Jan. 10, 1928.

1,656,077

A. G. SCHLICHER

AUTO TRUCK COVER

Filed March 21, 1925

2 Sheets-Sheet 1

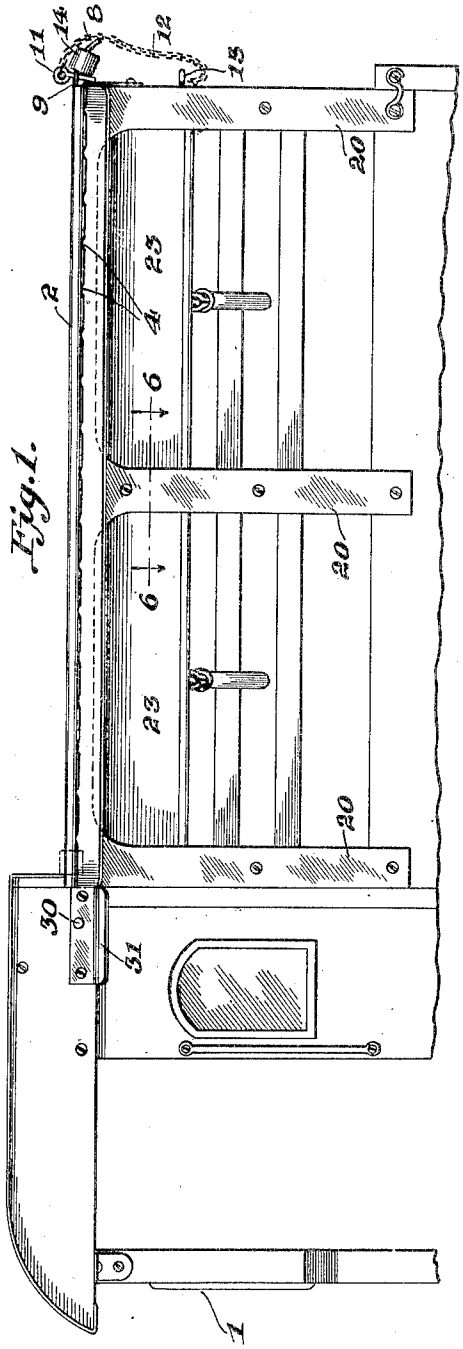


Fig. 1.

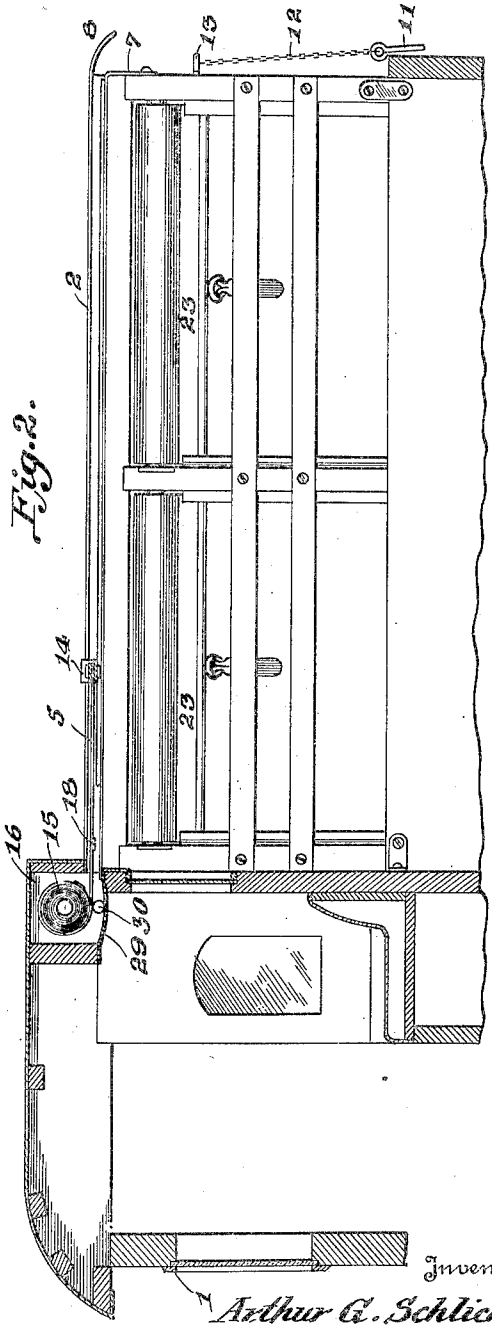


Fig. 2.

