May 1, 1951 F. D. SAUNDERS 2,550,870

AUTOMOBILE JACKING-UP KIT

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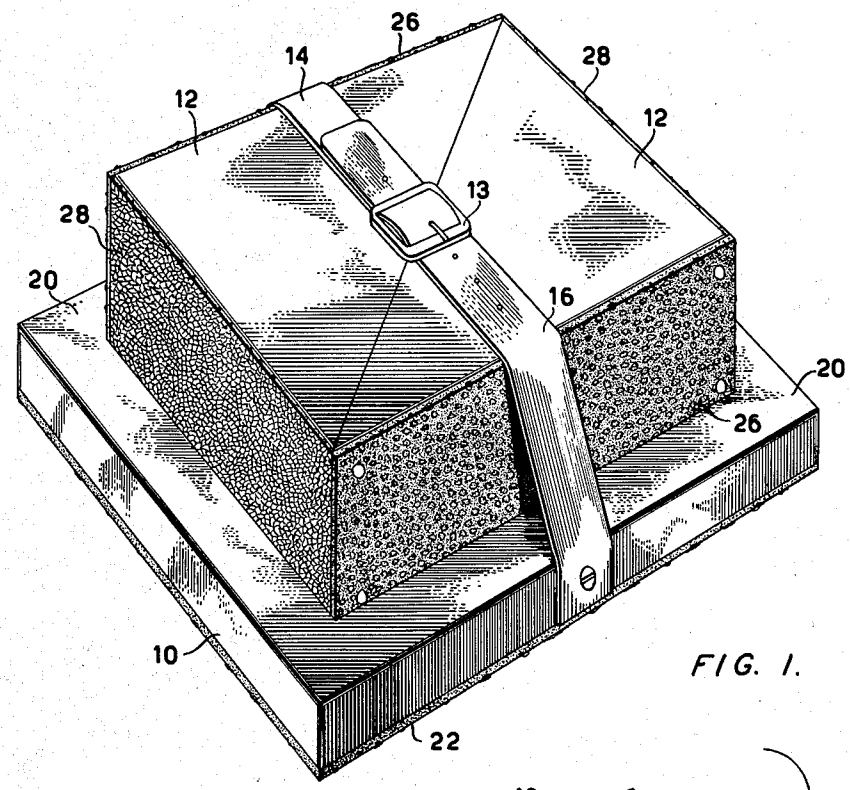


FIG. 1.

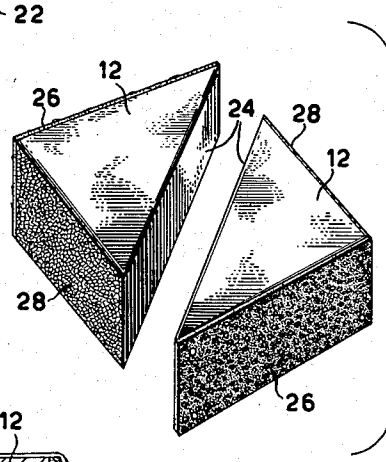


FIG. 4.

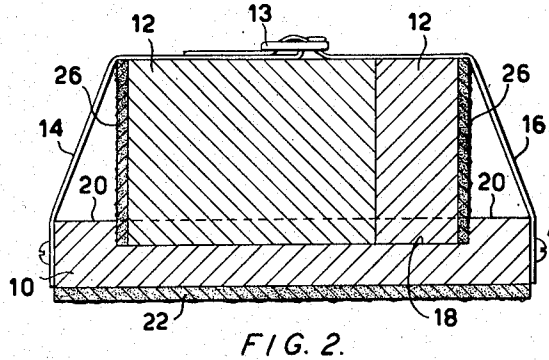


FIG. 2.

