

A device for combined control of power unit and brake system according to the first embodiment of the invention contains a bracket, to which a support arm is fastened, in upper part of which an upper lock is fastened, which controls an accelerator lever located on the support arm, which by means of a rope controls a throttle. In the middle part of the support arm a stock is fastened, on which a lower lock is located. The stock is fastened by second side to the master brake cylinder. In the lower part of the support arm a foot-throttle is secured. The device for combined control of power unit and brake system according to the second embodiment of the invention contains a bracket, to which a support arm is fastened, which consists of two parts, an upper lock fastened to the mounting bracket and which blocks the upper part of the support arm, a lower lock fastened to the support arm and which retains an accelerator lever also fastened to the support arm, which controls the throttle by means of a rope. In the upper part to the support arm by one side a stock is fastened, which is fastened by second side to the master brake cylinder, in the lower part on the support arm a pedal of accelerator-brake is fastened. Each of the devices according to the first or second embodiment of the invention additionally contains an electromagnet in the form of an electric coil, in the middle of which a core is located, which is fastened by one side to one of the locks, in this case to the second side of the rod of electric coil a pull-back spring and a rope is fastened, the latter goes to the second lock, the electrical button or contact pedal located on the pedal of accelerator brake is connected with the electromagnet. As one of the contacts a current-conducting plate covered with insulation is used, which is securely fastened along the bushing and entire support lever of accelerator-brake pedal. The electromagnet by means of wires is actuated from onboard electrical wiring system of the car.