E. CASSALETTE.

DEVICE FOR CONTROLLING THE EXHAUST OF MOTOR CARS AND THE LIKE.

APPLICATION FILED MAY 23, 1921.

1,405,900. Patented Feb. 7, 1922.

Fig 1

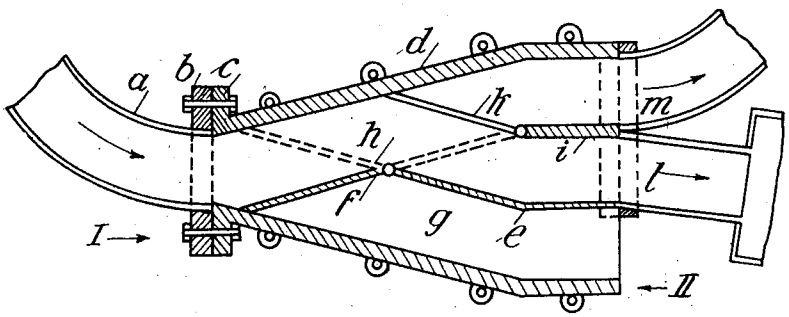


Fig3

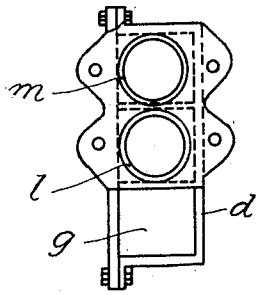
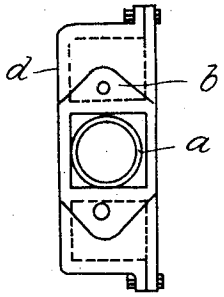


Fig2



Inventor:

Eddy Cassalette

UNITED STATES PATENT OFFICE.

EDDY CASSALETTE, OF BERLIN-FRIEDENAU, GERMANY.

DEVICE FOR CONTROLLING THE EXHAUST OF MOTOR CARS AND THE LIKE.

1,405,900. Specification of Letters Patent. **Patented Feb. 7, 1922.**

Application filed May 23, 1921. Serial No. 472,000.

To all whom it may concern:

Be it known that I, EDDY CASSALETTE, a citizen of the Republic of Germany, residing at Berlin-Friedenau, Germany, have invented certain new and useful Improvements in Devices for Controlling the Exhaust of Motor Cars and the like, (for which I have filed application in Germany Jan. 22, 1920, and in Great Britain Mar. 23, 1921,) of which the following is a specification.

The present invention relates to a device for controlling the exhaust of motor-cars and the like so that the gases can be instantaneously diverted, entirely or partly, into the atmosphere from the car heater or from the silencer or from both if divided between the two.

The invention consists in the provision of a distributing casing having one inlet and three outlets and containing two flap valves of which the one nearer the motor diverts the exhaust gases either into the atmosphere or into a channel where the second valve diverts them either to the silencer or to the heating radiators of the car.

In the accompanying drawings the invention is illustrated by way of example,

Fig. 1 representing a horizontal section of the device,

Fig. 2, an end view of the distributing casing as seen from the direction of the arrow I, and

Fig. 3, an end view of the same as seen from the direction of the arrow II.

A distributing-casing *d* has a flange *c* by means of which it is connected to a flange *b* on the exhaust pipe *a* of the motor. The casing has three outlets, one opening into a pipe *m* leading to the heating system of the car, the second, into a pipe *l* leading to the silencer, and the third, direct into the atmosphere. Leading to the outlets are three passages formed by partitions *e* and *i* which terminate in pivoted flap valves *f* and *k*. The valve *f* is arranged nearer to the motor and is adapted to close either the passage *g* leading to the atmosphere or the passage *h* leading to the remaining outlets, or to be set so as to distribute the exhaust gases between the two. The valve *k* can be set in the passage *h* so as to direct the exhaust gases either to the heating system or to the silencer or to distribute the same between both. It is evident that whatever the position of the valve *k*, the exhaust gases can, by an adjustment of the valve *f*, be directed in an instant either wholly or partly to the atmosphere. This is often required either for reducing the resistance to the motor or for making the motor distinctly heard in heavy traffic.

I claim:—

A device for controlling the exhaust of motor-cars and the like, comprising a distributing casing having one inlet for the exhaust gases and three outlets for the same, one outlet leading to a heating system, one to a silencer and a third to the atmosphere, and two pivoted flap valves arranged in said casing, one valve being arranged nearer the motor than the other and adapted to divert the gases, wholly or partly, either to the atmosphere or to the other outlets, the second valve being adapted to divert the gases admitted by the first valve, wholly or partly, either to the heating system or to the silencer, substantially as and for the purpose set forth.

EDDY CASSALETTE.