Sept. 15, 1925. 1,553,812

A. G. GILLOTT ET AL

HEADLIGHT DEFLECTOR

Filed Oct. 4, 1924

Fig. 4.

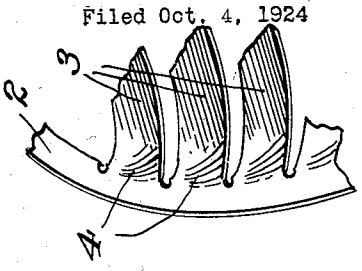


Fig. 3.

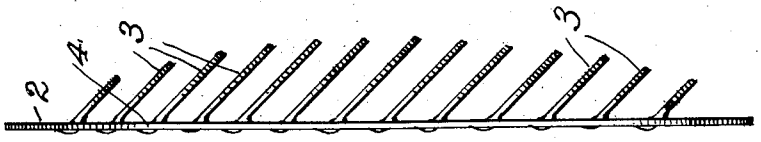


Fig. 2.

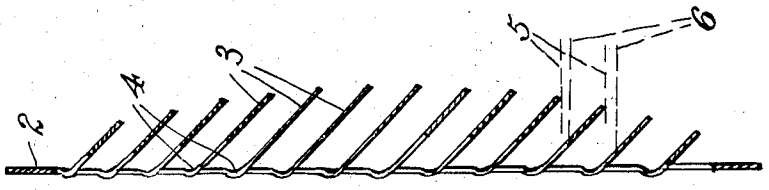
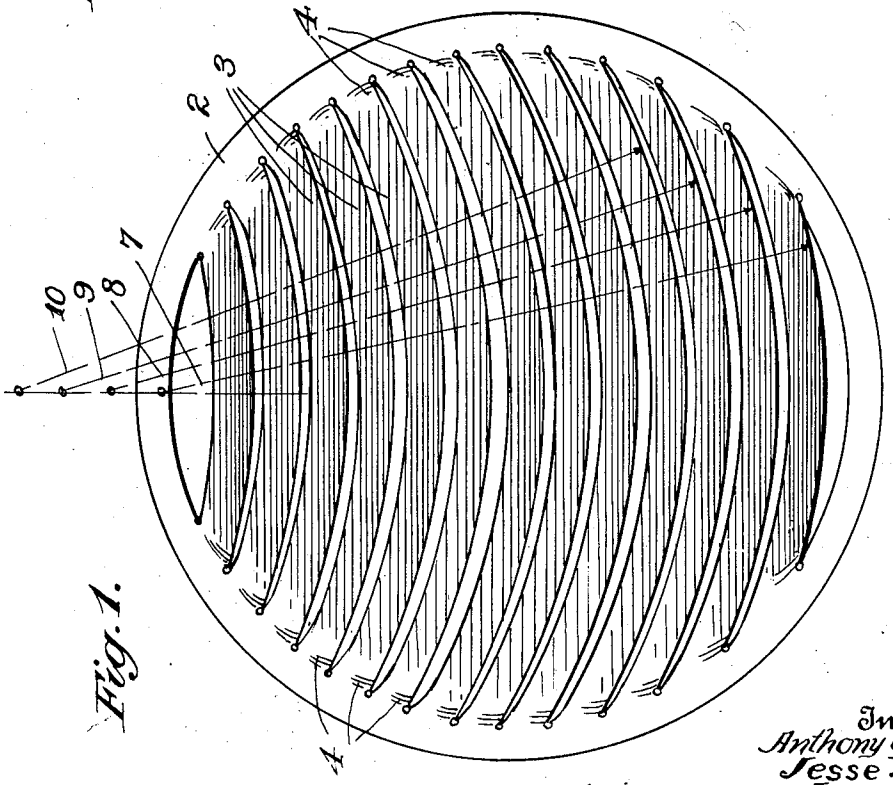


Fig. 1.



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UNITED STATES PATENT OFFICE.

