

- [54] **ADJUSTABLE SPEED CONTROL FOR CHILDREN'S RIDE-ON VEHICLE**
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- [51] **Int. Cl.**⁶ **H02P 1/16**; A63H 29/24
- [52] **U.S. Cl.** **318/139**; 318/261; 318/287;
388/851; 388/838; 388/840; 446/463; 446/448;
180/338
- [58] **Field of Search** 446/465, 460,
446/462, 463, 466, 469, 448, 447; 180/338,
333, 6.5, 22; 318/139, 256, 261, 280, 442,
287, 288, 289; 388/851, 838, 839, 840

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McCormack & Heuser

[57] **ABSTRACT**

An adjustable speed control for use on a children's ride-on vehicle, where the speed control includes a switch assembly interposed between the battery and the motor of the vehicle. The switch assembly is selectively operable to connect the battery to the motor in one of a number of speed configurations, including a first speed configuration and a second speed configuration. An actuator is connected to the switch assembly and manipulable by a user to allow the user to operate the switch assembly to select a particular speed configuration from among the number of speed configurations. In one embodiment, a diode is disposed in series between the motor and battery in one of the speed configurations to provide a relatively current independent voltage drop between the motor and the battery. In an alternative embodiment, a childproof cover is disposed proximal to the actuator. The cover has a first configuration in which it substantially prevents a child from manipulating the actuator to operate the switch assembly to alter the selected particular speed configuration.

