structural element is a tube, in particular an impact tube, for the seating element and/or the seat.

[0013] Preferably, the guiding means is a slotted hole of a guiding element, the guiding element being fixedly attached to the structure or being an integral part of the structure. Preferably the seating element is guided along a main direction of extension of the slotted hole of the guiding means, wherein the main direction of extension of the slotted hole of the guiding means is arranged parallel to the vertical direction.

[0014] Preferably the bracket is fixedly connected to a chassis of the vehicle, at least with regard to a vertical movement of the bracket relative to the chassis.

[0015] Preferably, the transmission means is a slotted hole of a displacer means, wherein the displacer means is guided along a main direction of extension of the slotted hole of the displacer means relative to the structural element, wherein the main direction of extension of the slotted hole of the displacer means is tilted at an angle relative to the main direction of extension of the slotted hole of the guiding means.

[0016] Preferably, a ramp is formed by an edge of the slotted hole of the displacer means, wherein the displacer means is guided along the ramp of the slotted hole of the displacer means.

[0017] Preferably, the angle is between 10 degrees and 80 degrees or between 100 degrees and 170 degrees, more preferably between 30 degrees and 60 degrees or between 120 degrees and 150 degrees, even more preferably approximately 45 degrees or approximately 215 degrees.

[0018] Preferably, the displacer means is movable relative to the bracket, wherein in a first end position of the displacer means a top portion of the slotted hole of the guiding means overlaps with a top portion of the slotted hole of the displacer means, wherein when the displacer means is in the first end position the seating element is in a lower position, wherein in a second end position of the displacer means a bottom

portion of the slotted hole of the guiding means overlaps with a bottom portion of the displacer means, wherein when the displacer means is in the second end position the seating element is in an upper position vertically above the lower position.

[0019] Preferably, the seat adjustment device further comprises drive means for driving the transmission means in an interlocking manner, wherein the drive means is manually and/or automatically, in particular electrically, operated.

[0020] Preferably, the drive means comprise a pinion, in particular rotatably attached to the seating element, wherein the pinion is interlocked with a rack, wherein the rack is fixedly coupled with the transmission means.

[0021] According to the present invention, a seat adjustment device for a seat, in particular for a motor vehicle, is provided having improved user convenience and crash safety.

[0022] The user convenience is improved by providing a seat adjustment device for vertical adjustment of the seating element without movement of the seating element along the horizontal direction or driving direction. Additionally, by providing the structural element, in particular the tube or impact tube, which is fixedly connected with the bracket, the crash safety is improved relative to conventional seat adjustment devices having no structural element. In particular, in case of a crash, the structural element keeps the seat or seating element in its place relative to the chassis of the vehicle. In particular, the force exerted on the seating element during a crash is transmitted from the structure of the seating element and the guiding means via the structural element into the chassis.

[0023] By providing a positive interlocking connection between the drive means and the displacer means, it is possible to efficiently adjust the height of the seating element both manually and automatically. Moreover, minimal loads are transmitted into a locking mechanism of the seating element during an impact. Moreover, the seat adjustment device allows for a vertical adjustment of the seating element, and in particular the cushion of the seating element, by reducing the amount of mass to be lifted.

[0024] Preferably, the guiding means is provided in the region of the thigh rest.

[0025] According to a preferred embodiment, the rear region of the seating element is also adjustable in height relative to the body of the vehicle.

[0026] Preferably, the rear region comprises a pivot lever, which lowers and lifts the rear region of the seating element.

[0027] According to another preferred embodiment of the present invention, guiding means (21) are provided at the rear region of the structure of the seating element.

[0028] Preferably, the displacer means comprises a slotted hole at its rear end.

[0029] The inventions are explained in the following text on the basis of Figures 1-10. These explanations are merely by way of example and do not limit the general concept of the invention.

[0030] In the figures:

[0031] Figure 1 schematically shows a perspective illustration of a vehicle seat,

[0032] Figure 2 schematically shows a perspective illustration of a first embodiment of the seat adjustment device of the vehicle seat

[0033] Figure 3 schematically shows a sectional illustration of a vehicle seat with a seat adjustment device,

[0034] Figure 4 schematically shows a sectional illustration of a seating element and a displacer element,

[0035] Figure 5 schematically shows a perspective illustration of a seating element of a motor vehicle,

[0036] Figure 6 schematically shows a perspective illustration of a second embodiment of the seat adjustment device,

[0037] Figure 7 schematically shows a sectional illustration of a second embodiment of the seat adjustment device.

[0038] Figure 8a -9 show another embodiment of the seat adjustment device.

[0039] Figure 10 shows a preferred embodiment of the adjustment device according to figures 8a -- 9.

[0040] Parts that correspond to one another are provided with the same reference signs in all of the figures.