ANTHONY G. GILLOTT, JESSE BROOKS, AND JAMES DEAN, OF PATERSON, NEW JERSEY, ASSIGNORS TO NO-GLARE-DEFLECTOR CORPORATION, OF NEW YORK, N. Y., A CORPORATION OF NEW YORK.

HEADLIGHT DEFLECTOR.

Application filed October 4, 1924. Serial No. 741,548.

To all whom it may concern:

Be it known that we, ANTHONY G. GILLOTT, JESSE BROOKS, and JAMES DEAN, citizens of the United States, and residents of Paterson, in the county of Passaic and State of New Jersey, have invented certain new and useful Improvements in Headlight Deflectors, of which the following is a specification.

This invention has reference to a deflector for use with various light projectors, where a reflector of considerable power is used to project the rays from the light forward; and is especially designed for use on headlights on motor vehicles that project very strong rays forward, which serves to interfere with the proper operation of an approaching vehicle, at night, and prevents the driver from seeing the road and approaching vehicles.

The object of the invention is to provide an attachment for a head-light or similar light-projecting means, that will efficiently intercept rays from the reflector that would pass horizontally forward in the vision of a driver of an approaching car, and cause such rays to be directed downwardly on the road in front of the car; but which will permit a small number of the forward rays to be transmitted; and which device will be very simple in its construction, being formed out of a single disc of sheet metal and which can be readily constructed by cutting and forming dies.

In the accompanying drawing showing one embodiment of our invention, Figure 1 is a front view or elevation of the device.

Fig. 2 is a vertical section.

Fig. 3 is a side elevation.

Fig. 4 is a fragmentary view enlarged at one side of the device.

As shown in the drawing the structure comprises essentially a flat annular rim 2, and a series of flat bars 3, that are preferably integral with the rim. These bars 3 are of substantially equal width from one end portion to the other, and extending downwardly from the plane of the rim 2, in a curved contour. The bars from the top and bottom towards the middle portion each projecting a slight distance beyond the adjacent bar, whereby the general contour of the front of the device is convex.

At the rear of these bars their edges gradually increase the distance from the plane of the rim 2 from the top and bottom to the center portion, as clearly shown in Fig. 2. In other words the general contour of the rear face is concave.

It will be further seen that each of the bars 3 extends substantially in a flat plane, from one end portion to the other end portion, but at each end portion 4, the bar will be somewhat twisted or irregular.

By the arrangement of the bars as set forth it will be seen, that a small number of horizontal parallel rays from the reflector can pass between the upper edge of one bar and the lower edge of the adjacent bar, as indicated by broken lines 5 and 6 in Fig. 2. This will assist in lighting the road at a distance, but will not interfere with the vision of the driver of an approaching car.

In the arrangement shown, the bars have the curves of their upper and lower edges substantially the same being formed on a radius substantially equal to the diameter of the rim 2. In the construction of this device it is preferably-formed by taking a disc of sheet metal of a size equal to the rim 2, and then simply making cuts or slits across the disc on curves that have the same radius, the centers of such curves being equally spaced on a vertical line as indicated by the line 7, 8, 9 and 10 in Figure 1. This can be readily done by a suitable punch and die. The flat strips thus produced, are then projected by a bending operation such as a bending punch that will cause these strips to form the configuration as described, and set forth in the drawing.

Obviously such two operations might be a continuous operation of the same punch and die.

It is obvious that a structure of this character is very simple and of low cost to produce; and at the same time it has proved very efficient and satisfactory in its operation.

What we claim is:

A head light deflector comprising an annular rim, and a series of bars joined at their ends with the rim, and formed on circular lines all of the same radius that is substantially equal to the diameter of the rim, said bars being deflected at an angle

with the plane of the rim and projecting downwardly, each bar extending in a substantially flat plane between the end portions, the bars being concavely curved at the rear edges and convexly curved at the front edges, and which curves are at gradually increasing distances from the plane of the rim to a medial vertical section, to produce a concave contour at the rear, and a convex contour at the front.

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