Aug. 14, 1928. 1,680,796

E. H. LOSTETTER

VEHICLE WASHER

Filed Dec. 21, 1922 3 Sheets-Sheet 1

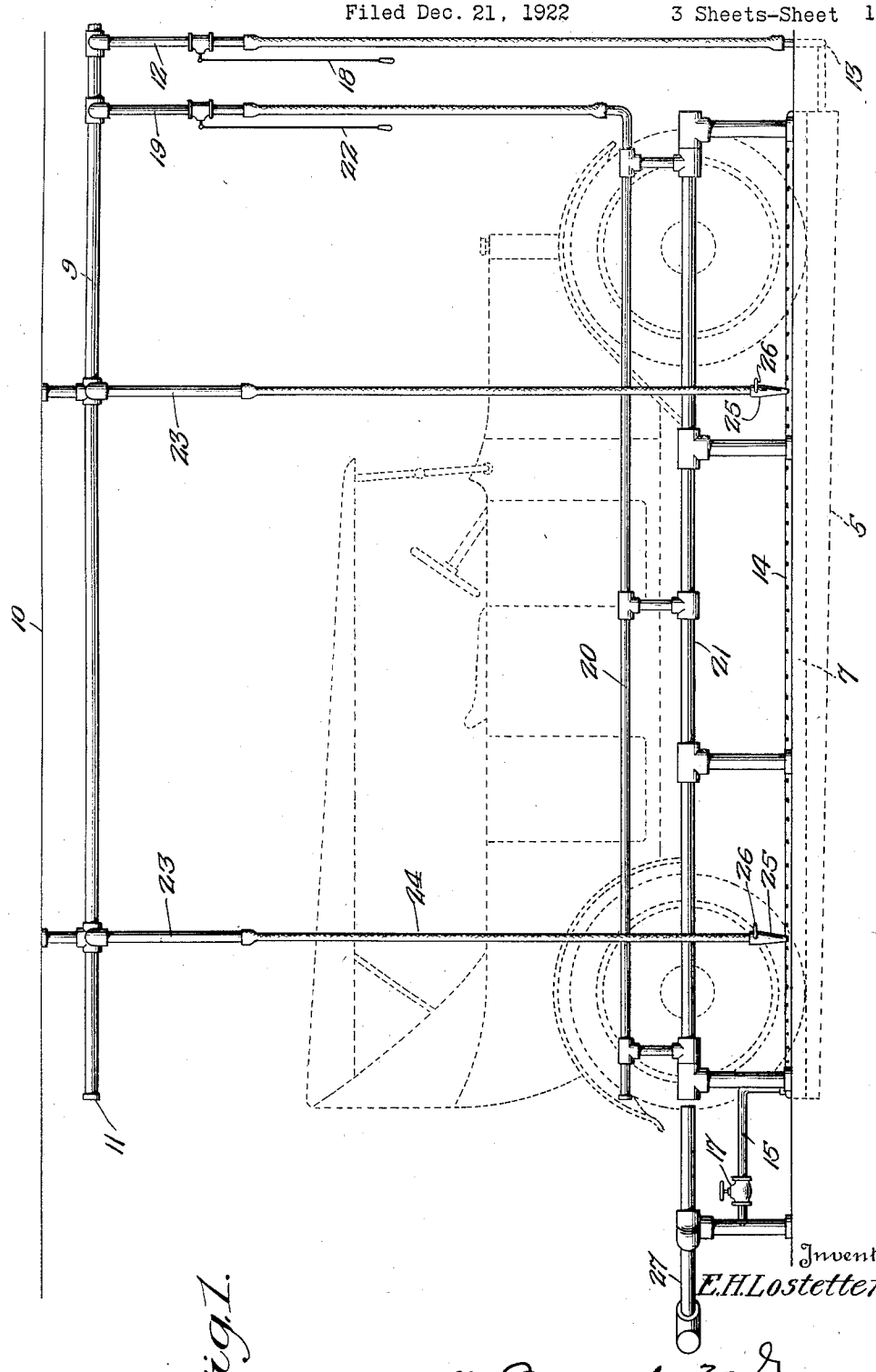


Fig. 1.

