

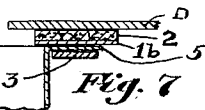
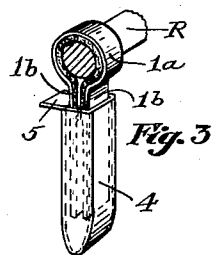
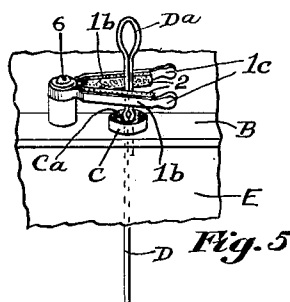
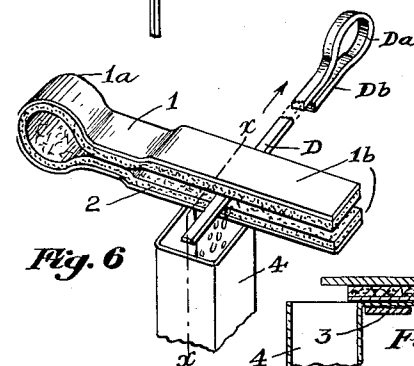
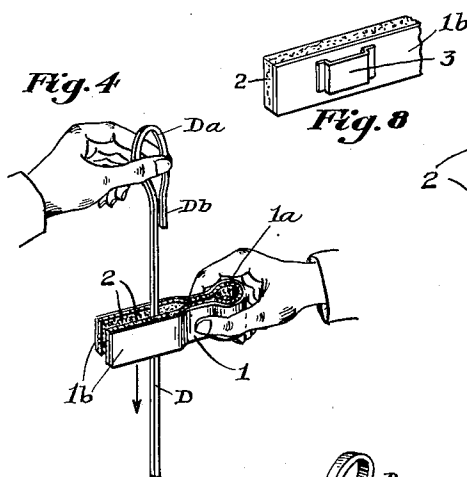
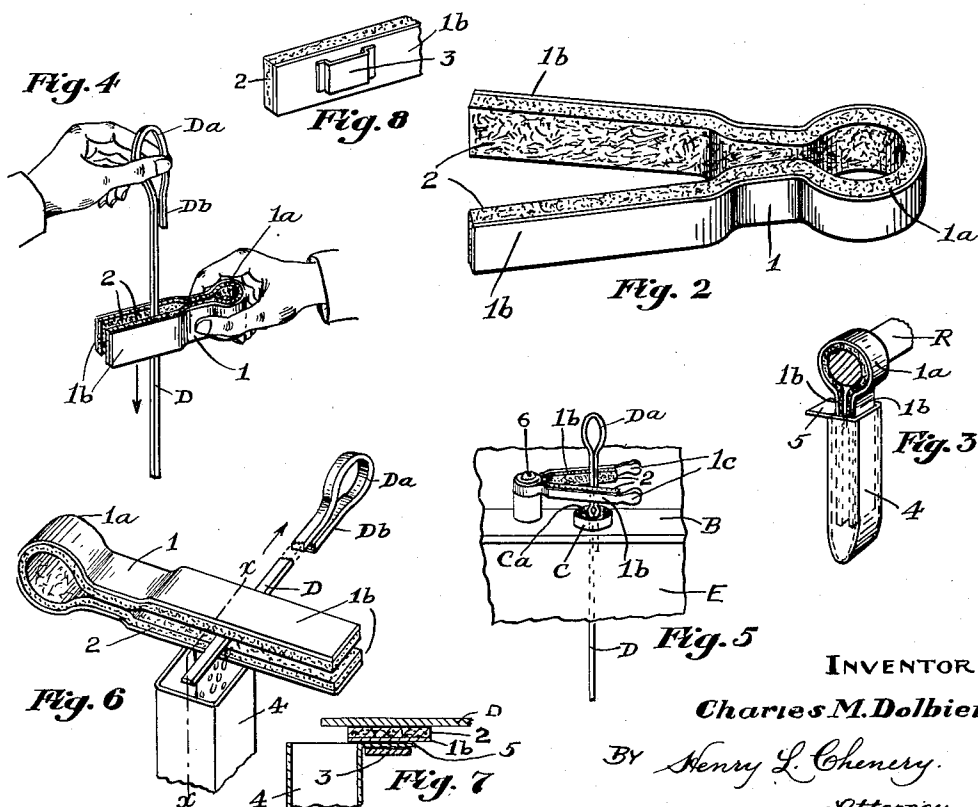
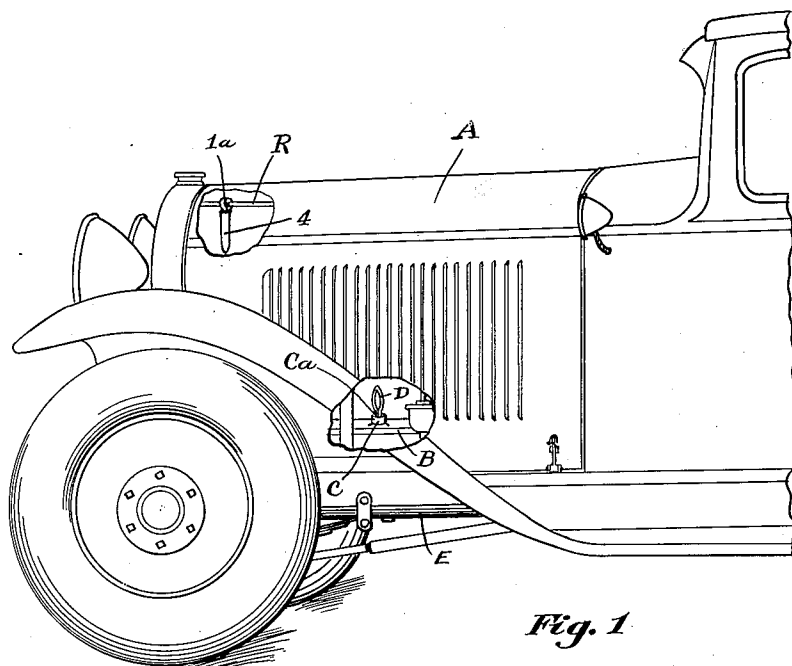
Feb. 20, 1934.

