
Hedef Kurslari Azerbaycan Dili Test Bankinin Cavablari

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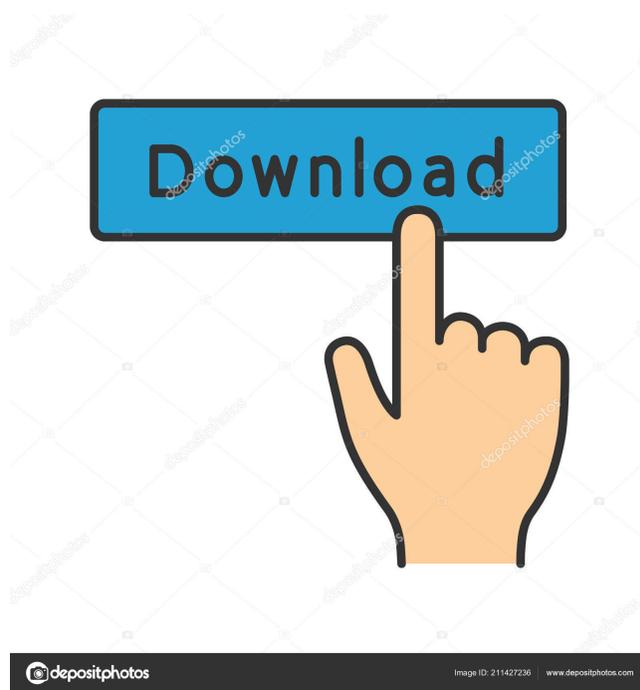
The present invention relates to an improved convertible utility vehicle which can be readily converted from a passenger vehicle to a cargo carrier and vice versa. It is well known to provide a convertible utility vehicle with a rear compartment or storage area which can be readily converted from a passenger compartment to a cargo carrying compartment or vice versa. Such convertible utility vehicles are known, for example, from German Utility Model Nos. 79 27 000 and 90 11 125 as well as from European Patent Application Publication No. 0 430 545. These vehicles have a utility body which can be pivoted from an upright or driving position to a tilt-up or loading

position in which the utility body is essentially horizontally disposed. German Utility Model No. 90 11 125 describes a convertible utility vehicle which is convertible into a two-wheeled or a four-wheeled vehicle. It has a pair of main bodies, each of which is constructed of a hard material, such as for example, metal or plastic and it has four wheels. The bodies are connected together by means of a crossmember and this crossmember extends in the longitudinal direction of the vehicle. The bodies are also connected together by means of a rear crossmember. A pivotable loading platform is located above the main bodies in the loading position. In this case, the loading platform can be swung upwardly into a position in which it forms an additional part of the vehicle body. This convertible utility vehicle has the disadvantage that it has a comparatively large number of components and consequently is complicated and expensive to

manufacture. Another disadvantage of the vehicle is that, in the driving position of the vehicle, the front and rear wheels of the vehicle are located close to one another because the vehicle is designed as a four-wheeled vehicle and only a relatively small portion of the front wheel sits on the crossmember. As a result, the load is carried exclusively by the front wheels and there is the possibility of a loss of traction when the vehicle is being driven in the forward direction. Moreover, with this prior art vehicle, it is not possible to load the vehicle with relatively heavy cargo in the position in which the loading platform is essentially vertically oriented. European Patent Application Publication No. 0 430 545 also describes a convertible utility vehicle in which two main bodies are arranged laterally next to one another and are pivoted to and from one another. The bodies are supported on the crossmember and in the loaded position of the vehicle,

the loading platform

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