[0041] Figure 1 schematically shows a perspective illustration of a vehicle seat 1. The seat 1 comprises a seating element 20, in particular for placing a cushion (not shown) on the seating element 20. The seat 1 further comprises a backrest 30, in particular an adjustable backrest being tiltable relative to the seating element 20. The seat 1 further comprises a seat adjustment device 10 for a vertical adjustment of the whole seat 1 into a vertical direction 101, wherein the vertical direction 101 is arranged substantially perpendicular to a horizontal plane of all possible driving directions and/or substantially perpendicular to a plane of main extension of the seating part 20. The seat adjustment device 10 may further be configured for adjustment of the whole seat 1 within the horizontal plane, for example parallel to the driving direction 102.

[0042] Figure 2 schematically shows a perspective illustration of a first embodiment of the seat adjustment device 10 of the vehicle seat 1. The seat adjustment device comprises a seating element 20 with a structure 20', a bracket 12 and displacer means 14 located between the bracket 12 and the structure 20', wherein the displacer means 14 are moved in an essentially horizontal direction 102 and thereby lower and lift the seating element 20, wherein guiding means 21 are provided at the structure 20' which restrict the movement of the seating element 20 to an essentially vertical direction 101. The seat adjustment device 10 comprises guide rails 11 for sliding the seat 1 forwards and backwards along a main direction of extension of the guide rails 11 parallel to the horizontal direction 102. The bracket 12 being slidable arranged along the guide rails 11, wherein a guiding means 21, in particular formed as a slotted hole 21 or long-hole 21, is arranged on the structure 20' of the seating element 20 or on a guiding element 25 fixedly attached, in particular by a force-fitted or welding connection, to the structure 20'. The guiding means 21 are configured to

constrain the movement of the seating element 20 relative to the structural element 13, in particular a tube 13 or impact tube 13 such that the seating element 20 is preferably moveable only parallel to the vertical direction 101. The structural element 13 is fixedly connected, in particular by a force-fitted or welding connection, to the bracket 12 or the structural element 13 is an integral part of the bracket 12. Preferably, the guiding means 21 are arranged such that the structural element 13 of the bracket 12 absorbs the force, in particular the force acting parallel to the horizontal direction 102, acting on the seat 1 during a crash. In particular, the seat adjustment device 10 comprises further guiding means 2121' (see Fig. 3) and a further structural element (not shown). The seat adjustment device 10 further comprises the displacer means 14 comprising a transmission means 15, in particular in the form of a slotted hole. In particular, a ramp 16 is formed by the transmission means 15 on the displacer means 14, in particular by an edge of the slotted hole 15 of the transmission means 15. The displacer means 14 is in particular movable relative to the bracket 12 along the horizontal direction 102 relative to the seating part 20. The transmission means 15 are guided by the structural element 13, in particular via the ramp 16, such that the seating element 20 is lifted and lowered parallel to the vertical direction 101 by the displacer means 14, if the displacer means 14 is moved parallel to the horizontal direction 102. Thus, a movement of the displacer means 14 parallel to the horizontal direction 102 is transmitted into a movement of the structural element 13 parallel to the vertical direction 101, and therefore in particular of the seating element 20. In particular, the displacer means 14 comprises a further transmission means 15' with a further ramp 16' for guiding a further structural means 13', wherein the further transmission means 15' is of the same construction as the transmission means.

[0043] Figure 3 schematically shows a sectional illustration of a vehicle seat 1 with a seat adjustment device 10. The seat adjustment device 10 is configured to lift the seating element 20, in particular the cushion or whole vehicle seat 1 including the backrest 30, parallel to the vertical direction 101 between a lower position and an upper position, wherein in Figure 3 the lower position is shown. The seat adjustment device 10 comprises drive means 22 for driving a displacer means 14 of the seat adjustment system 10 into the horizontal direction 102. Here, the drive means 22 includes a pinion 22, which is in particular rotatably adjusted on the seating element 20. The pinion is provided for driving a rack 17, which is fixedly attached to the displacer means 14, or which is an integral part of the displacer means 14. Hence,

the displacer means 14 is driven by the drive means 22 in a positive interlocking manner parallel to the horizontal direction 102. The bracket comprises the structural element 13, which is an integral part of the bracket 20, or fixedly connected to the bracket 12, for example by a welding joint or another force-fitted connection. In particular, the bracket 12 comprises a further equivalently constructed structural element 13'. The seating element 13 is constraint relative to a movement into the horizontal direction 102 by the guiding means 21 at the structure 20' of the seating element 20. The displacer means 14 comprises transmission means 15 for the transmission of a movement of the displacer means 14 essentially parallel to the horizontal direction 102 into a movement of the seating element 20 essentially parallel to the vertical direction 101. The seating element 20 is thereby guided by the guiding means 21 into the vertical direction 101. The transmission means 15 is in particular a slotted hole 15 of the displacer means 14, which guides the displacer means 14 along a main direction of extension of the slotted hole 15 of the displacer means 14. Here, the main direction of extension of the slotted hole 15 of the displacer means 14 is tilted at an angle relative to the main direction of extension of the slotted hole 21 of the guiding element at the structure 20' of the seating element 20. In particular, the the ramp 16 (see Figure 2) of the slotted hole 15 of the displacer means 14 is guided along the structural element 13 of the bracket 12. Preferably, the angle is between 10 degrees and 80 degrees or between 100 degrees and 170 degrees, more preferably between 30 degrees and 60 degrees or between 120 degrees and 150 degrees, even more preferably approximately 45 degrees or approximately 215 degrees. Preferably, the displacer means 14 is movable relative to the bracket 12, wherein in a first end position of the displacer means 14 a top portion of the slotted hole 21 of the guiding means 21 at the structure 20' overlaps with a top portion of the slotted hole 15 at the displacer means 14. When the displacer means 14 is in the first end position the seating element 20 is in a lower position. In a second end position of the displacer means 14 a bottom portion of the slotted hole 21 of the guiding means 21 overlaps with a bottom portion of the displacer means 14 and when the displacer means 14 is in the second end position the seating element 20 is in an upper position vertically above the lower position. In particular, the seat adjustment device 10 comprises equivalently constructed and/or equivalently operating further guiding means 21' and further transmission means 15' for guiding along the further structural element 13' at the bracket 12.