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1,947,833

OIL DEPTH GAUGE ROD WIPER AND CLOSURE THEREFOR

Filed April 24, 1933



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UNITED STATES PATENT OFFICE

1,947,833

OIL DEPTH GAUGE-ROD WIPER AND
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Application April 24, 1933. Serial No. 667,592

3 Claims. (Cl. 15—210)

This invention relates to a device applicable for use in various operations where it is required to remove, by a wiping process, surplus accumulation of material on surfaces embraced by the legs of the device.

In the present instance the application of the device will be disclosed more particularly in connection with and as it relates to the operation of wiping the oil from the depth gauge-rod used in ascertaining the depth of oil in the crank-case of an automobile engine.

Due to the splash of the oil over the entire exposed length of the gauge-rod within the crank-case when the engine is running, the rod must first be withdrawn and wiped and thereafter be re-inserted to procure by sounding an accurate tab on the oil supply.

A rag or cloth, or piece of waste is generally used for this wiping operation, but an oil-soaked rag is not only unclean but tends to a fire hazard which makes it obligatory on the part of the user to see that it is properly disposed of by burning or depositing in a receptacle for the purpose. Furthermore, a wiping cloth, under the old method of sounding the crank-case for the oil depth, is not always at hand and time and effort are expended to locate one.

The present invention contemplates doing away with all this inconvenience by providing a simple, effective and cleanly device by which the depth gauge-rod may be wiped without soiling the hands and which, moreover can be stored away within the engine space where it is always available when needed.

I have illustrated my invention in the accompanying drawing in which,—

Fig. 1 is a fragmentary view of a motor vehicle, showing my device stored thereon;

Fig. 2 is a perspective view of the wiping device;

Fig. 3 shows the device stored in a closure tube;

Figs. 4, 5 and 6 show different applications of the device;

Fig. 7 is a section on lines x—x, Fig. 6, and

Fig. 8 is a perspective view of the outer side of one of the legs showing closure retaining cleat.

Similar reference characters are employed to identify like parts in all the different views of the drawing.

Referring to the drawing, A represents the front portion of a motor vehicle, B the frame of the gasoline engine therefor, C a boss on the engine frame having a hole Ca therethrough into the crank-case, and D is the test gauge-rod operable

in the hole Ca to ascertain the depth of oil in the crank-case E.

The gauge-rod D is usually made with a crook Da at one end which terminates with a downwardly extending portion Db which serves to yieldingly secure the gauge-rod in position when within the hole Ca.

My wiper is constructed as shown in Fig. 2. A thin metal band 1 is bent into a form somewhat resembling a clothes-pin, the head 1a being circular in contour. The legs 1b are offset inwardly, adjacent the head portion, for the purpose of procuring better hand-gripping facilities.

On the inner faces of the band is secured, preferably by cement or glue, a comparatively thick strip of felt or other pliable material 2, the material extending completely around the inside face of the head portion 1a.

