

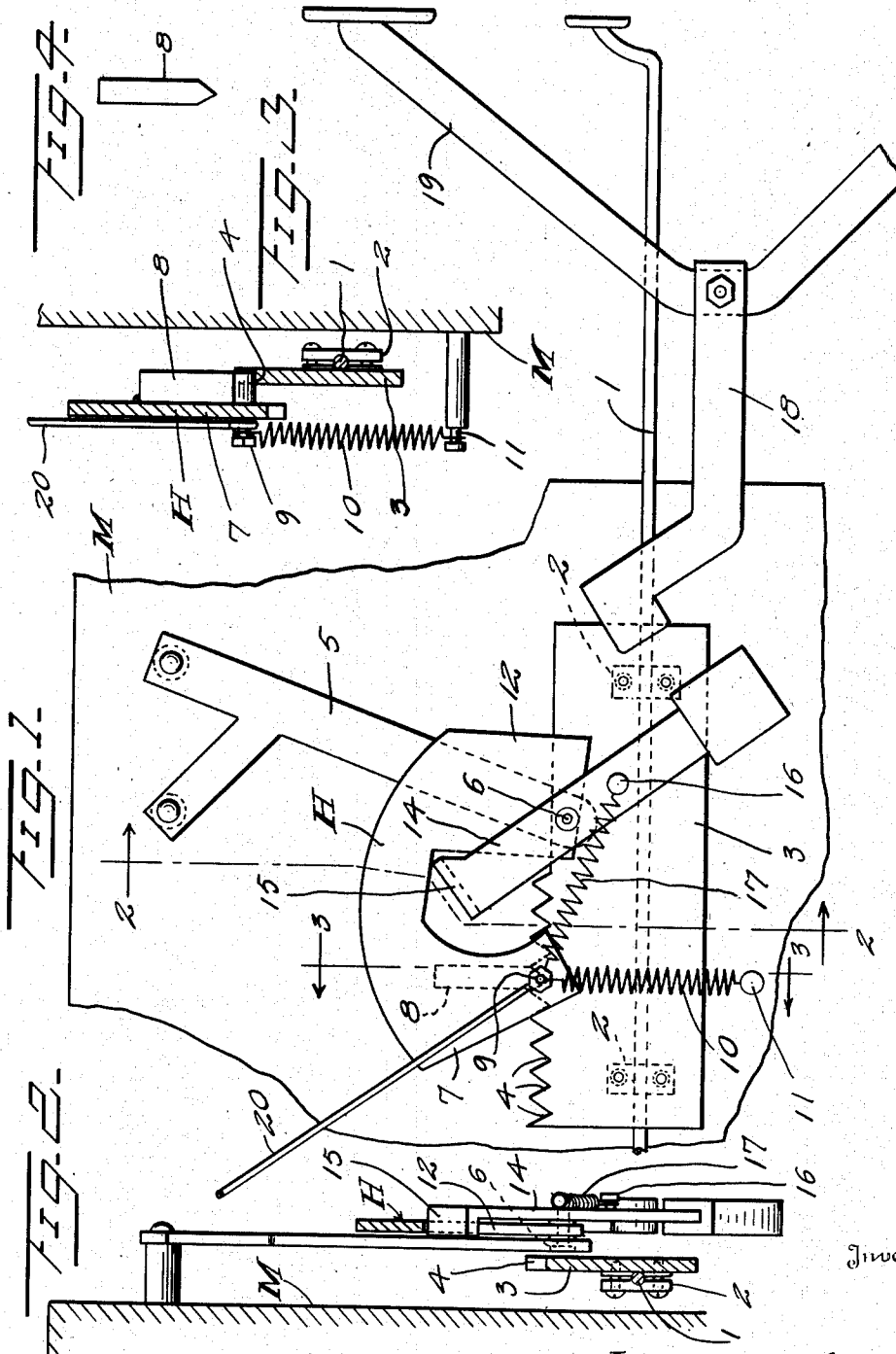
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J. A. O'CONNOR

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ACCELERATOR CONTROL

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Inventor

By *Jerome A. O'Connor*
Wilfred E. O'Connor
Attorney

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ACCELERATOR CONTROL

Jerome A. O'Connor, Council Bluffs, Iowa

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1 Claim. (Cl. 192—3)

This invention relates to an accelerator control, and it is a particular object of the invention to provide means whereby the accelerator rod as comprised in a motor-driven vehicle may be held in advance in desired selective position in a manner eliminating the now generally prevalent tiresome task of holding a foot on the pedal.

