June 27, 1950 Z. A. PETTY 2,512,838

DUAL ACCELERATOR

Filed Sept. 1, 1948

FIG. 1.

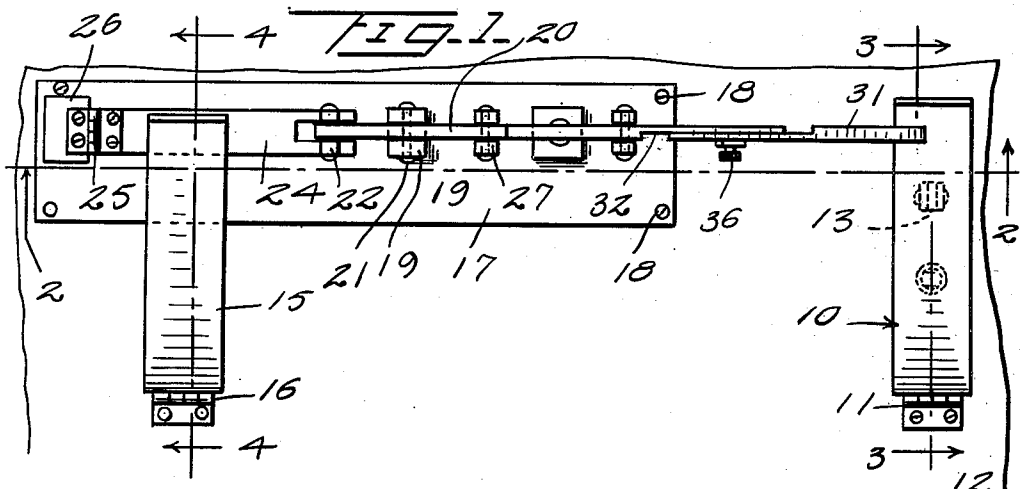


FIG. 2.

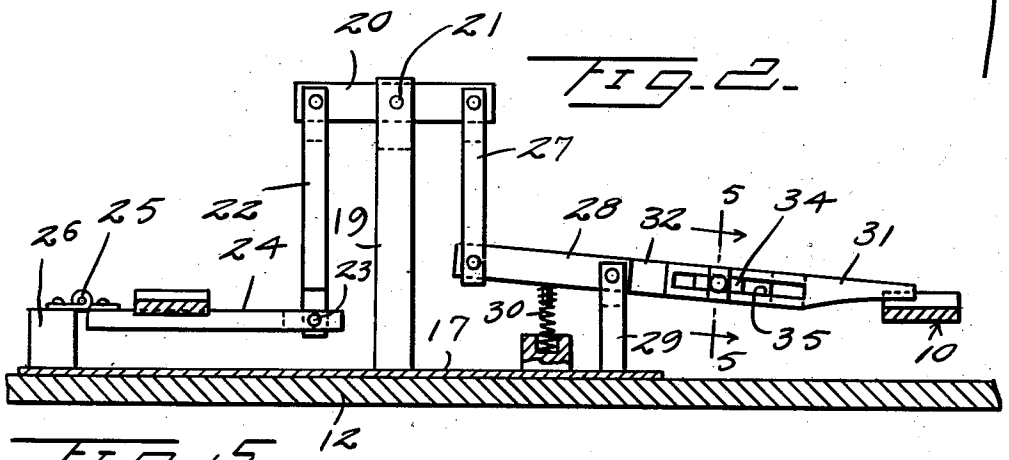


FIG. 5.

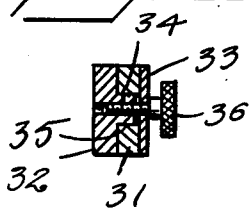


FIG. 3.

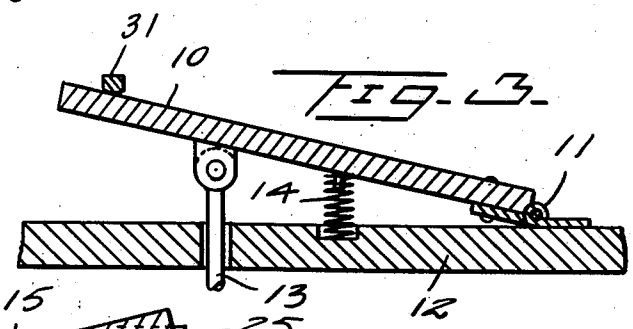
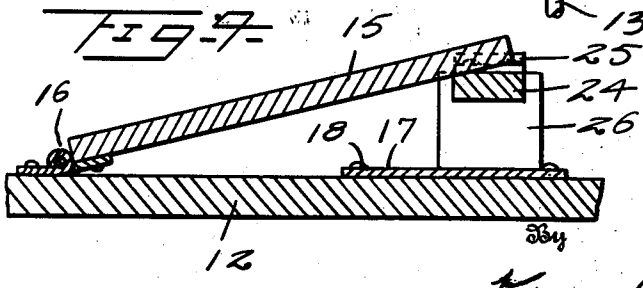


FIG. 7.



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DUAL ACCELERATOR

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2 Claims. (Cl. 74—480)

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This invention relates to a dual accelerator attachment for vehicles.

An object of this invention is to provide an attachment for motor vehicles whereby the accelerator may be operated by either foot.

