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- (71) Applicant: AUTOMAX APS [DK/DK]; Oestergade 62,
DK-6623 Vorbasse (DK).
- (72) Inventor: BIRKELUND, Max; Oestergade 62, DK-6623
Vorbasse (DK).
- (74) Agent: ORSNES, Henrik; Forskerparken 10, DK-5230
Odense M (DK).
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- (54) Title: CLICKABLE HAND CONTROL DEVICE IN A VEHICLE

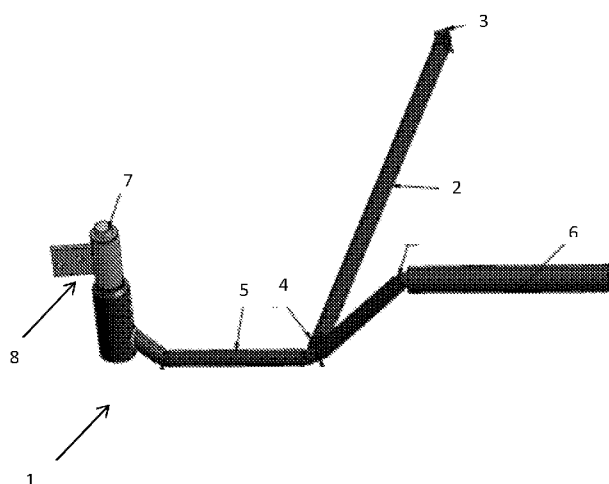


Figure 1

(57) Abstract: There is provided a hand operable device for handicapped persons driving a car. More particularly, there is provided a hand operated device (1) for actuating vehicle acceleration and brake pedals. The device includes a brake bar (2) having in a first end attaching means (3) for attachment to a brake pedal of the vehicle, said brake bar (2) having in a second end a joint (4) to a handle bar (5) for transversely supporting the brake bar (2). The handle bar (5) is provided with means for electronically regulating the speed of the vehicle and attachment means (7) for releasably attaching the handle bar (5) via a mounting piece (8) to (or near) the steering column without the use of tools.

Clickable hand control device in a vehicle

FIELD OF THE INVENTION

The present invention relates to hand operable devices for handicapped drivers. More particularly, the present invention relates to a hand operated device for actuating vehicle acceleration and brake pedal.

BACKGROUND OF THE INVENTION

Handicapped people that are limited to use solely their upper body parts are limited to vehicles having hand operated actuating systems. Car conversion systems in which the accelerator and the brake pedals are hand-operated are known in the art. Mostly, add-on systems are provided with operating lever or levers that is engaged with both accelerating pedal and the brake pedal of the car wherein push and pull operations are operated by the hands of the driver. The challenge in engineering and designing such systems lie in the limited space beneath the steering wheel.

There is a long felt need to provide a driving accessory for the handicapped in which the acceleration and brake pedals are hand actuated that is easily operable by push-pull levers. Moreover, there is a need to provide a system that is provided within the space between the pedals and the hand area of the driver without limiting or restricting this space so as to allow a conveniently positioned system.

For disabled persons there have been developed various driving control systems by means of which it is possible to drive a vehicle using only the hands. The known solutions have a drawback that it is difficult and time-consuming to mount the driving control system to the vehicle. Moreover, it takes a skilled mechanic to mount the system and changes are often required in the cabin structures of the vehicle.

WO2006051532 discloses a hand-operated system for actuating acceleration and brake pedals in a vehicle. The system comprises a main body adapted to be fixedly attached to the vehicle in the vicinity of the driver's hands, a handle connected to the main body

wherein the handle is adapted to be moved forwardly and backwardly in order to operate the vehicle; two levers pivotally connected to the main body wherein the levers are engaged with the acceleration and brake pedals through connecting rods; and a cable connecting the lever that actuate the acceleration pedal.

WO2006108925 discloses a driving control device, wherein the lower ends of the operating bars of the driving control device may be attached to the pedals of the vehicle, and the upper ends thereof may be supported in the transverse direction with a mounting piece. The mounting piece comprises a pliable attachment strap that may be tightened around the steering column with a mechanical tightening mechanism.