[0044] Figure 4 schematically shows a sectional illustration of a seating element 20 and a displacer means 14, wherein a sliding element 23 is disposed between the seating element 20 and the displacer means 14. The sliding element is configured to enable a movement of the displacer means 14 into a horizontal direction 102 relative to the seating element 20 and/or cushion placed on the seating element 20. Here, the movement of the displacer means 14 is driven by a pinion 22, in particular rotatably connected with the seating element 20 by positive interlocking transmission of the rotational movement of the pinion 22 into a movement parallel to the horizontal direction 102 of the rack 17, which is fixedly connected to the displacer means 14. The rack 17 is in preferably connected to the displacer means 14 by a force-fitted connection.

[0045] Figure 5 schematically shows a perspective illustration of a seating element 20 and a seat adjustment device 10. The seat adjustment device 10 is configured to lift the seating element 20 parallel to the vertical direction 101. Further, the seating device 20 and/or the backrest 30 (see Figure 1) is/are adjustable parallel to the horizontal direction 102. Here, the seat 1 is slidably arranged on guide rails 11 that are fixedly attached by anchoring means 11' to the vehicle, in particular to the vehicle chassis. The seat adjustment device 10 and therefore the whole vehicle seat 1 is/are locked in its position in case of a crash by means of a clutch 24 that is disposed on the seat adjustment device 10 or the seating element 20.

[0046] Figures 6 and 7 schematically show a second embodiment of the seat adjustment device 10, wherein a drive screw 18 is attached to the displacer means 14. The drive screw 18 is rotatable around an axis of rotation that is parallel to the horizontal direction 102. Thus, by turning the drive screw 18, the displacer means 14 is moved relative to the bracket 12, in particular substantially parallel to the horizontal direction 102. Due to the horizontal movement of the transmission means 15 and the displacer means 12, the seating element 21 is lifted between an upper position (as shown in Figures 6 and 7) and a lower position (not shown) in coaction with the guiding means 21 at the structure 20' of the seating element 20 that constrain the movement of the structural element 13 – and therefore of the seating element 20 – relative to the horizontal direction 102 such that the seating element 21 is only movable parallel to the vertical direction 101. The drive screw 18 in particular comprises a self-locking thread being configured to prevent the structural element 13

from returning back into the lower position, in particular due to the weight of a user seated on the seating element 20.

[0047] Figures 8a and 9 show a further embodiment of the vehicle seat according to the invention. In the present case, the lower rail 11 is provided which is attached to the vehicle body. According to the invention, the seating element 20 has in its front region 45, the thigh rest, a guiding means 21, here a slot 21 or a slotted hole, into which a structural element 13, here a crossmember, particularly a tube, which is affixed to the bracket 12. Furthermore, the seating element is mounted on a pivot lever in its rear region 46. In case the seating element 20 is now intended to be raised, the pivot lever is rotated in the clockwise direction, as a result of which the rear part 46 of the seating element 20 rises. At the same time, the seat shell is raised in its front region 45, in that the slot 21 moves along the structural element 13. The height of the seating element 20 is consequently adjusted in its front region by a linear movement and in its rear region by rotation. Preferably, a spring means is provided between the seating element 20 and the bracket 12. This spring means can reduce the forces required of the occupant to actuate, but can also support the height adjustment of the seating element 20. Preferably, the movement of the seating element 20 is limited. This can be carried out by any desired means familiar to a person skilled in the art. The seating element 20 is lowered in an analogous manner. As can be gathered in particular from Figure 9, the vehicle seat according to the invention has a structural element, here a cross member 13, which is connected firmly to the bracket 12 of the structure of the seat part and does not move when the height of the seat shell is adjusted. The seating element 20 slides along the cross member 13 as its height is adjusted. The seating element 20 is supported on this cross member 13 in the event of a front-end impact, and so said cross member 13 absorbs all the forces and moments of momentum that occur in the event of such an accident.