18 Claims, 3 Drawing Sheets

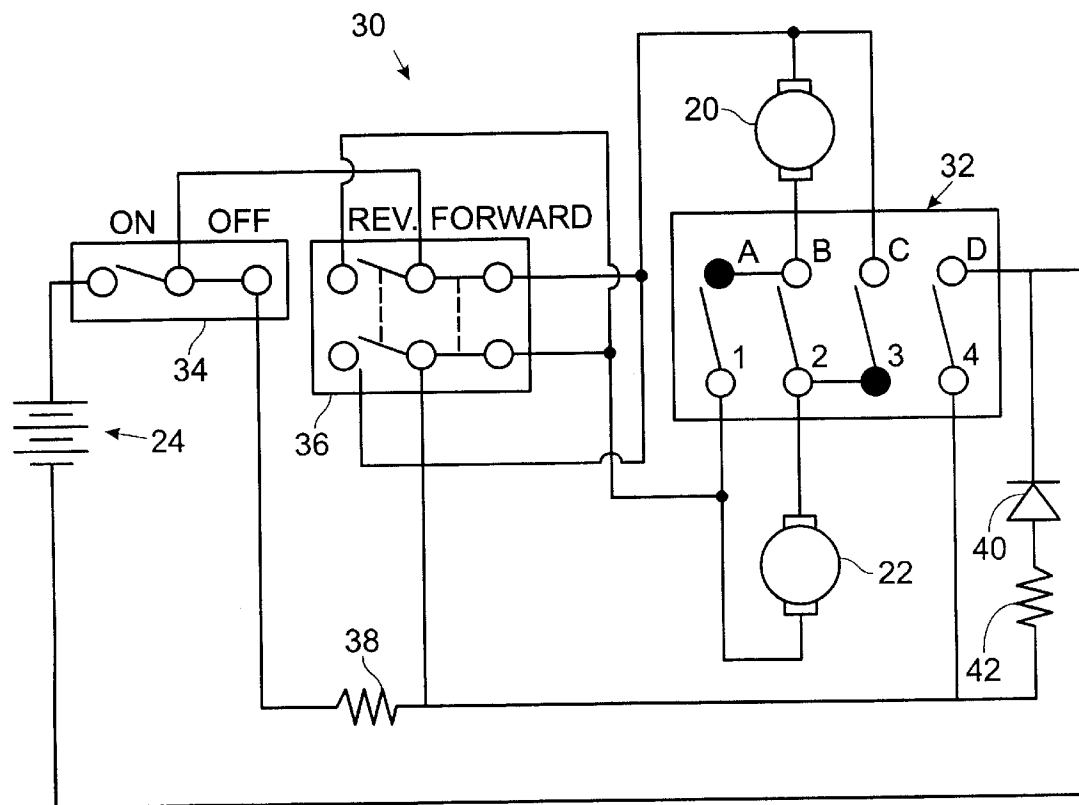


Fig. 2a

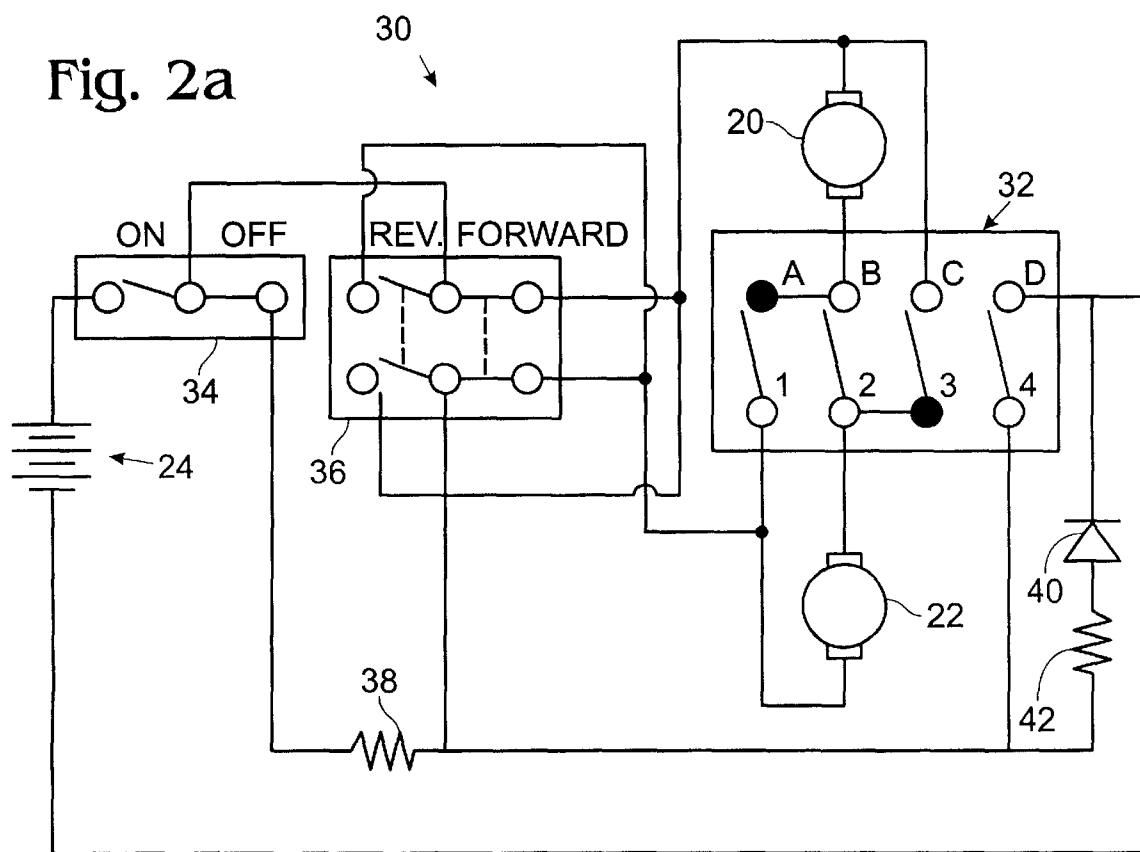


Fig. 2

ROTARY
SPEED
1-LOW
2-MED
3-HIGH

Fig. 1

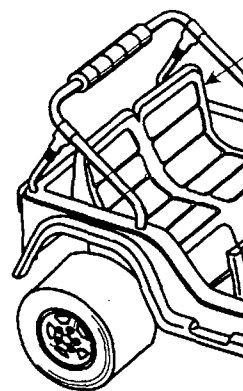


Fig. 5

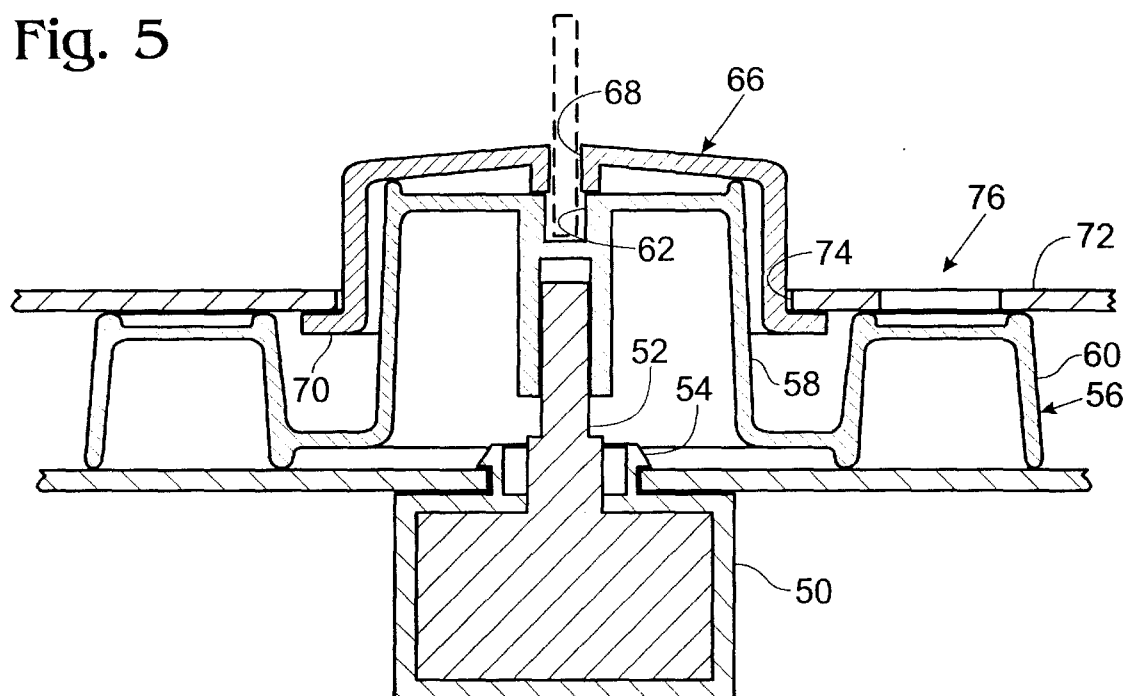


Fig. 3a

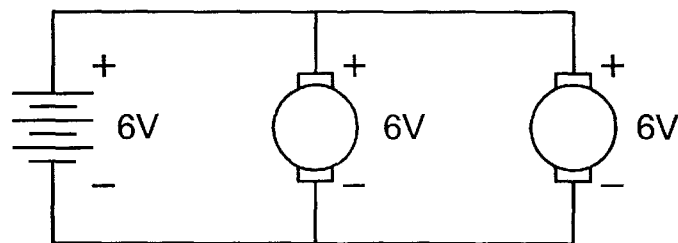


Fig. 3b

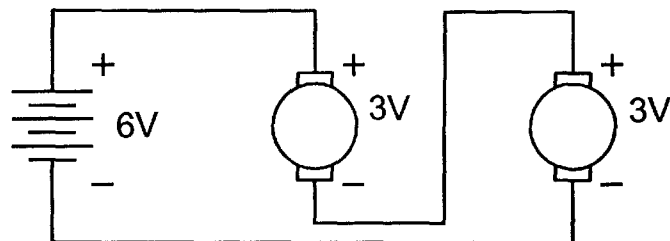


Fig. 3c

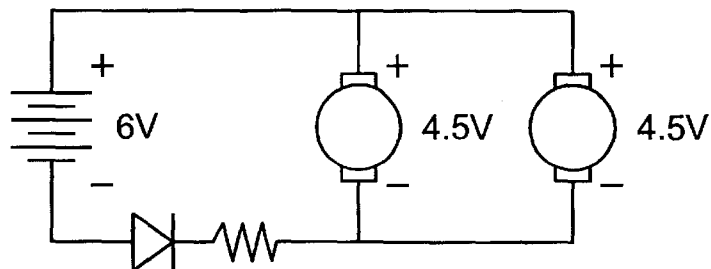
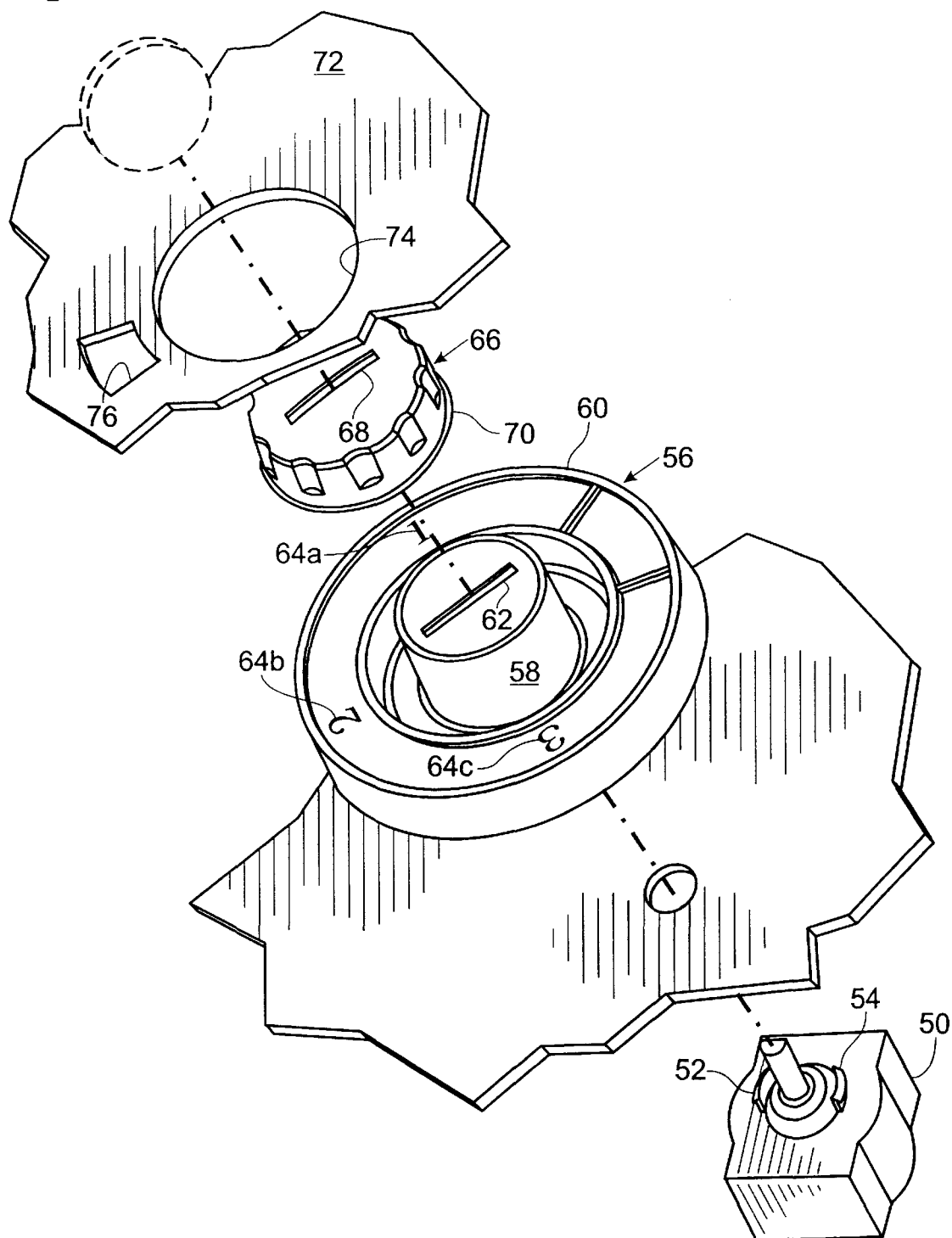


Fig. 4



ADJUSTABLE SPEED CONTROL FOR CHILDREN'S RIDE-ON VEHICLE

BACKGROUND AND SUMMARY OF THE INVENTION

The present invention relates to children's ride-on vehicles, and more particularly to an adjustable speed control for such a vehicle.

Children's ride-on vehicles typically utilize one or two small electric motors powered by a 6 or 12-volt battery. Depending on the power output capability of the motors and how they are connected to the battery, various speeds can be achieved by the vehicle. For instance, Power Wheels™ currently manufactures three different series vehicles: the Toddler series, which are suitable for children 1–3 years old and travel at a maximum of 1 mph; the Preschool series, which are suitable for children 1½–6 years old and have a maximum speed of 2.5–3.5 mph; and, the Advanced Series, which are suitable for children 3–7 years old and have speeds up to 5 mph.

In children's ride-on vehicles, the suitability for a child of a given age is primarily determined by the speed capability of the vehicle. With young children, slower vehicles are necessary for safe operation. As children mature and become more capable drivers, they are able to operate faster vehicles with safety and confidence. In fact, vehicles for older children must offer higher speeds to maintain the children's interest.