US6672281B1 driving control device for a vehicle, the driving control device comprising: a brake bar having in a first end attaching means for attachment to a brake pedal of the vehicle, said brake bar having in a second end a joint to a handle bar; a handle bar for transversely supporting the brake bar at the joint of the brake bar, said handle bar provided with means for electronically regulating the speed of the vehicle, said handle bar provided with a handle in the first end, and attachment means in the second end of the handle bar; and where the attachment means includes a locking mechanism. Meanwhile, the locking mechanism requires that the device is fixedly attached somewhere in the vicinity of the steering column and is not easy to detach.

The devices described in the prior art suffers from several drawbacks, in particular the time consuming procedure for installing the devices in the car. This is a major problem for the rental car business that is legally obliged to offer cars for disabled persons. Hence, a quick and safe solution for installing such devices is needed. Moreover, there is a need for a device, which ensures that simultaneous braking and acceleration of the car cannot be performed by the driver.

SUMMARY OF THE INVENTION

The present invention overcomes the problems of the prior art by providing a driving control device (1) to a vehicle, the driving control device comprising a brake bar (2) having in a first end attaching means (3) for attachment to a brake pedal (not shown) of the

vehicle, said brake bar (2) having in a second end a joint (4) to a handle bar (5), said handle bar (5) for transversely supporting the brake bar at the joint (4) of the brake bar (2), said handle bar (5) provided with means for electronically regulating the speed of the vehicle (not shown), said handle bar provided with a handle (6) in the first end, and attachment means (7) in the second end of the handle bar, wherein the attachment means includes a locking mechanism for releasably attaching the handle bar via a mounting piece (8) to (or near) the steering column (not shown) without the use of tools, wherein the attachment means is based on one of the following two embodiments i) or ii):

i) the locking mechanism includes a rod extending perpendicularly from the second end of the handle bar for releasably attaching the handle bar in the mounting piece mounted on the steering column, said mounting piece provided with a hole perfectly fitting the form of the rod, said rod provided with releasable protrusions for holding the rod in place when attached to the mounting piece.

When referring to releasably attaching the handle bar via a mounting piece to or near the steering column it means that the mounting piece does not necessarily have to be attached to the steering column but could or be attached nearby, such as under the driver's seat or somewhere else in the vicinity of the driver.

ii) the rod and hole configuration is reversed so that the hole is provided in the second end of the handle bar and the mounting piece is provided with a rod perfectly fitting the form of the hole, said rod provided with releasable protrusions for holding the rod in place when placed in the hole.

Preferably the rod and hole are cylindrical. It is also preferred that the rod is provided with protrusions that are released when the rod is in place in the cylindrical hole of the mounting piece, whereby the protrusions protrude into a recess of the cylindrical hole or protrude over an end edge of the cylindrical hole.

The protrusions may be manually locked in their protruded state thereby holding the rod in place. The protrusions may be small balls (preferably in metal) that are pushed out of the rod thereby engaging with the recess or edge of the hole.

The basic idea of the invention is that in connection with the rod and mounting piece there

are quick-locking means, whereby the mounting piece can be attached to and detached from the vehicle quickly and easily without tools and anybody is able to carry out the mounting. In addition, the attachment bracket is mounted on the steering column.

The invention has an advantage that the driving control device can be attached to the vehicle quickly and even without any tools. In addition, the mounting piece can be attached to most vehicles without having to make any changes in the vehicle structures and without having to cause damage in any way to the cabin structures.

BRIEF DESCRIPTION OF THE DRAWING

One embodiment of the invention is described in greater detail in connection with the attached drawing, in which Figure 1 is a perspective view of a driving control device according to the present invention.

DETAILED DESCRIPTION OF THE INVENTION

The driving control device (1) shown in Figure 1 comprises a brake bar (2) having in one end attaching means (3) for attachment to a brake pedal (not shown) of the vehicle, which can be detachably mounted to a brake pedal.

Specifically and with reference to Figure (1) there is shown a driving control device (1) to a vehicle, the driving control device comprising a brake bar (2) having in a first end attaching means (3) for attachment to a brake pedal (not shown) of the vehicle, said brake bar (2) having in a second end a joint (4) to a handle bar (5), said handle bar (5) for transversely supporting the brake bar at the joint (4) of the brake bar (2), said handle bar (5) provided with means for electronically regulating the speed of the vehicle (not shown), said handle bar provided with a handle (6) in the first end, and attachment means (7) in the second end of the handle bar, wherein the attachment means includes a locking mechanism for releasably attaching the handle bar via a mounting piece (8) to (or near) the steering column (not shown) without the use of tools.