[0048] Figure 10 shows a preferred, alternative embodiment of the vehicle seat according to Figures 8a-9. In the present case, the seat has a cable pull 57, for example a Bowden cable and a guide 58. The height of the seating element 20 can be adjusted by way of the cable pull. In particular, the seat shell can be moved thereby into a lowered position, with the seating element 20 being moved into the raised position preferably by spring force or output device exerting force on the cable or could be raised by the occupant reducing forces exerted onto the cushion. During

the upward and downward movement, the seat shell is guided by the guide 58, which preferably also limits its movement. For this purpose, the guide 58 has at least one stop. In the present case, the guide is configured as a pin which slides in a bearing. A person skilled in the art will recognize that other guides are also possible. For example, an element bent in the shape of a U can be provided on the seat shell. The limbs of the U slide along a guide, which is preferably arranged vertically, for example a pin, which is enclosed by the limbs of the U.

List of references:

- 1 Seat
- 10 Seat adjustment device
- 11 Guide rails
- 11' Anchoring means
- 12 Bracket
- 13 Structural element
- 13' Further structural element
- 14 Displacer means
- 15 Transmission means
- 15' Further transmission means
- 16 Ramp
- 16' Further ramp
- 17 Rack
- 18 Drive screw
- 20 Seating element
- 20' Structure
- 21 Guiding means 21' Further Guiding means
- 22 Pinion
- 23 Sliding element
- 24 Clutch
- 25 Guiding element
- 30 Backrest
- 40 body of the vehicle
- 45 front region of the seating element
- 46 rear region of the seating element
- 57 Cable pull, Bowden cable
- 58 Guide
- 101 Vertical direction
- 102 Horizontal direction

What is claimed is:

1. A seat adjustment device which adjusts the height of a seating element (20) relative to a the body (40) of a vehicle, wherein the seating element (20) comprises a structure (20'), characterized in that a guiding means (21) is provided at the structure (20'), which restrict the movement of the seating element (20) during the height adjustment.
2. A seat adjustment device, according to claim 1, further comprising a bracket (12) and displacer means (14) located between the bracket and the structure (20'), wherein the displacer means are moved in an essentially horizontal direction and thereby lower and lift the seating element, wherein the guiding restrict the movement of the seating element to an essentially vertical direction.
3. A seat adjustment device according to one of the preceding claims, characterized in that the guiding means (21) is a slotted hole.
4. A seat adjustment device, according to claim 3, characterized in, that a main direction of extension of the slotted hole (15) is tilted relative to the horizontal direction.
5. Seat adjustment device according to claims 2 - 4, wherein said bracket (12) comprises a structural element (13), preferably a tube (13).
6. Seat adjustment device according to claim 5, characterized in, that the structural element (13), particularly the tube, extends through the guiding means (21).
7. Seat adjustment device according to claim 5 or 6, wherein said structural element (13) is engaged with a slotted hole (15) of the displacer means (14), wherein a main direction of extension of the slotted hole (15) is tilted relative to the horizontal direction.
8. Seat adjustment device according to one of claim 4 to 6, wherein said structural element (13) is engaged with the guiding means (21), said guiding means preferably being slotted holes having a main direction of extension arranged parallel to the vertical direction and preferably tilted relative to the slotted hole (15) of the displacer means (14).

9. Seat adjustment device according to one of the preceding claims, characterized in that the guiding means (21) is provided in the region of the thigh rest.
10. Seat adjustment device according to one of Claims 9, characterized in that the rear region (46) of the seating element (20) is adjustable in height relative to the body (40) of the vehicle.
11. Seat adjustment device according to claim 10, characterized in, that the rear region comprises a pivot lever, which lowers and lifts the rear region of the seating element (20).
12. Seat adjustment device according to claim 10, characterized in that it comprises guiding means (21) at the rear region of the structure (20) of the seating element.
13. Seat adjustment device according to claim 12, characterized in, that the displacer means (14) comprises a slotted hole (15) at its rear end (46).

