

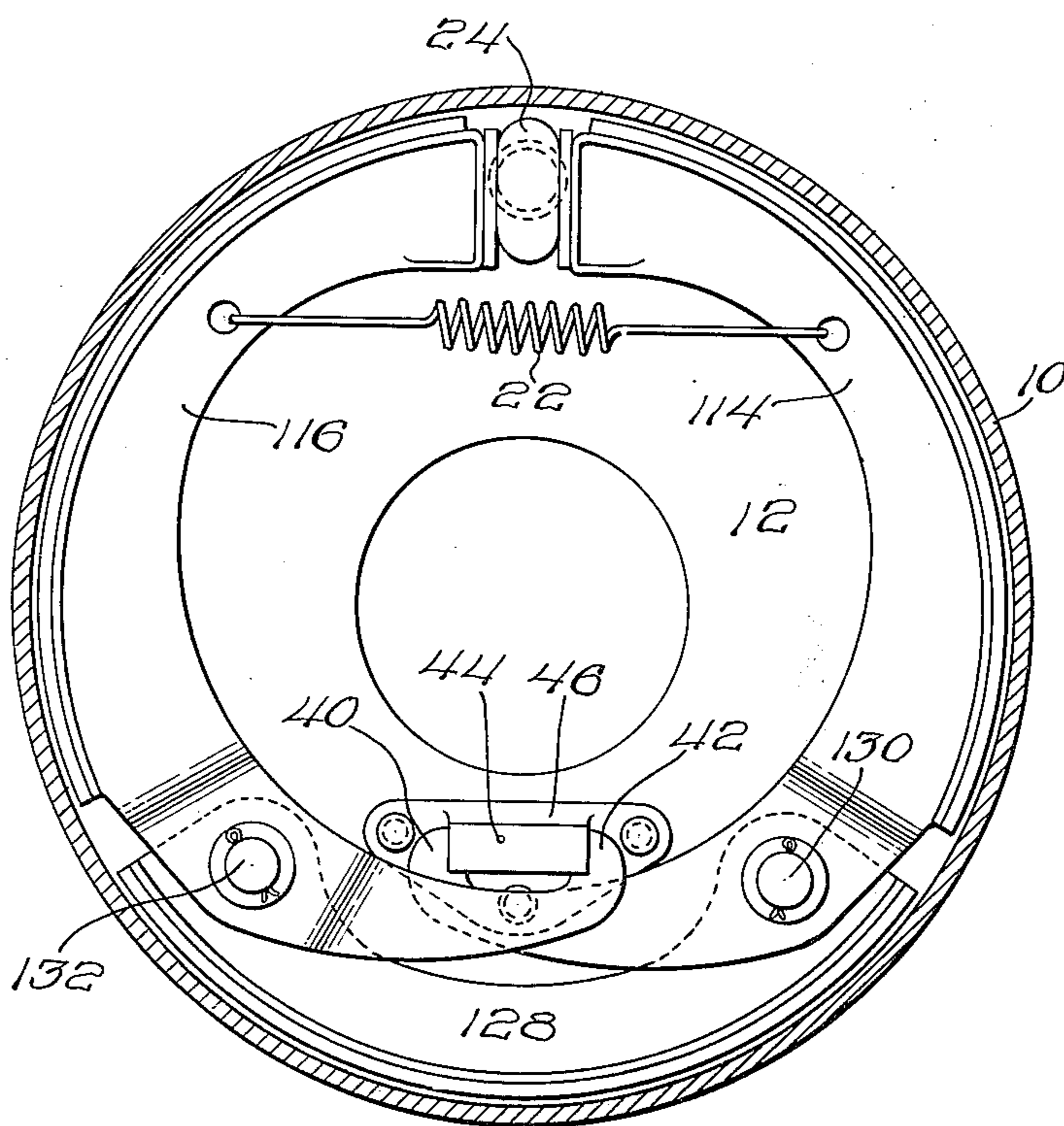
May 9, 1933.

C. H. TAYLOR

1,908,461

BRAKE

Filed April 26, 1928



INVENTOR
Cecil H. Taylor

BY
J. W. McCarty
ATTORNEY

UNITED STATES PATENT OFFICE

CECIL H. TAYLOR, OF SOUTH BEND, INDIANA, ASSIGNOR TO BENDIX BRAKE COMPANY,
OF SOUTH BEND, INDIANA, A CORPORATION OF ILLINOIS

BRAKE

Application filed April 26, 1928. Serial No. 272,947.

This invention relates to brakes and is illustrated as embodied in an internal expanding brake for an automobile. An object of the invention is to provide a novel arrangement in which one of the shoes of the brake is applied by a power-multiplying leverage exerted by an adjacent shoe.

Preferably there are at least three shoes arranged generally end to end to form the friction means of the brake, the two end shoes being anchored and forming levers which serve to apply the center shoe. The end shoes may be formed at their ends to hook over a stationary abutment serving as an anchor so that the brake torque is transmitted in tension through one of the shoes to the anchor.

The above and other objects and features of the invention, including various novel and desirable details of construction will be apparent from the following description of two illustrative embodiments shown in the accompanying drawing, in which:

The figure is a vertical section through a brake embodying the invention, just inside the head of the brake drum and showing the brake shoes in side elevation.

The illustrated brake includes the usual rotatable brake drum 10 at the open side of which is arranged a suitable stationary support such as a backing plate 12 and within which is arranged the friction means of the brake.

The illustrated brake includes two end shoes 114 and 116 formed at their lower ends with hook-shaped extensions 40 and 42 respectively between which is arranged a fixed abutment 44 which serves as the brake anchor and which may be a lateral extension from a forging having a base 46 riveted to the backing plate 12. The shoes 114 and 116 are pivotally connected to a central shoe 128 by pivots 130 and 132 so that the central shoe 128 is applied by the end shoes when the latter are spread apart by means such as a cam 24 acting against the resistance of a return spring 22. In this arrangement, if the drum is turning clockwise, the torque of all three shoes is transmitted through the hook-shaped end 42 to the anchor 44 while if the drum is

turning counterclockwise, the brake torque is transmitted to the anchor 44 through the hook-shaped end 40, the ends 40 and 42 thus being in tension in transmitting the braking torque to the anchor 44.

While one illustrative embodiment of the invention has been described in detail, it is not my intention to limit its scope to that particular embodiment or otherwise than by the terms of the appended claims.

I claim:

1. A brake comprising, in combination, a pair of end shoes having overlapping hook-shaped ends, a fixed anchor abutment arranged between said ends, and a third shoe opposite said abutment and connected to the end shoes.

2. A brake comprising, in combination, a pair of shoes having overlapping hook-shaped ends, means connecting the shoes, and a fixed abutment between said hook-shaped ends arranged to serve as an anchor for the shoe.

3. A brake comprising, in combination, a pair of shoes having overlapping hook-shaped ends, and a fixed abutment between said hook-shaped ends arranged to serve as an anchor for the shoe.

4. A brake comprising, in combination, a pair of end shoes having overlapping ends, a fixed anchor abutment arranged between said ends and a third shoe opposite said abutment and connected to the end shoes, said third shoe constructed and arranged to transmit the braking torque to one or the other of the ends of said end shoes.

5. A brake assembly comprising a pair of connected shoes having overlapping hook-shaped ends.

6. A brake assembly comprising a pair of connected shoes having overlapping ends, and a third shoe pivoted to both of and overlapping said ends.

In testimony whereof, I have hereunto signed my name.

CECIL H. TAYLOR.