One can brake the vehicle by pressing the handle bar downwardly with the hand, and correspondingly, one can accelerate the vehicle by turning the speed handle or other regulator electronically connected to the acceleration means of the vehicle. The handle bar may be designed such that it allows a firm hold for transmitting a sufficient force to the brake pedal.

The attachment means may comprise attachment plates, between which a pedal may be pressed with a screw, an eccentric clamp or a similar tightening means. Naturally, the attachment means may also apply other kinds of fasteners and components required in attachment. At the junction of the attaching means and the bar there may be a link, such as a ball joint, which enables the bar being set in a desired position in the vehicle and, and, the mutual movement of the bar and the pedal when the pedal is pressed down.

The bar may be a solid bar or tube made of metal, such as steel, or some other suitable material. It is essential that the bar is able to transmit longitudinal forces reliably for the operation of the pedal. The length of the bar may be adjustable. Thus, the bar may consist of two or more partly interfitting bar portions. By mutually adjusting the bar portions it is possible to set a desired bar length and thereafter the bar portions may be locked with a locking means.

The driving control device also comprises a mounting piece, by means of which the handle bar may be supported to the steering column of the vehicle such that the bar is well within the driver's reach. The mounting piece may comprise a pliable attachment bracket or other means that can be arranged around the steering column.

The mounting piece of Figure 1 can be turned and attached in a desired position in relation to the central axis of the steering column. Further, distance of the attachment point may be set suitable in the longitudinal direction of the steering column.

After tightening the attachment means on the handle bar the device is locked such that it will not be able to slide back. The locking of the device may be based on a clasp, a quick-locking means provided with suitable shape-locking means or a clamp.

CLAIMS

1. A driving control device (1) for a vehicle, the driving control device comprising:

• a brake bar (2) having in a first end attaching means (3) for attachment to a brake pedal of the vehicle, said brake bar (2) having in a second end a joint (4) to a handle bar (5);

• a handle bar (5) for transversely supporting the brake bar (2) at the joint (4) of the brake bar (2), said handle bar (5) provided with means for electronically regulating the speed of the vehicle, said handle bar (2) provided with a handle (6) in the first end, and attachment means (7) in the second end of the handle bar;

characterized in that the attachment means (7) includes a locking mechanism for releasably attaching the handle bar via a mounting piece (8) without the use of tools, wherein the locking mechanism includes a rod extending perpendicularly from the second end of the handle bar (5) for releasably attaching the handle bar (5) in the mounting piece (8) mounted on or near the steering column, said mounting piece (8) provided with a hole perfectly fitting the form of the rod, said rod provided with releasable protrusions for holding the rod in place when attached to the mounting piece (8).

2. A driving control device (1) for a vehicle, the driving control device comprising:

• a brake bar (2) having in a first end attaching means (3) for attachment to a brake pedal of the vehicle, said brake bar (2) having in a second end a joint (4) to a handle bar (5);

• a handle bar (5) for transversely supporting the brake bar (2) at the joint (4) of the brake bar (2), said handle bar (5) provided with means for electronically regulating the speed of the vehicle, said handle bar (2) provided with a handle (6) in the first end, and attachment means (7) in the second end of the handle bar;

characterized in that the attachment means (7) includes a locking mechanism for releasably attaching the handle bar via a mounting piece (8) without the use of tools, wherein the locking mechanism includes a hole in the second end of the handle bar (5) for releasably attaching the handle bar (5) in the mounting piece (8) mounted on or near the steering column, said mounting piece (8) provided with a rod perfectly fitting the form of the hole, said rod provided with releasable protrusions for holding the rod in place when placed in the hole.

3. Driving control device (1) according to claim 1 or 2, wherein the rod and hole are cylindrical.

5 4. Driving control device (1) according to claim 3, wherein the rod is provided with protrusions that are released when the rod is in place in the cylindrical hole of the mounting piece, whereby the protrusions protrude into a recess of the cylindrical hole or protrude over an end edge of the cylindrical hole.