Due to their complexity, children's ride-on vehicles are a relatively expensive toy. It is therefore important for such a vehicle to offer the longest possible useful life. In the past, useful life has primarily been limited by the maximum speed of the vehicle. A high speed vehicle cannot be used by a toddler and a low speed vehicle is not sufficiently entertaining for an older child. Although ride-on vehicles have been produced with a high and a low speed and including a high speed lock-out capability, the lock out mechanism is rather cumbersome to use, and only two speeds are offered. Preferably, for maximum utility, a children's ride-on vehicle should have at least three selectable maximum speeds. Furthermore, it should be quick and easy for a parent to select the vehicles maximum speed.

With the above problems in mind, it is a general object of the present invention to provide an adjustable speed control for a children's ride-on vehicle which can selectively limit the maximum speed of the vehicle.

It is another object of the present invention to provide such an adjustable speed control which can only be operated by an adult.

One more object of the present invention is to provide an adjustable speed control that is simple to manufacture and reliable in operation.

An additional object is to provide an adjustable speed control which presents a voltage to the motor or motors that is relatively independent of current draw.

Another object of the present invention is to provide an adjustable speed control that offers three different speed configurations.

These and other objects are satisfied by providing an adjustable speed control for use on a children's ride-on vehicle, where the speed control includes a switch assembly interposed between the battery and the motor of the vehicle. The switch assembly is selectively operable to connect the battery to the motor in one of a number of speed configurations, including a first speed configuration and a

second speed configuration. An actuator is connected to the switch assembly and manipulable by a user to allow the user to operate the switch assembly to select a particular speed configuration from among the number of speed configurations. In one embodiment of the invention, a diode is disposed in series between the motor and battery in one of the speed configurations to provide a relatively current independent voltage drop between the motor and the battery. In an alternative embodiment, a childproof cover is disposed proximal to the actuator. The cover has a first configuration in which it substantially prevents a child from manipulating the actuator to operate the switch assembly to alter the selected particular speed configuration.

Many other features, advantages and additional objects of the present invention will become manifest to those versed in the art upon making reference to the detailed description which follows and the accompanying sheets of drawings in which preferred embodiments incorporating the principles of this invention are disclosed as illustrative examples only.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of a ride-on vehicle constructed according to the present invention.

FIG. 2a is a schematic view of an adjustable speed control according to the present invention.

FIG. 2b is a table showing the contact pattern of a switch for use with the present invention.

FIGS. 3a–c show schematics of three different speed configurations according to the present invention.

FIG. 4 is an exploded view of an adjustable speed control.

FIG. 5 is a cross-sectional view of the speed control of FIG. 4 in an assembled state.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

A ride-on vehicle constructed according to the present invention is shown generally at 10 in FIG. 1. Vehicle 10 includes a body 12, wheels 14 and a seat 16. The rear two wheels are each driven by a motor, illustrated schematically at 20, 22 in FIG. 2a. Motors 20, 22 are powered by a 6 or 12 volt battery pack 24, typically disposed under the hood of the vehicle, and illustrated schematically in FIG. 2a.

Mounted to body 12 is an adjustable speed control 30, as shown schematically in FIG. 2a. Adjustable speed control 30 includes a switch assembly 32 disposed between motors 20, 22 and battery pack 24. Switch assembly 32 is designed to switch the connection between the battery and motor into one of three speed configurations. As illustrated in FIG. 2a with the speed control, a foot pedal switch 34 is the primary on/off control for the rider and is mounted in the vehicle to appear as a gas pedal. Switch 34 is simply an on/off switch and interrupts the current flow to stop the car. A direction control switch 36 is configured to switch the polarity of the voltage to the motors to provide a reverse for the vehicle. A resistor 38 is disposed in parallel with the motors to provide dynamic braking by offering a current path between the terminals of the motors when they are disconnected from the battery. This increases the resistance of the motors to free spinning and therefore slows the vehicle by braking the wheels.

In the first speed configuration of the adjustable speed control, shown in FIG. 3a, the motors are wired in parallel to the battery. This results in each battery receiving the full voltage from the battery and provides the highest speed for the vehicle. As illustrated in the contact table of FIG. 2b, the

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