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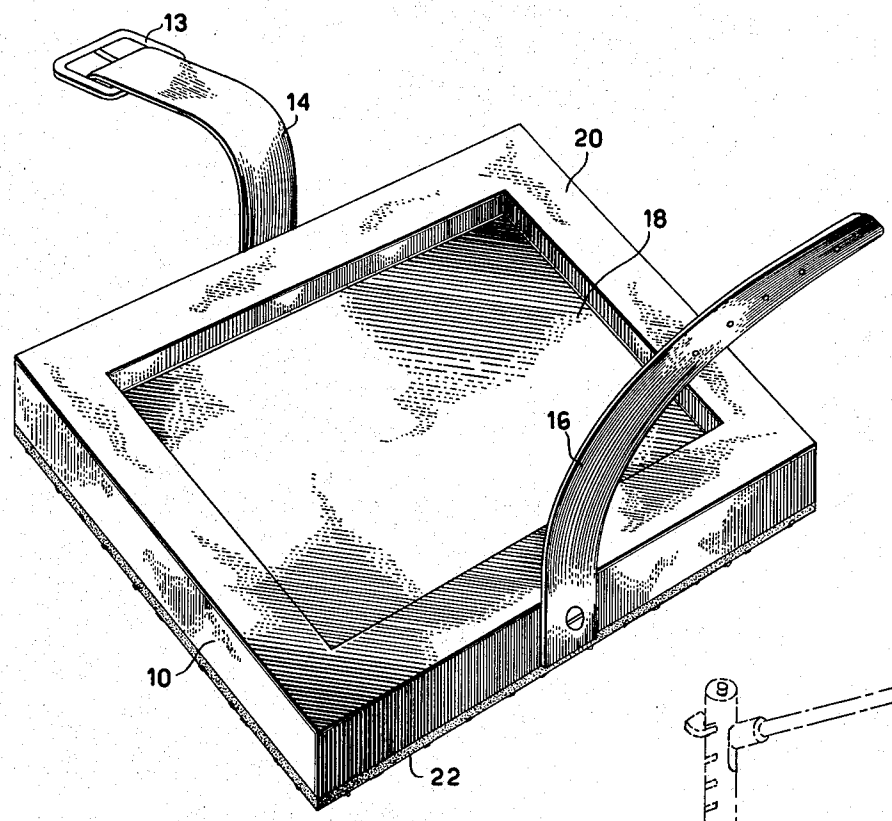


FIG. 3.

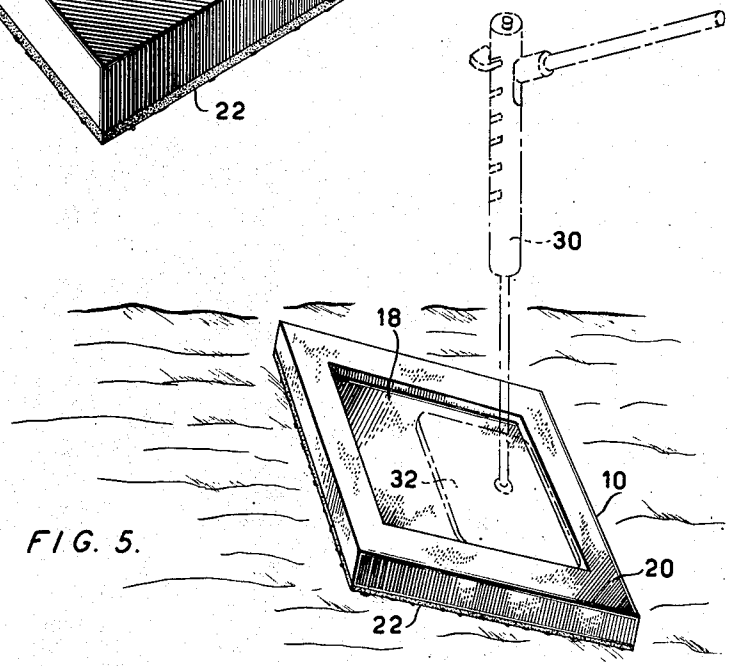


FIG. 5.

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AUTOMOBILE JACKING-UP KIT

Frederick D. Saunders, Haverford, Pa.

Application February 1, 1949, Serial No. 74,014

2 Claims. (Cl. 206—47)

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This invention relates to a means for preventing the slipping of a jack when the wheel of an automobile is to be raised by the jack when the car is on a smooth or an inclined surface.

One of the features of the invention is the provision of a supporting block of rectangular form provided with a rectangular cavity in its upper surface for the reception of the base of a jack and with a rough surface on the bottom for preventing the slipping of the block on the roadway when in use with the jack.

Another feature of my invention is the provision of a packaged kit containing the various members to be used with a jack when jacking up a car, assembled and secured in fixed relation to each other; one of said members being the supporting block above specified and which, when not in actual use, is adapted to receive a pair of chocks neatly fitting therein, and a strap for securing the chocks and supporting blocks to each other. The base block and chocks are intended for conjoint use, one to guard against displacement of the jack from its normal position, the other to prevent longitudinal movement of the car while the jack is in use.