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2 Sheets-Sheet 2

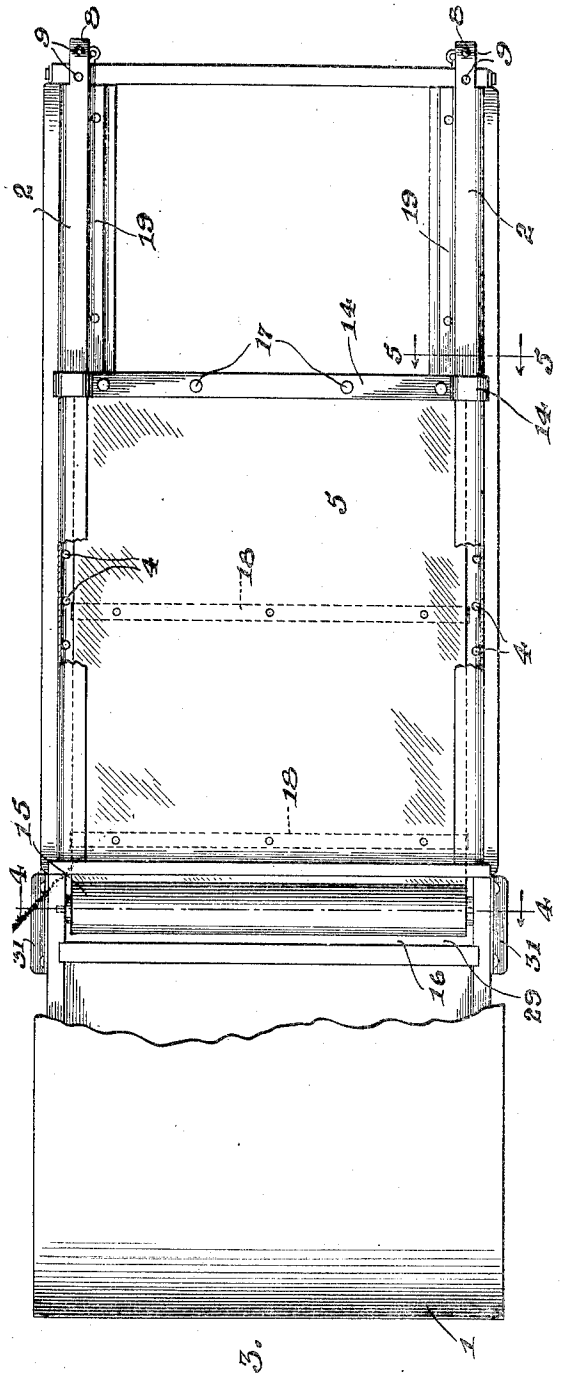


Fig. 3.

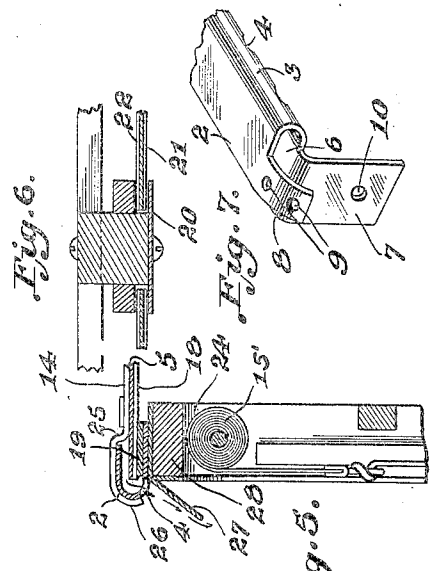


Fig. 6.

Fig. 7.

Fig. 5.

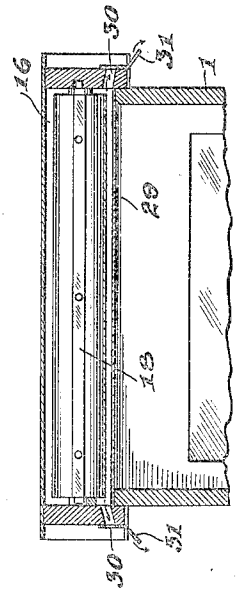


Fig. 4.

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Patented Jan. 10, 1928. 1,656,077

UNITED STATES PATENT OFFICE.

ARTHUR GROVER SCHLICHER, OF ALLENTOWN, PENNSYLVANIA.

AUTO TRUCK COVER.

Application filed March 21, 1925. Serial No. 17,201.

The object of this invention is to provide improvements in truck covers, particularly in the means for guiding in a positive manner and with maximum efficiency the action of spring roll covers for top and sides.

A further object of this invention is to provide a means for deflecting the water as it drips from the cover top, in combination with the guiding strips on each side of the truck, and with the housing for the top roll.

Other objects will appear in the detailed description.

