April 7, 1964 S. C. FAGAN 3,127,787

ACCELERATOR DEPRESSOR

Filed Nov. 2, 1961

FIG. 1

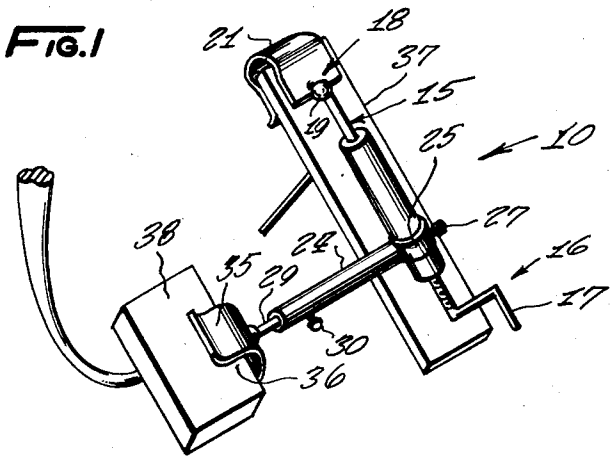
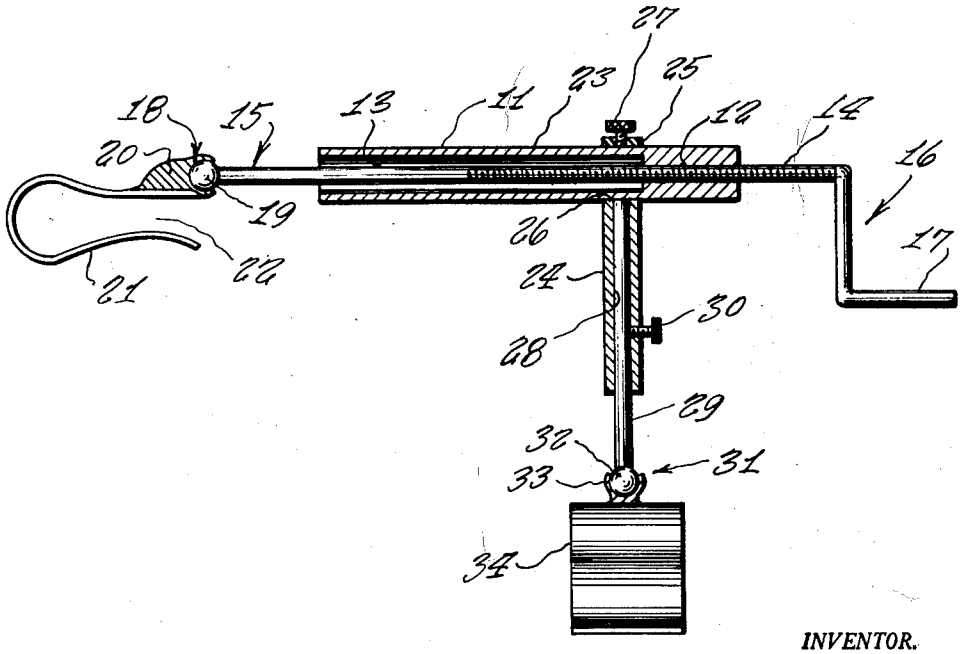


FIG. 2



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ACCELERATOR DEPRESSOR

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This invention relates generally to automotive vehicles and more specifically to devices for controlling the accelerator of a vehicle.

One object of the present invention is to provide an accelerator control having self-contained means for depressing an accelerator pedal and maintaining the pedal in depressed position for a period of time. Thus, the present device can be used for warming up an engine faster without the necessity of the motorist's presence to maintain a foot upon the accelerator.

Another object of the present invention is to provide an accelerator pedal depressing device which can be used for recharging of the battery of the vehicle by means of idling the engine at a rapid rate without needing the motorist's presence to maintain a foot upon the accelerator.

Another object of the present invention is to provide an accelerator pedal depressing device having adjustable means whereby the idling speed of the engine may be varied as desired.

Still another object of the present invention is to provide an accelerator pedal depressing device having adjustable means to accommodate the device upon various kinds of vehicles wherein the brake pedal may be closer to or further from the accelerator.

Other objects of the present invention are to provide an accelerator pedal depressing device bearing the above objects in mind which is of simple construction, has a minimum number of parts, is inexpensive to manufacture and efficient in operation.