10 5. Driving control device (1) according to any one of the claims 2-4, wherein the protrusions may be manually locked in their protruded state thereby holding the rod in place.

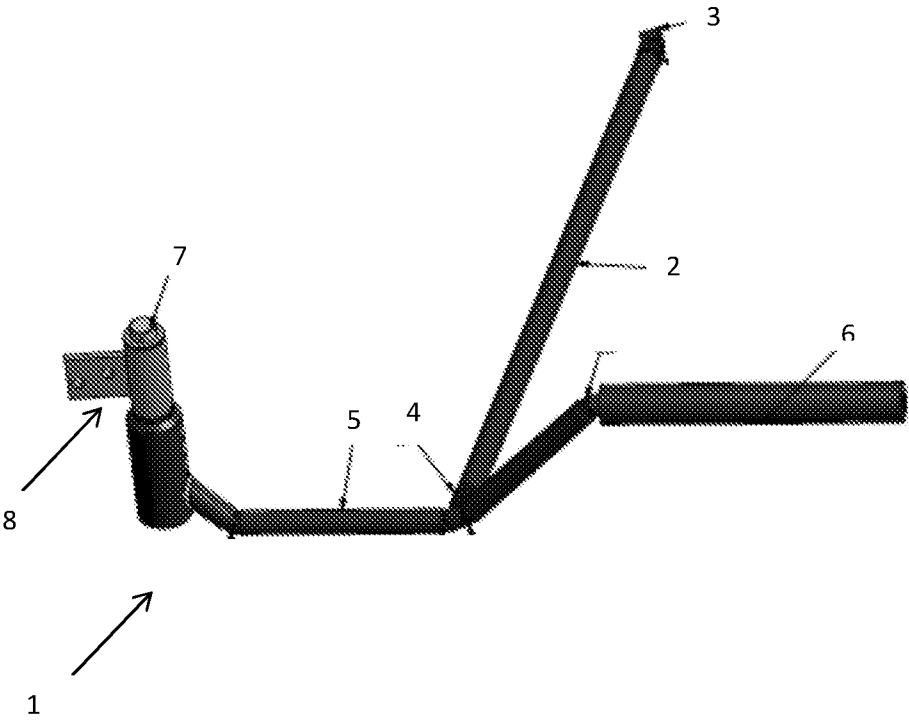


Figure 1

INTERNATIONAL SEARCH REPORT

International application No.

PCT/DK2014/050244

A. CLASSIFICATION OF SUBJECT MATTER B60W 30/18 (2012.01) According to International Patent Classification (IPC) or to both national classification and IPC		
B. FIELDS SEARCHED Minimum documentation searched (classification system followed by classification symbols) IPC, CPC: B60W, B60K Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched DK, NO, SE, FI: Classes as above. Electronic data base consulted during the international search (name of data base and, where practicable, search terms used) EPODOC, WPI, FULL TEXT: ENGLISH		
C. DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 6672281 B1 (CINPINSKI et al.) 2004.01.06 See abstract, full document and in particular from column 3 line 24 to column 4 line 44 and Fig. 5-8	1-5
A	US 5129492 A (LENZ et al.) 1992.07.14 See abstract, full document and in particular column 3 from line 50 to column 4 line 48, Fig. 1, 2	1-3
A	US 4436191 A (PERRY) 1984.03.13 See abstract, full document, Fig. 1, 2	1-3
A	AU 596911B B2 (LINGENTI) 1990.05.17 See abstract, full document, page 11 lines 23-29, Fig. 1-5	1-3
A	US 4788879 A (ULRICH) 1988.12.06 See abstract, full document, Fig. 1-3	1-2
A	GB 2281955 A (RYLEY) 1995.03.22 See abstract, full document, Fig. 1-3	1-2
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Date of the actual completion of the international search		Date of mailing of the international search report
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Name and mailing address of the ISA Nordic Patent Institute Helgeshøj Allé 81 DK - 2630 Taastrup, Denmark. Facsimile No. + 45 43 50 80 08		Authorized officer René Sørensen Telephone No. +45 43 50 81 55

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