It is also an object of the invention to provide a control of this kind which assures a car being driven at a steady speed with a resultant increase of gas mileage.

A still further object of the invention is to provide an accelerator control which allows the operator to have free a foot for use in connection with the brake when required and wherein the control automatically becomes inoperative when the brake pedal is applied.

The invention consists in the details of construction and in the combination and arrangement of the several parts of my accelerator control whereby certain important advantages are attained, as will be hereinafter more fully set forth.

In order that my invention may be better understood, I will now proceed to describe the same with reference to the accompanying drawing, wherein:

Figure 1 is a view in elevation and of a somewhat diagrammatic character illustrating an accelerator constructed in accordance with an embodiment of my invention.

Figure 2 is a sectional view taken substantially on the line 2—2 of Figure 1.

Figure 3 is a detailed sectional view taken substantially on the line 3—3 of Figure 1, and

Figure 4 is an elevational view of the tapered member herein embodied, unapplied.

As disclosed in the accompanying drawing, 1 denotes the usual accelerator rod and which at a predetermined point has clamped, as at 2, thereon and at a point below the motor M, a plate 3. This plate 3 is elongated and is substantially vertically disposed and is provided along its upper marginal portion with a series of teeth 4.

Depending from the motor M is an elongated member 5 which has its lower extremity in the upper portion of the plate and pivotally connected to the lower extremity of the member 5 by the bolt 6 is a holding member H, herein disclosed as in simulation of an inverted U.

The leg 7 of the member H rigidly carries a tapered member 8 extending laterally from a face of the leg 7 and which is adapted to selectively engage between adjacent teeth 4 so that when the accelerator rod is pressed, it will be

held in desired position and against retrograde or return movement.

The lower or free end portion of the leg 7 has secured thereto, as at 9, an end portion of a retractile spring 10, herein disclosed as a coiled spring. The lower or opposite end portion of this spring 10 is anchored, as at 11, to a suitable part of the motor M or otherwise as may be preferred. This spring 10 operates to constantly urge the member H toward the plate 3 yet permits the member H to be raised when it is desired to free the plate 3 to allow the rod 1 to have return movement.

The second or pivoted leg 12 of the member H is associated with the bolt 6 and mounted substantially midway its ends on said bolt 6 for rocking movement is an elongated arm 14, the upper end portion of which has a laterally disposed extension 15 to engage from below with the intermediate portion of the holding member H so that upon downward swinging movement of the lower portion of the arm 14, the holding member H will be swung upwardly a distance sufficient to release the plate 3.

The lower portion of the arm 14, or at a point below the bolt 6, has secured thereto, as at 16, an end portion of a retractile member 17, herein disclosed as a coiled spring, which is also anchored, as at 9, to the leg 7. This retractile member or spring 17 provides means to constantly maintain the extension 15 in contact with the intermediate portion of the holding member H. The tension of this member or spring 17 is, however, insufficient to raise the member H out of engagement with the plate 3.

The lower portion of the arm 14 is within the path of travel of the outer end portion of a rigid arm 18 carried by and extending rearwardly from the brake pedal 19 so that as the brake pedal 19 is pressed, the arm 18 will contact the lower end portion of the arm 14 to raise the holding member H and thus release the accelerator rod 1 for return movement.

As the brake pedal 19 is pressed down, the arm 18 can readily pass the lower end portion of the arm 14 and upon the return movement of the brake pedal 19, the arm 18 can readily pass upwardly by the lower end portion of the arm 14 without, of course, such arm 14 raising the member H.

Also secured, as at 9, which may be a conventional bolt, is a wire or other flexible member 20 which is of a length to extend to a dash panel button to provide means whereby, upon pull of the button, the holding member H may be manu-

ally raised to release the rod 1 and, if desired, to maintain the said member H out of operation.

From the foregoing description it is thought to be obvious that an accelerator control constructed in accordance with my invention is particularly well adapted for use by reason of the convenience and facility with which it may be assembled and operated.

What is claimed is:

In combination with an accelerator rod and a brake pedal, a toothed plate fixed to the rod, a rock member supported adjacent to the plate and coacting with the teeth of the plate to hold the rod against movement in one direction, yieldable

means for constantly urging such rock member toward the plate, a swinging arm supported adjacent to the plate for contact with the rock member to move the rock member free of the plate upon movement of the swinging arm in one direction, and a part carried by the brake pedal for contact with the swinging arm upon depression of the pedal to impart such movement to the swinging arm, said rock member being in the form of an inverted U, the swinging arm having contact with the inner edge of one of the legs of the rock member.

JEROME A. O'CONNOR.