Having now described in a general way the nature and purpose of this invention, I will proceed for illustrative purposes to a detailed description of a preferred embodiment thereof, with reference to the accompanying drawings, in which:

Fig. 1 is a perspective view of a package of the assembled chocks and jack base support, secured to each other by the securing strap;

Fig. 2 is a transverse sectional view of the package shown in Fig. 1;

Fig. 3 is a perspective view of the jack base support;

Fig. 4 is a perspective view of the chocks separated from each other; and

Fig. 5 is a perspective view of the jack base supporting block with a jack shown in dotted lines supported thereon.

The assembled package comprises a jack supporting block **10** and a pair of wheel chocks **12**, **12** contained and neatly fitting therein and held therein by strap or belt members **14** and **16** secured to the block **10** and connectable together by the buckle **13**. The block **10** is of rectangular form and is provided with a rectangular cavity **18**, surrounded by a flange **20**, and adapted to receive a jack base. Jacks of different manufacture have base plates that are nearly always rectangular but which vary somewhat in dimension. The cavity of block **10** is of a width and

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length adapting it for the reception of the largest size jack base. With smaller sized jack bases a lateral slippage within the cavity may be permitted, but such slippage is so slight as to be practically negligible. The depth of the cavity in the base block is sufficient to insure against the base of the jack sliding from the cavity when the jack is used for raising an automobile and holding it so raised.

The entire bottom of the base block is covered with a non-slip member **22** secured thereto.

The chocks **12** are of triangular shape and of greater length than height; and when placed with their diagonal sides, or wheel chocking surfaces, **24**, face to face, will just fill the cavity in the block. The bottoms of the chocks are also provided with non-slip members **26**. The heel end of each chock is covered with a sheet **28** of plastic material into which have been bonded thousands of bead-like reflecting lenses, for reflecting the light from oncoming automobiles at night when the chocks are in use on the highway.

The non-slip members **22** and **26** on the block **10** and chocks **12** are preferably formed of silicon carbide, grit No. 40, bonded to a drill cloth backing by water-proof resin adhesive, which is attached to the base and chocks by a water-proof adhesive. If desired the edges of the non-slip members may be secured by tacks to prevent curling of the edges, particularly the edges at the ends of the chocks and base block.

When the block is used to support a jack while removing a wheel and assuming that the ground has any substantial slope, the block is positioned to have a corner point down grade. The jack **30** is then positioned with a corner of its base **32** in the corner of the cavity pointing down grade, so no slippage at all can take place between the base **32** of the jack and the bottom of the cavity **18**; and since the bottom of the block **10** is provided with a non-skid face, the jack will be prevented from the slightest slippage under load. On a perfectly level surface, unless the jack base entirely fills the cavity of the supporting block, some slight slippage may occur, but not enough slippage to allow the jack to deviate materially from a vertical position. Before lifting the automobile with the jack one of the wheels may be blocked against movement in either direction by the chocks, or the chocks may be positioned to block two wheels.

Before and after use the chocks are positioned with their diagonal faces in engagement with each other and placed in the cavity **18** in the block **10**. The straps are then buckled to each

other to form the kit into a neat package retaining the chocks.

What I claim and desire to protect by Letters Patent is:

1. A packaged automobile jacking-up kit, comprising a block having on its upper face a rectangular cavity for the reception and support of the base of a lifting jack when used for jacking up an automobile and having on its lower face a non-slip surface, a pair of triangular chocks for blocking the wheels of an automobile when using the jack, the chocks being assembled in the cavity in the base block, and a fastening device secured to the block and adapted to overlap the chocks and retain them and the supporting block in packaged relation to each other.

2. The herein described automobile jacking-up kit for conjoint use in preventing, during jacking-up use, longitudinal movement of the automobile and for supporting the base of the lifting jack and preventing it from displacement from normal position; the same comprising a pair of chocks of equal size and each of the shape of a right-angle triangle and shaped to block the wheels of an automobile when using the jack,

and a base block having a rectangular cavity of uniform depth in its upper surface, the floor of the cavity providing a direct support for the jack when in use and its side and end walls insuring against slip of the jack base, the block having on, and throughout the area of, its underface, a non-slip surface, the chocks being of greater thickness then the depth of said cavity and of such size that when contacted with their longer sides abutting, they form a rectangle the length and width whereof approximate the length and width of said cavity and neatly fit therein when the members of the kit are not in use.

FREDERICK D. SAUNDERS.

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