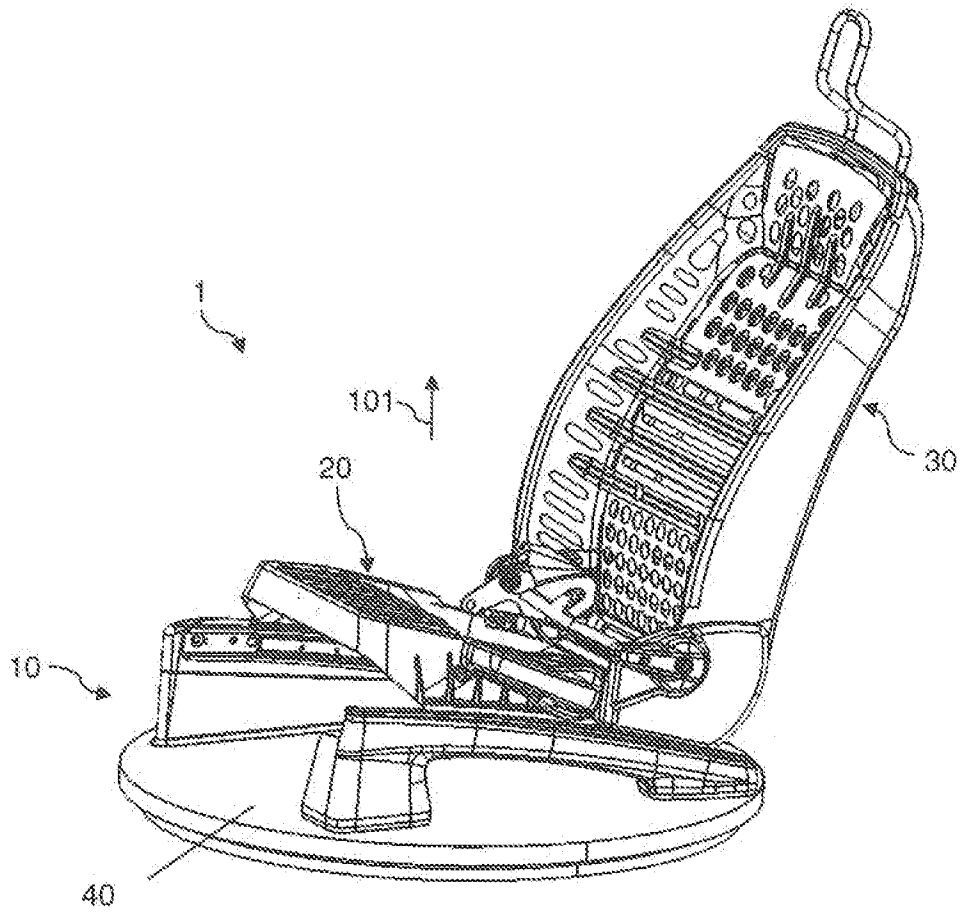


Fig. 1

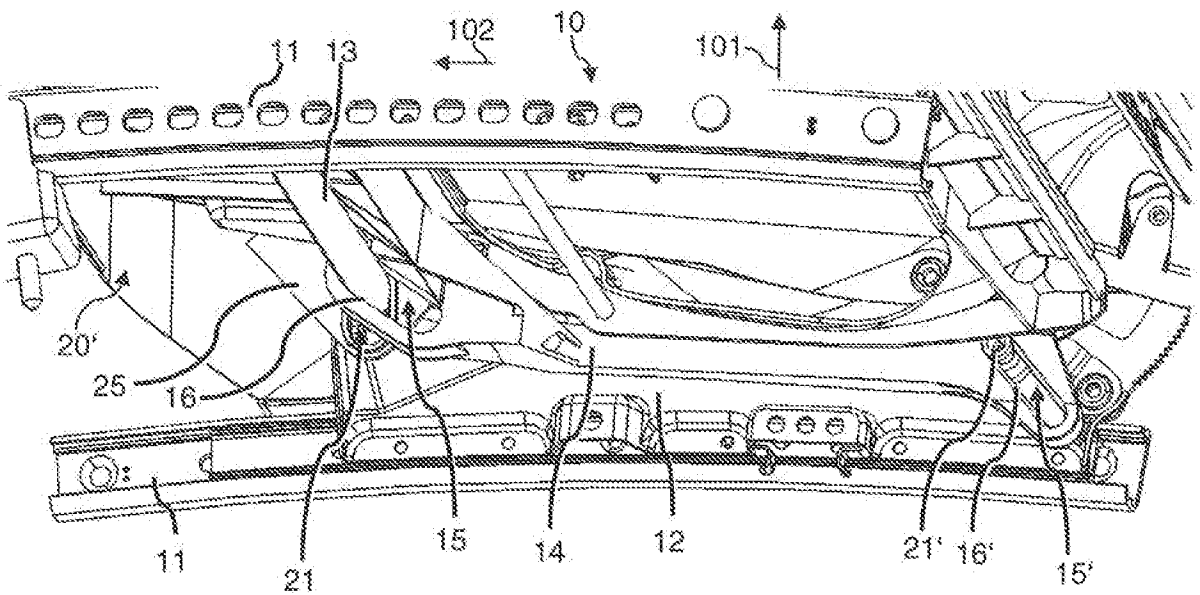


Fig. 2

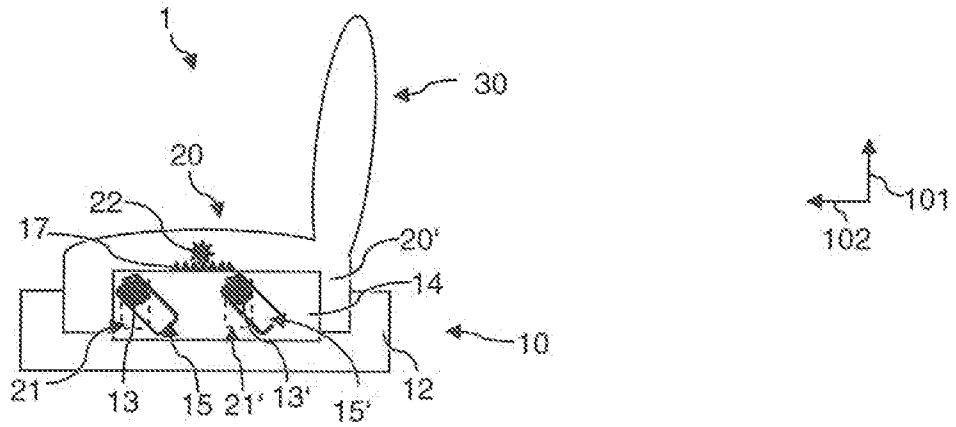


Fig. 3

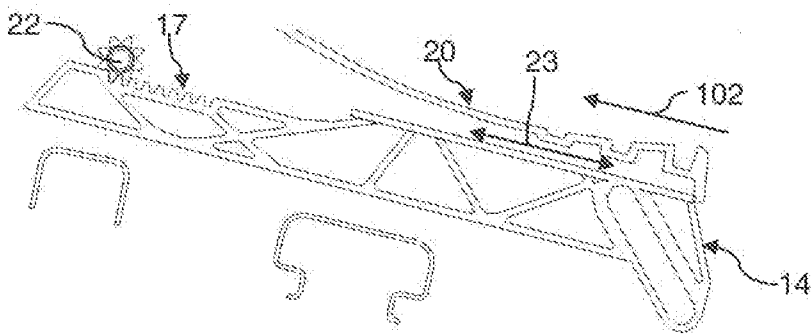


Fig. 4

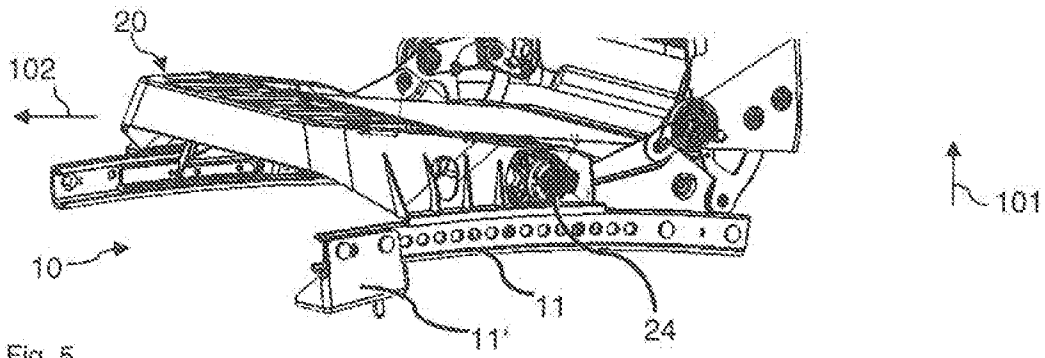


Fig. 5

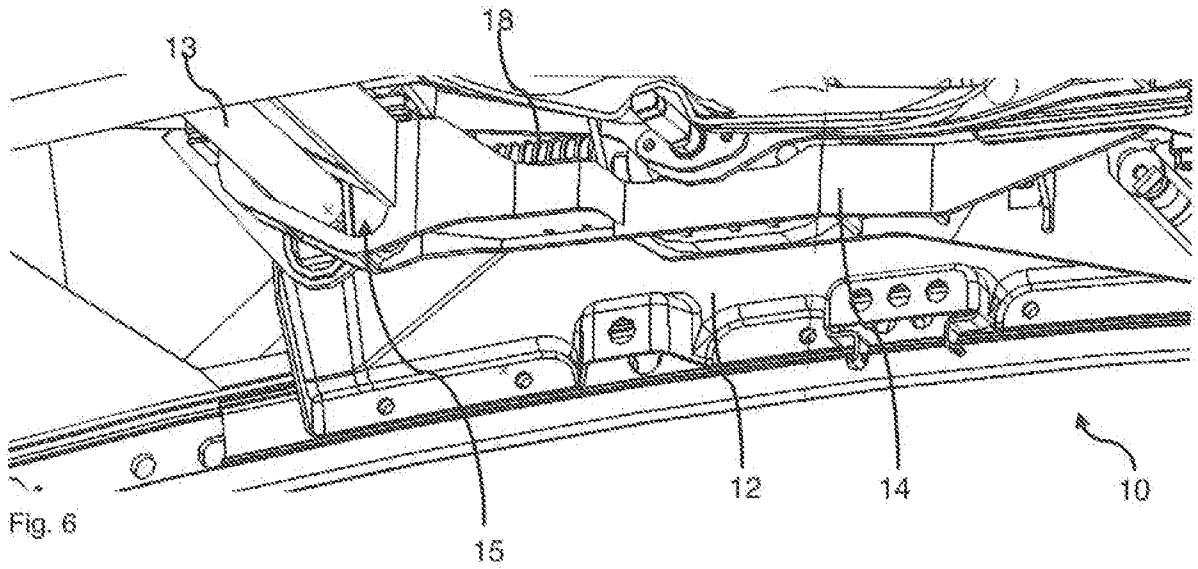


Fig. 6

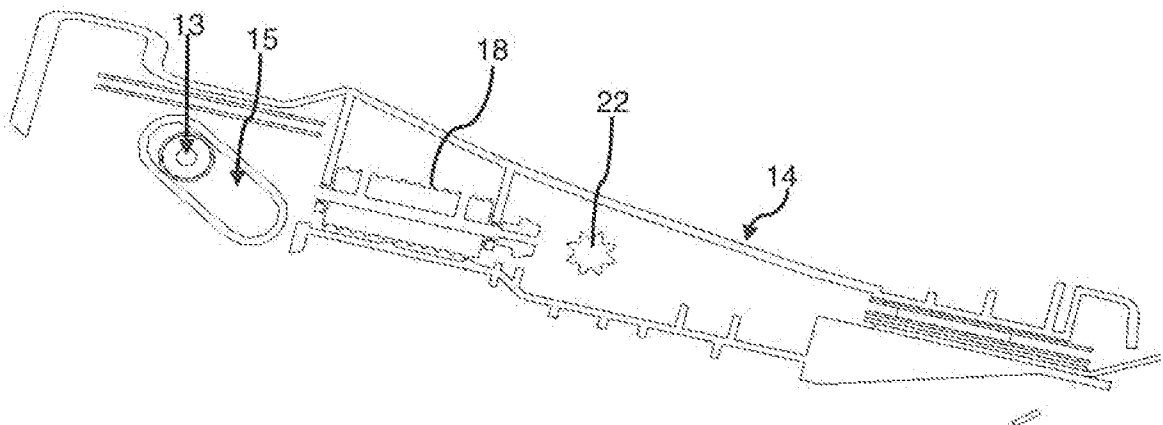


Fig. 7

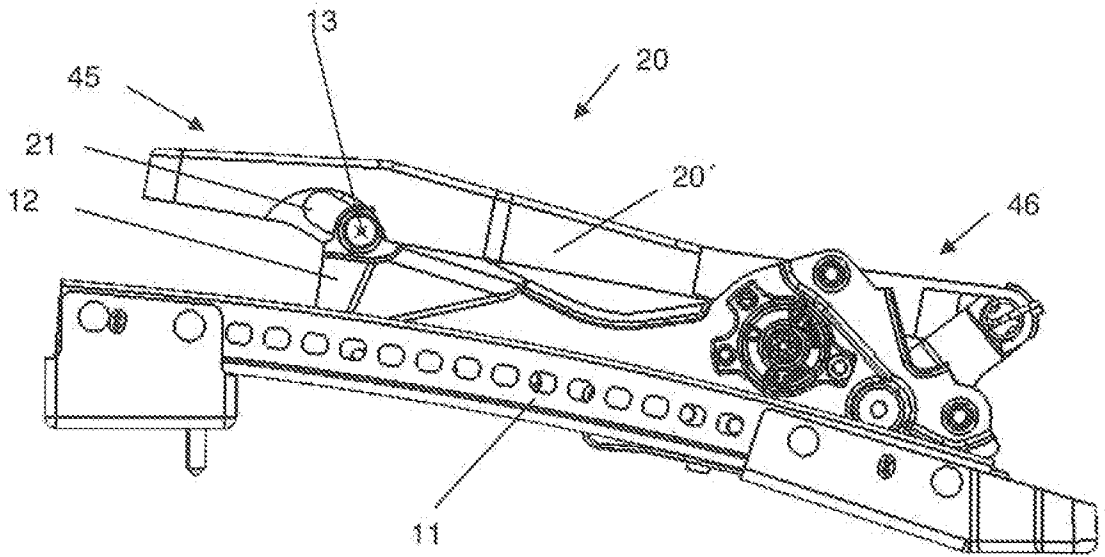


Fig. 8a

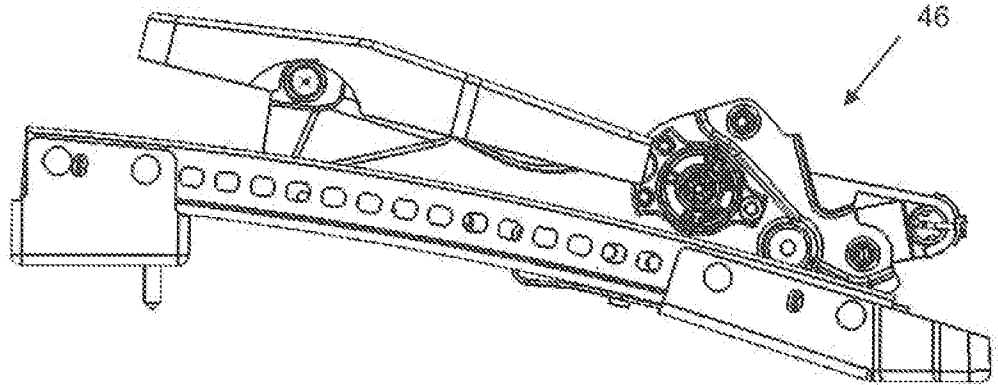


Fig. 8b

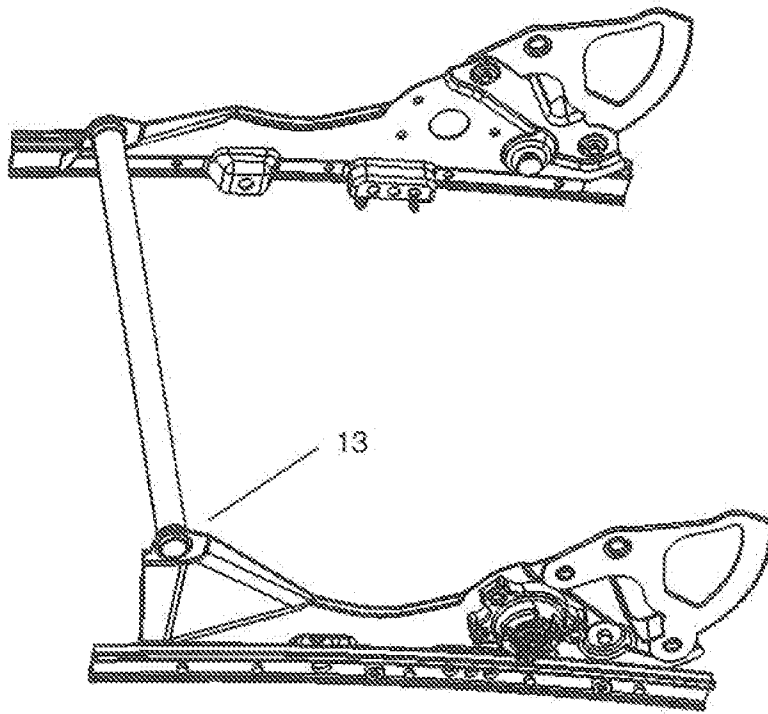


Fig. 9