For other objects and for a better understanding of the present invention reference may be had to the following detailed description taken in conjunction with the accompanying drawing, in which:

FIGURE 1 is a perspective view of the present invention mounted upon an accelerator pedal and a brake pedal of an automobile;

FIG. 2 is a side elevational view partly in cross section showing the internal structure.

Referring now to the drawing in detail, the numeral **10** represents a depressing device for an accelerator pedal according to the present invention wherein there is a longitudinal body **11**, of cylindrical configuration having a longitudinal extending threaded opening **12** therein at one end of said body and a longitudinally extending counterbore **13** at the other end of the body. A shaft **15** extends through the body **11** and is provided with a threaded portion **14** which is threadedly engaged in the said opening **12**. Adjacent the threaded portion **14** is a crank **16** having a handle **17** which can be manually operated by a person's hand. At the opposite end of the shaft **15** is a swivel **18** comprising a ball **19** integral with the end of the shaft, the ball **19** being held captive in a socket **20**, affixed to which socket **20** is an element **21**, the hook or clamp element **21** being made preferably of flat spring steel and having a passage **22** within which one end of an accelerator pedal may be received.

It is to be noted that the body **11** is provided with an uniform, smooth outer cylindrical surface **23**. A transversely extending post or tubular member **24** in slidable engagement with the body **11** is provided with a sleeve portion **25** at one end. The sleeve portion **25** has an internal bore **26** extending therethrough, the bore **26** having a diameter equivalent to that of the body **11**. The sleeve is free to slide longitudinally along the body and may be fixed in position relative thereto by means of a set screw **27** which is threadedly engaged in the sleeve **25** and is in position to bear against the cylindrical surface **23**. The post **24** has a longitudinally extending central opening **28** within which there is slidably engaged a rod **29**; the rod **29** may be fastened in fixed position relative thereto by means of a set screw **30** which is threadedly engaged in the post or tubular member **24** and the end of the set screw **30** bears against the rod engaged therein.

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The rod **29** extends transversely to the body **11** and extends outside of the opening **28** in the post **24**. At the outward end of the rod **29** is a swivel **31** comprised of a ball **32** affixed to the outer end of the rod and a socket element **33** within which the ball **32** is held captive. Affixed to the swivel **31** is a clamp element **34** made preferably of flat spring steel. The clamp element **34** has a pair of jaws **35** between which is a passage **36** for embracing the brake pedal **38**.

As shown in FIG. 1 of the drawing, the clamp **21** is engaged over the upper free end of the accelerator pedal **37** and clamp element **34** is engaged over brake pedal **38**.

In operation, the device is attached as shown in FIG. 1 after the engine has been started. The motorist then turns the crank **16** until the desired idling speed of the engine is attained, in which position the present device will retain the accelerator at proper idling speed without need for the motorist to be present. It is to be noted that in some automobiles such as those having power brakes the brake pedal is closer to the accelerator pedal. Accordingly, the adjustment of the post **24** relative to the body **11** and the rod **29** within said post has been provided, as shown in the construction in FIG. 2 of the drawing. It is to be further noted that the crank construction, as shown, can be readily substituted with a knurled nut element, if desired, during the manufacture of this invention.

While various changes may be made in the detail construction, it shall be understood that such changes shall be within the spirit and scope of the present invention as defined by the appended claim.

What I claim as new and desire to protect by Letters Patent of the United States is:

A device for depressing a pivotally mounted accelerator pedal to an adjustable extent relative to a brake pedal disposed laterally thereof, comprising a spring clamp fitting on the free end of said accelerator pedal for attaching the device thereto, a threaded shaft connected to said clamp through a ball and socket joint to permit universal movement of said shaft with respect to said clamp, means for rotating said shaft at the end thereof remote from said joint, a cylindrical body provided with an internal threaded bore in engagement with said threaded shaft to effect longitudinal movement of said body in response to the rotation of said shaft, an adjustable post extending laterally from said body towards said brake pedal comprising a tubular member having a sleeve at one end thereof for adjustable mounting along said body, a rod extending from the opposite end of said tubular member and provided at its free end with a second spring clamp for attachment to the brake pedal, a ball and socket joint interconnecting

said second clamp and said rod for universal movement, a set-screw on said sleeve for fixing the position thereof along said body and a second set-screw on said tubular member for fixing the position of said rod thereon, so that rotation of said shaft effects a depression of the free end of the accelerator pedal to any desired degree.

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