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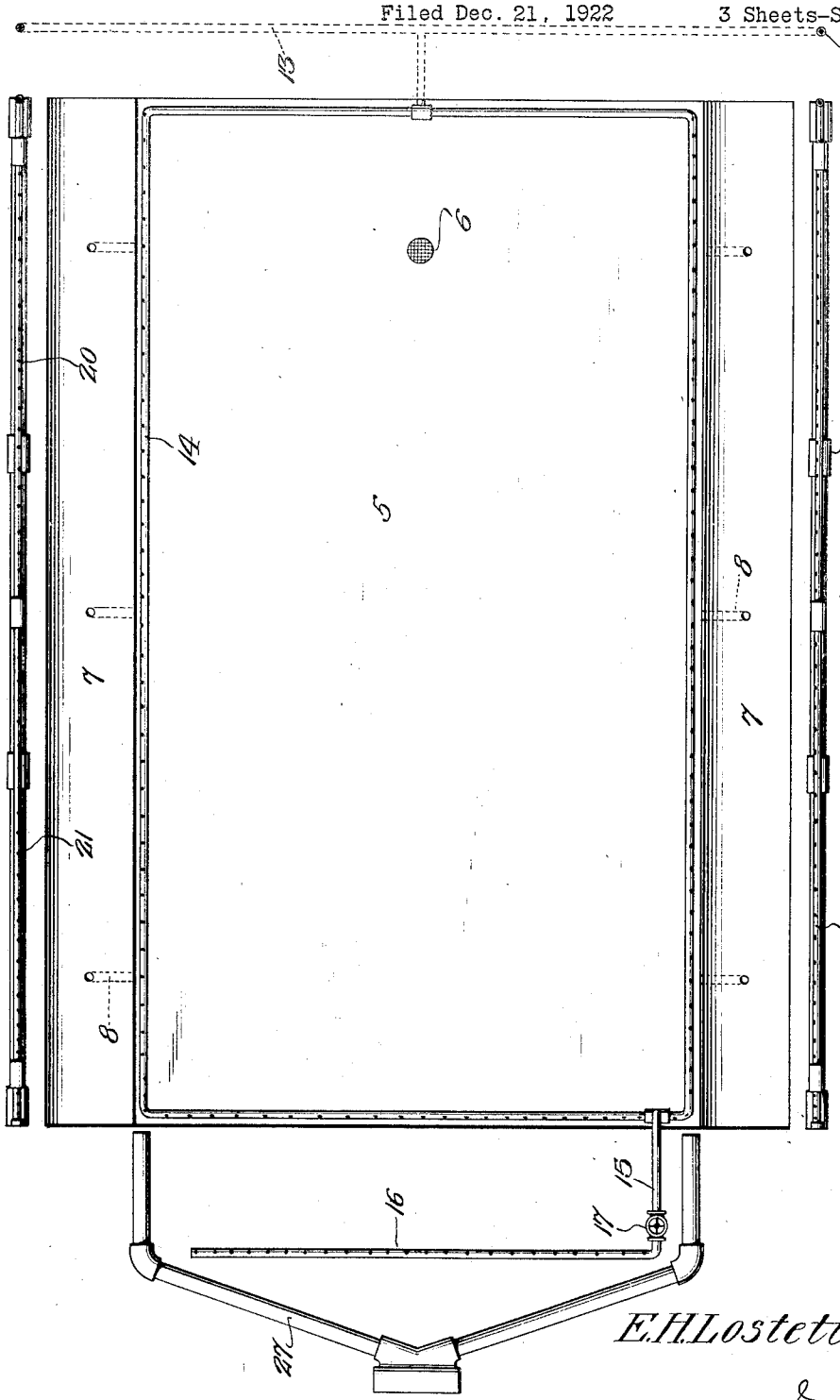


Fig. 2.