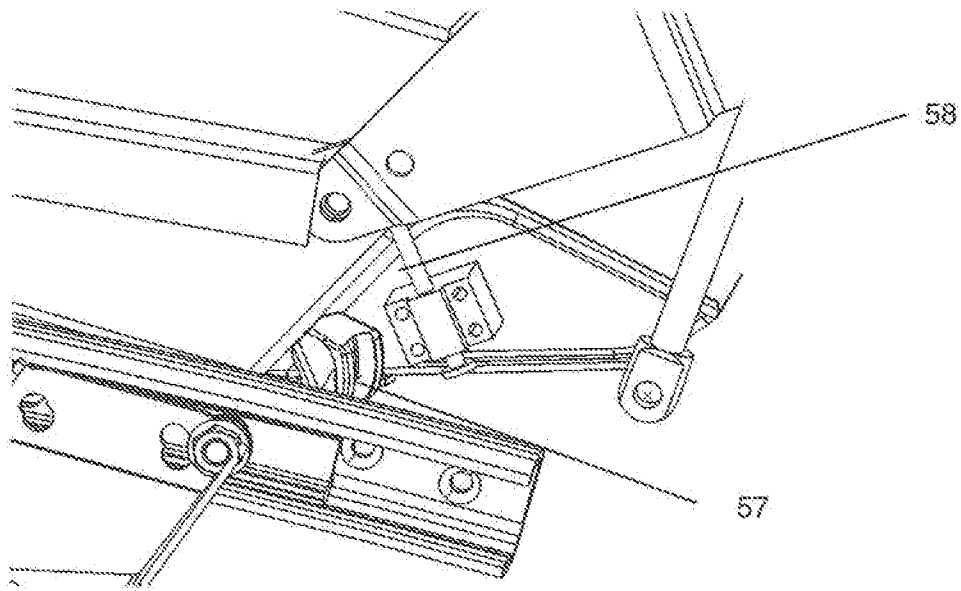


Fig. 10

INTERNATIONAL SEARCH REPORT

International application No
PCT/US2013/039860

A. CLASSIFICATION OF SUBJECT MATTER
INV. B60N2/16
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED
Minimum documentation searched (classification system followed by classification symbols)
B60N

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)
EPO-Internal

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	DE 39 37 818 A1 (BROSE FAHRZEUGTEILE [DE]) 16 May 1991 (1991-05-16) figures 1-4	1-13
A	FR 2 718 398 A1 (PEUGEOT [FR]; CITROEN SA) 13 October 1995 (1995-10-13) figures 1,2	1,13

Further documents are listed in the continuation of Box C.

See patent family annex.

* Special categories of cited documents :

- "A" document defining the general state of the art which is not considered to be of particular relevance
- "E" earlier application or patent but published on or after the international filing date
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- "&" document member of the same patent family

Date of the actual completion of the international search

8 July 2013

Date of mailing of the international search report

18/07/2013

Name and mailing address of the ISA/
European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
Tel. (+31-70) 340-2040,
Fax: (+31-70) 340-3016

Authorized officer

Schneider, Josef

INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No

PCT/US2013/039860

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
DE 3937818	A1	16-05-1991	NONE

FR 2718398	A1	13-10-1995	NONE
