tially parallel to the rear part, especially according to claim 1, characterized in that, to open or close the roof (**4**), the rear roof part (**6**) is in working connection with at least one drive (**14**) on the side of the car body by way of a linkage of connecting rods (A**1**; A**2**; A**3**; A**4**) connected in a swiveling manner to each other.

3. Convertible vehicle according to claim 1 or claim 2, characterized in that the rear roof part (**6**) is in working connection with the roof part (**5**) located in front by way of a linkage of connecting rods (B**1**; B**2**; B**3**; B**4**; C**1**; C**2**; C**3**; C**4**; C**5**), which are connected in a swiveling manner to each other.

4. Convertible vehicle according to one of claims **1-3**, characterized in that the multi-bar linkage which connects the rear roof part (**6**) to the drive (**14**) and the second multi-bar linkage which connects the roof part (**5**) in front to the rear roof part (**6**) are designed as a common multi-bar linkage (**15**).

5. Convertible vehicle according to claim 4, characterized in that the multi-bar linkage comprises an upper multi-bar linkage (B), which is connected at one end to the roof part (**5**) in front, and a lower multi-bar linkage (A), which is connected at one end to the rear roof part (**6**).

6. Convertible vehicle according to claim 5, characterized in that a synchronizing linkage (C) is installed between the upper (B) and the lower (A) multi-bar linkages.

7. Convertible vehicle according to one of claims **1-6**, characterized in that, as the rear roof part (**6**) is being opened or closed, it moves essentially in the vertical direction and is tilted by an angle of less than 30° with respect to a vertical plane transverse to the convertible vehicle.

8. Convertible vehicle according to one of claims **5-7**, characterized in that the upper multi-bar linkage (B) and the lower multi-bar linkage (A) are each designed as four-bar linkages.

9. Convertible vehicle according to claim 8, characterized in that the lower four-bar linkage (A) forms a linkage parallelogram, for which two hinge points (AS**1**; AS**2**), one of which is situated essentially vertically above the other, are attached permanently to the car body, and two additional hinge points (AS**3**; AS**4**), one of which is again situated essentially vertically above the other, are attached to the rear roof part (**6**).

10. Convertible vehicle according to claim 8 or claim 9, characterized in that the upper four-bar linkage (B) forms a linkage parallelogram, for which two hinge points (BS**1**; BS**2**) are assigned to the roof part (**5**) in front and two additional hinge points (BS**3**; BS**4**) are assigned to the synchronizing linkage (C).

11. Convertible vehicle according to one of claims **1-10**, characterized in that, to open the roof (**4**), the rear part (**6**) and the part (**5**) in front can be telescoped into each other while the rear roof part (**6**) is being opened.

12. Pickup vehicle (**1**) with a driver's compartment (**2**) and a cargo space (**3**) with a boundary wall between it and the driver's compartment, i.e., at the forward end of the cargo space with respect to the direction of travel (F), characterized in that the driver's compartment (**2**) has a multi-part movable roof (**4**), which, after being opened, can be stowed so that the roof parts (**5**; **6**) forming the outside surface of the roof assume an essentially vertical or nearly vertical position in front of the forward boundary wall of the cargo space (**3**), where the roof parts (**5**; **6**) are connected to each other and to a drive element (**14**) by at least one multi-joint linkage (**15**).

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