In certain vehicles at present in use the usual clutch pedal has been eliminated, and as a result the right foot of the operator does all of the work in connection with the vehicle operation. On long trips or over sustained periods, the right foot becomes tired or cramped, but due to the position of the accelerator the left foot cannot relieve the right foot. It is, therefore, an object of this invention to provide an auxiliary accelerator and connection between the auxiliary accelerator and the main accelerator which will permit the use of either foot in the engine operation.

To the foregoing objects, and others which may hereinafter more fully appear, the invention consists of the novel construction, combination and arrangement of parts, as will be more specifically referred to and illustrated in the accompanying drawings, but it is to be understood that changes, variations, and modifications may be resorted to which fall within the scope of the invention as claimed.

In the drawings,

Figure 1 is a plan view of an accelerator attachment constructed according to an embodiment of this invention;

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

Figure 3 is a fragmentary sectional view taken on the line 3—3 of Figure 1;

Figure 4 is a fragmentary sectional view taken on the line 4—4 of Figure 1;

Figure 5 is a sectional view taken on line 5—5 of Figure 2.

Referring to the drawing, the numeral 10 designates generally a conventional accelerator pedal which is rockably mounted as at 11 on a floor board 12 forming a part of a motor vehicle and the pedal 10 is connected by means of a linkage 13 to the carburetor or other control of the vehicle engine. The pedal 10 is constantly urged upwardly to an inoperative position by means of a spring 14.

In order to provide a means whereby the pedal 10 may be operated by the left foot of the operator I have provided a second pedal 15 which is disposed laterally of the pedal 10 and is rockably mounted as at 16 on the floorboard 12. A base plate 17 is secured by fastening means 18 on the floorboard 12 and the plate 17 has fixed

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thereto an upstanding post or support 19. The base plate 17 is drilled at suitable intervals to receive screws or bolts so that this plate may be secured to either wood or metal floorboards. A pitman 20 is rockably mounted as at 21 on the upper end of the post or support 19 and one end of the pitman 20 has pivotally connected thereto a downwardly extending link 22.

The lower end of the link 22 is pivotally connected as at 23 to the inner end of a rock lever 24 which is pivotally mounted as at 25 on a supporting member 26 which is carried by the base 17. The lever 24 is disposed beneath the forward end of the auxiliary pedal 15 so that downward rocking of the pedal 15 will rock lever 24 downwardly and will rock pitman 20.

Pitman 20 has pivotally connected with the opposite end thereof a second depending link 27, and the link 27 is pivotally connected to its lower end to a rock lever 28 which is rockably mounted on a support 29 carried by the base 17. A spring 30 is interposed between the lever 18 and the base 17 and is adapted to rock the left portion of this lever upwardly. The right or inner portion of lever 28 includes an extensible arm 31 which is adjustably connected to the arm 32 of lever 28 by means of a clamping member 33.

The arm 32 is formed with an elongated key 34 and the arm 31 is formed with an elongated slot 35 within which the key 34 engages and clamping member 33 is adjusted relative to the arms 31 and 32 by means of a bolt 36. The inner end of arm 31 is adapted to overlie the forward end of pedal 10 so that when pedal 15 is rocked downwardly arm 31 will also be rocked downwardly and pedal 10 will be rocked proportionately.

With an attachment as hereinbefore described where a vehicle is of a construction wherein the clutch pedal has been eliminated so that substantially all of the work of operating the vehicle is thrown onto the right foot, the attachment hereinbefore described will provide an auxiliary pedal laterally of the main accelerator pedal by means of which the left foot may be optionally used for operating the vehicle.

What I claim is:

1. An auxiliary accelerator pedal assembly for use with the main accelerator pedal of a vehicle, comprising a base plate, a central upstanding support and a pair of opposite end supports carried by said plate, a pitman rockably mounted on the top of said central support, a first lever having the outer end thereof rockably mounted on one of said end supports, a second lever rockably mounted, intermediate the length thereof,

on the other of said end supports, link members connecting the inner ends of said first and second levers to the opposite ends of said pitman, the outer end of said second lever being adapted to overlie the main accelerator pedal of the vehicle, spring means interposed between said base plate and said second lever and adapted to constantly urge said outer end of said second lever downwardly for engagement with the main accelerator pedal, and an auxiliary pedal having one end rockably mounted on said base plate and the other end thereof secured to said first lever intermediate the length thereof whereby said auxiliary pedal will be depressed when the main pedal is depressed.

2. An auxiliary accelerator pedal assembly for use in a vehicle having a floor board and a main accelerator pedal, comprising a base plate for attachment to the floor board adjacent the main pedal, a central support and a pair of opposite end supports carried by said plate, a pitman rockably mounted on the top of said central support, a first lever having the outer end thereof rockably mounted on one of said end supports, a second lever rockably mounted intermediate the length thereof on the other of said end supports, link members connecting the inner ends of said first and second levers to the opposite ends of said pitman, the outer end of said second lever

being formed with a key member on one side thereof, an extension member formed with an elongated slot therein adapted to slidably receive said key member, means for locking said extension member relative to said second lever, said extension member extending beyond the end of said base plate for overlying the main accelerator pedal, spring means interposed between said second lever and said base plate for constantly urging said extension member into contact with the main pedal, and an auxiliary pedal having one end rockably mounted on said plate and the other end thereof fixed to said first lever whereby said auxiliary pedal will rock with the main pedal.

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