The legs 1b normally remain apart, as shown in Fig. 2, but they may be sprung together when in use, as depicted in Fig. 4.

On the outside face of one of the legs 1b I mount a cleat 3, and on the closure tube 4 is a tongue 5 adapted to engage the cleat when employing one method of wiping the gauge-rod D.

In making a test to ascertain the depth of oil in the crank-case the gauge rod D is first raised from out of the hole Ca with one hand. With the other hand holding the wiper the legs 1b are compressed, enclosing the gauge-rod therebetween. By a downward movement of the wiper in the direction of the arrow (see Fig. 4) the surplus oil may be removed and the gauge-rod left comparatively clean.

This method, while simple and effective is, however, open to the objection that when the oil-filling operation is being conducted on a garage floor or a cement drive-way more or less of the oil is bound to be smeared over the surrounding surface.

In Fig. 6 I show another method of handling the wiping operation. In this instance the gauge-rod is wiped while in a horizontal position, and with the closure tube 4 secured temporarily to the lower leg of the wiper, oil will drip from the legs 1b into the tube which, as shown in Fig. 4 has a closed bottom end.

After the wiping operation the rod is inserted again in the hole Ca and upon being withdrawn an accurate measurement of the oil in the crank-case will be indicated by observing that portion covered with the oil.

After the depth of oil has been found and the wiper ready to store away, it may be hung on any convenient rod or hook or on the tie-rod R with-

in the engine enclosure space, the tube 4 being drawn over the legs 1b and held yieldingly thereon by the expansive force of the legs. As the tube 4 has a bottom head, oil dripping from the wiper is confined and prevented from falling on to the engine or its accessories.

In Fig. 5 is shown yet another method of using the wiper.

In this instance the head portion of the wiper is fixed on the engine frame, as by the screw 6, the legs 1b having freedom of swinging movement. Normally, the legs are spaced apart to permit of the gauge-rod being inserted in the hole Ca and removed therefrom without contacting the legs. However, when a depth test is to be made the legs may be brought together to engage the rod by using the finger lugs 1c extending from the ends of the legs. This prevents smearing oil on the hands.

In applying the device in the manner last mentioned the top of the boss C is preferably dished so that oil wiped from the gauge-rod while being raised remains in the depression until after the gauge-rod has been fully withdrawn from the hole Ca. The oil then drops into the crank case.

After the gauge-rod has thus been cleaned by wiping, it is again inserted in the oil hole, the legs being permitted to spring apart, after which by raising the gauge-rod information as to the depth of oil in the crank-case may be had.

Keeping informed as to the supply of oil in the crankcase of a motor vehicle engine is one of the most important matters connected with their operation.

As most drivers—particularly of the female sex—dislike to soil their hands before or during an automobile trip, anything which will conduce to cleanliness in operating duties is commendable.

My present invention will eliminate one of the many hand-soiling duties devolving on the motor vehicle operator, and it will be found that it will accomplish its object in a very simple and effective manner.

What I claim is:

1. A wiper adapted for use on the oil depth

gauge-rod of a motor vehicle engine comprising a thin, flat metallic member bent to form a circular head portion, two legs extending from and relatively disposed at an outwardly flaring angle from said head portion, said legs being susceptible of swinging inwardly, or toward each other, a lug projecting from each of said leg portions, at the outer ends thereof providing thumb and finger holds for manually bringing the legs into close embrace of the depth gauge rod, a compressible liner element on the inner faces of said leg portions and continuing around the inside of said head portion, and a closure tube having one closed end adapted to be mounted over said leg portions when closed together whereby a contraction of said head portion may be procured.

2. An oil gauge-rod wiper comprising a two-leg expansible member, a porous, compressible element secured to the inner faces of the legs of said member, a tubular element having a closed lower end, and means to detachably secure said tubular element on said wiper so that in wiping operations its open end is located beneath and at one edge of one of said legs, said member being of a size to house the legs of said wiper and be held thereon by the expansive force of said legs when said wiper is not in service.

3. A wiper device adapted for use on the crank-case depth gauge-rod of a motor vehicle engine comprising a metallic band bent to form a circular head portion, yieldable legs extending from said head portion and normally diverging, a porous, compressible element secured to the inner faces of said legs, a cleat on the outer face of one of said legs, a closure tube having a closed bottom end, and a tongue on the top end of said closure tube extending outward therefrom and normal thereto, said tongue adapted to engage said cleat to position the open end of said closure tube directly beneath and extending outwardly of the edges of said wiper when operating on a horizontally disposed gauge-rod.

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