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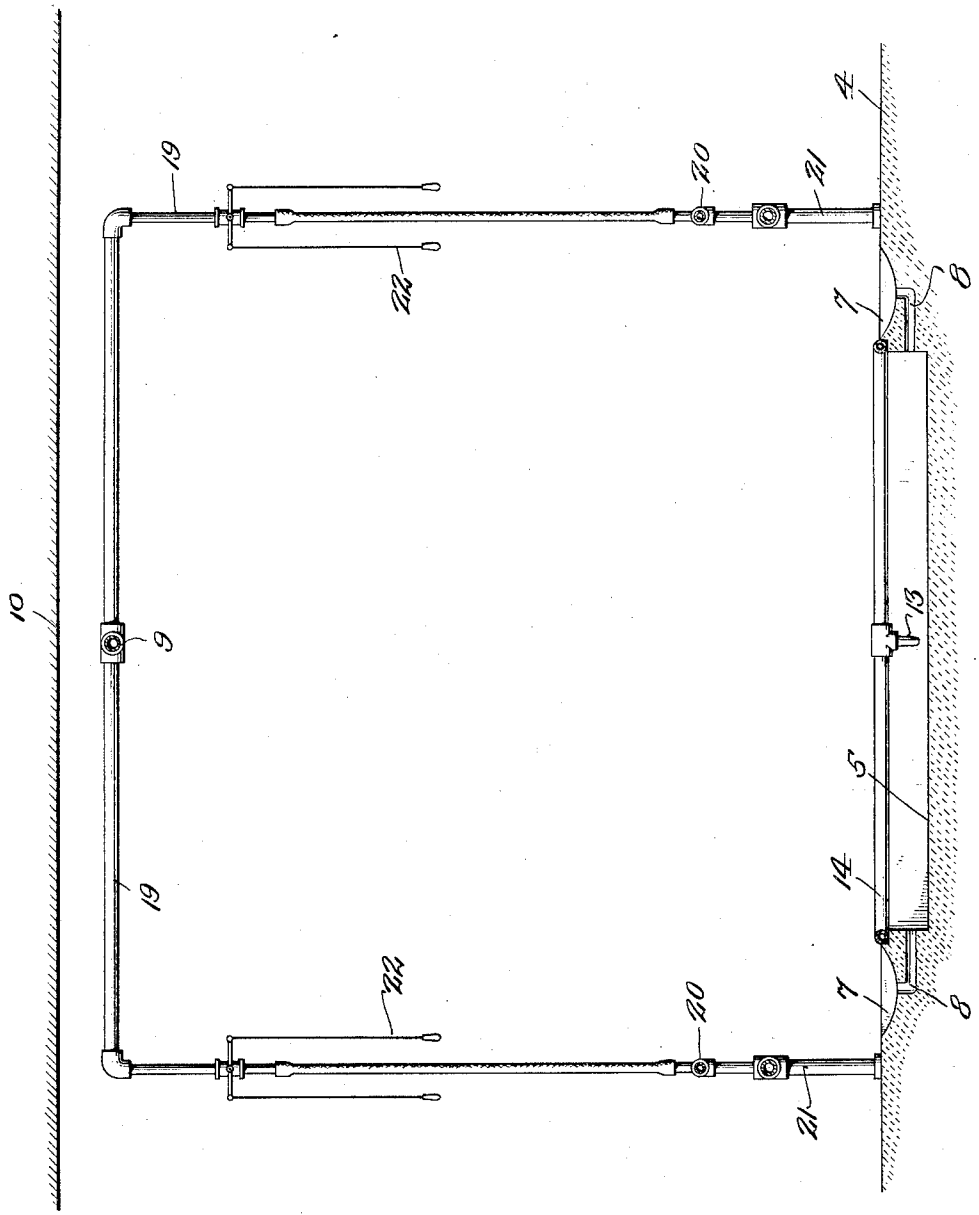


Fig. 3.

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UNITED STATES PATENT OFFICE.

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VEHICLE WASHER.

Application filed December 21, 1922. Serial No. 608,207.

The present invention relates to vehicle washers especially adapted for use in garages.

Objects of the present invention are to provide a washer which includes outlets in proximity to all parts of the vehicle in order to expedite the washing operation and reduce the expenditure of labor to a minimum; to provide a convenient supporting structure for the vehicle embodying suitable drainage means, to thereby facilitate work of attendants washing the vehicle; and to provide a simple structure which may be conveniently installed in any garage at a relatively low cost.

A co-ordinate object of the invention is to provide a vehicle washer which embodies a suitable drainage system in order that the water may be continuously drained as used during the washing operation, suitable means also being provided in order to control the volume of water supply, as well as permitting the water to be cut off except at the point or points required by the attendant so as to eliminate wastage of the water.

The above and other objects of this invention will be more fully understood from the following description of the present preferred form of the invention taken in connection with the accompanying drawings, wherein:—

Fig. 1 is a side elevational view of a vehicle washer constructed in accordance with this invention illustating its application;

Fig. 2 is a top plan view of the device with the overhead supply pipes removed; and

Fig. 3 is a transverse sectional view of the washer.