In the drawings,

Fig. 1 is a longitudinal elevation view of a truck portion in assembled from, including the rolled covers.

Fig. 2 is a longitudinal elevation view taken along a longitudinal section showing side rolls, housing for top roll and guides therefor.

Fig. 3 illustrates a top plan view of the truck, with a section broken away disclosing the top cover in rolled and slidable relation to the truck.

Fig. 4 is a sectional elevation view taken at 4—4 of Fig. 3.

Fig. 5 illustrates a sectional elevation view taken at 5—5 of Fig. 3.

Fig. 6 represents a sectional view taken at 6—6 of Fig. 1.

Fig. 7 is an end portion, in perspective, of the guide for the top cover.

Numeral 1 designates the truck or any suitable vehicle, to which top and side covers may be adapted, including platforms and side frames therefor. 2 designates the guide channel, preferably formed from a metal strip bent into the form of a U as at 3, and having a multiplicity of perforations inserted along its lower inside portion of the channel as at 4, to act as discharge points for the accumulation of water from the cover top 5. At the outer ends of the guide strips 2, usually at the rear end of the truck 1, a notched portion 6 is made in the strip, which in channel form will result in two tongue portions 7 and 8, extending over the end of the truck frame. The lower tongue portion is adapted to be bent so as to be attached to the truck frame by fastening element as at 10, while the upper tongue portion is bent into an arcuate form and supplied with pin holes disclosed at 9, adapted to receive a pin 11 suspended from a suitable chain 12, hanging from a hook 13, located at a convenient point of the truck frame. The pin 11 when in position will function as a stop for the transverse stiffening strip and guide member 14, preferably made of metal, which is fastened securely in a transverse manner to the top cover as at 17, thereby holding the cover 5 in closed relation against the tension of the spring roll 15, located in a housing 16, usually placed near the front of the vehicle.

At intervals, in transverse manner, along the under side of the cover top, are fastened other stiffening and guide strips 18, preferably of metal, and adapted to engage in slidable relationship at their ends with a guide plate 19, attached longitudinally to the lower inside surface of the channel guide 2. The ends of the transverse strips 18 sliding along the longtiudinal plates 19, both of which are preferably made of metal, will make it possible to utilize to the fullest extent the tension in the spring roll 15, for the opening and closing of the cover 5, while the use of the metal guide strips 20, 21 and 22 for the side roll covers 23 greatly increase the efficiency in manipulating these covers. The spring rolls 15′, for the side covers, are preferably housed well out of the way under a portion of the truck frame as disclosed at 24.

In order to assure a positive movement to the top cover when in the process of adjustment, the transverse guide member 14 is bent into the form of a loop portion at each end as disclosed at 25 and 26, and adapted to fit in slidable relation over the upper outer side of the guide channel 2.

The drain water from the top cover will flow into the U shaped guiding channel 2, and then out through the perforations 4 onto a deflecting plate 27, bent at a downwardly and outwardly extending angle from the perforations, and adapted to act as a water-shed for guiding the drippings away from the truck sides. The plate or water-shed 27 may be constructed of a metal strip or other suitable material, and extend longitudinally of the truck, directly below the lower side of the channel guide 2, the guide 2, deflecting plate 27, and guide plate 19, being adapted for fastening together and attached to a suitable truck member such as at 28.

The housing 16 for the roll top 5 is formed with a base plate or strip 29, slightly concaved in order to guide the drain water to the openings 30 located at each end of the

housing through which the water is adapted to flow, and be deflected from the truck sides by means of plates or water-sheds 31, bent to extend downwardly and outwardly from the opening 30. The base strip 29 and deflecting plate 31 may be made of metal or any other suitable material.

What I claim is:—

1. In a truck having roll top and side blinds or covers, a guiding means for the top blinds consisting of guide channels formed from metal strips bent into channel shape, the outer end of the strip being notched forming two overhanging portions, the lower portion being bent to attachable relationship with the truck, and the upper portion arcuately curved and supplied with pin holes adapted to receive pins to hold the top cover in closed relation, means for holding the top cover in slidable relationship with the guide channels, consisting of a metal strip extending transversely of the cover, the ends of said strip being curved to form a loop over the channels, adapted to maintain a positive movement of the top cover along the guides.

2. In a truck having top and side covers, U-shaped guide channels for the top cover, a plurality of perforations along the lower outside portion of the channels for allowing the accumulation of water to discharge from the top cover, tongue portions at the outer ends of the guide channels extending downwardly over the truck frame, one tongue portion being bent for attachment to the truck frame, the other being adapted as a stop member for holding the top cover in closed position.

In testimony whereof I affix my signature.

ARTHUR GROVER SCHLICHER.