The device of this invention embodies a supporting base 4 made of concrete or other similar material which is provided with a drainage pit 5 inclining toward one end and provided with a screened drainage opening 6 at the lowest end of the pit. Run ways 7 are formed in the surface of the base in close proximity to the pit 5, each run way having an outlet duct 8 leading therefrom which opens into the pit 5 so that water may be carried from the runways into the drainage pit.

A water supply pipe 9 is suspended from the ceiling or other supporting structure 10 above the drainage pit 5. One end 11 of the supply pipe is closed while the opposite or inlet end may be tapped into a main water supply pipe or engaged with any source of water supply in a manner well known in the art. The supply pipe is equipped with a plurality of laterally extending tributaries one pair 12 of which is in communication with a T-shaped pipe 13 arranged in the base 4 adjacent the deep end of the draining pit 5 and communicates with a rectangular ejector pipe 14. The ejector pipe 14 is mounted on a complemental shelf formed in the top of the base 4 within the pit 5. This pipe is provided with a multiplicity of perforations on the sides and at the shallow end of the pit so as to project the water upwardly at an angle against the insides of the wheels, fenders, running boards etc. The end of the pipe at the deep end of the pit is imperforate to prevent spraying water against the engine or its associate mechanism. A spur pipe 15 leads off from the rear end of the pipe 14 and is provided with a perforated branch 16 extending parallel with the rear end of the pipe 14 so as to project water against the rear end of the vehicle. The water supplied to the branch 16 is controlled by a valve 17 so as to close communication through said branch at the option of the user. Communication through the tributaries 12 may be closed at any time desired by use of valves controlled by operating members 18 which in the present instance consists of cables.

Tributaries 19 extend laterally from the supply pipe 9 in proximity to the pipes 12 and communicate with supply pipes 20 superimposed on stanchions 21. These stanchions are arranged on the base 4 outside of the runway 7. In this way the supply pipes are positioned to lie above the running boards of the vehicle so as to eject the water on the sides of the vehicle body. The holes in the spray pipe 20 are preferably staggered so as to project the water alternately in jets varying from 30° above the horizontal to 30° below the horizontal. Communication from the tributaries 19 into the spray pipes 20 is controlled by valves mounted in the tributaries pipes, the valves being actuated by operating members 22 which are similar in construction to the operating members 18 of the tributaries 12.

A series of tributaries 23 extend from the supply pipe 9 above the drainage pit and terminate at points appreciably below said supply pipe. The outlet terminals of

said tributaries have flexible tubes 24 engaged therewith the outlet ends of said tubes being equipped with nozzles 25. Each nozzle carries a valve operated by a lever 26 which controls the volume of water passing through said nozzles and permits the water to be closed off at the option of the user. By making the tubes 24 flexible, it is apparent that the nozzles 25 may be manipulated in any desired manner by the user thereof so that all parts of the body of the vehicle may be reached with facility and expedition. In order to positively guide the vehicle onto the run ways 7 and eliminate the possibility of the vehicle entering the pit 5, a guard rail structure 27 is provided. This structure is mounted upon the base 4 and is of sufficient height to guide the vehicle without in any way damaging the latter or preventing free passage of the vehicle onto the run way.

In use of this device, it is apparent that the water is constantly supplied through the pipe 9 and may be dispensed through all of the tributaries simultaneously or through any one of said tributaries independently of the other, at the option of the attendant. The stationary outlets are so arranged as to project the water to heretofore inaccessible portions of the vehicle while the movable outlets are so constructed and arranged as to enable the same to be handled with convenience. The system herein employed has been found to greatly expedite washing of vehicles, especially automobiles, and its arrangement eliminates the possibility of water coming in contact with the engine or associate mechanism unless actually sprayed thereon by the attendant through one of the nozzles 25. The construction furthermore eliminates the necessity of the attendant standing in water at all times during washing of a vehicle and confines the area employed for washing a car to a minimum.

It is to be understood that various changes may be made in this device especially in the details of construction, proportion and arrangement of parts within the scope of the claims hereto appended.

What is claimed is:—

A vehicle washer including a drainage pit with vehicle runways extending alongside of the pit and having ducts leading therefrom into the pit, water pipes arranged in proximity to the pit to project water against a vehicle mounted on said runways, and means arranged adjacent a pit end to guide the vehicle on to said runways.

In testimony whereof I affix my signature.

EDWARD H. LOSTETTER.