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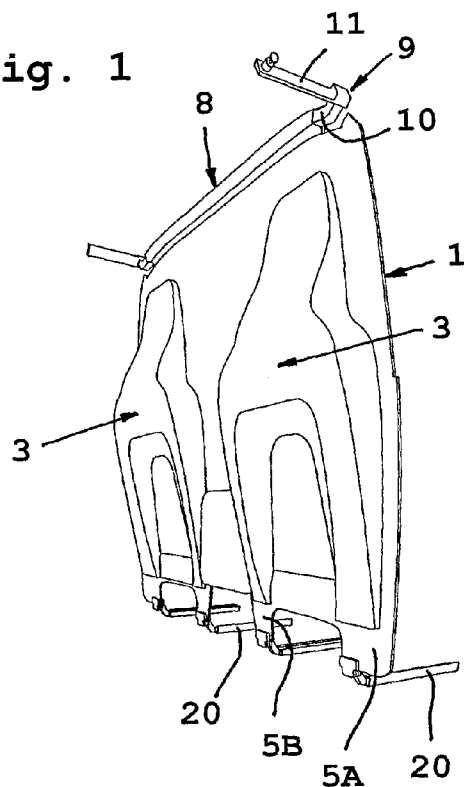
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[Continued on next page]

(54) Title: PARTITION DEVICE

Fig. 1



(57) Abstract: The present invention relates to a partition device, intended to be mounted inside a vehicle, the partition device comprising a shield (1) and means for detachable mounting of the partition device. It is significant of the partition device according to the present invention that the means for detachable mounting comprises transition elements (21) provide at the lower edge of the shield (1), said transition elements (21) having means (22, 23) for cooperating engagement with the seat rails (20) of the vehicle.

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PARTITION DEVICE**Technical Field of the Invention**

5 The present invention relates to a partition device that is intended to be mounted inside a vehicle, said partition device comprising a shield and means for detachable mounting of the partition device.

Prior Art

10 From US 4,621,856 a partition structure for a vehicle is previously known. Said partition structure is detachably mounted at the bottom and top in the vehicle by fastening means including brackets and bolts. It seems necessary to mount at least the brackets permanently in the vehicle.

15 From AU 2003201325 a security shield for passenger vehicles is previously known, said shield being in two halves and manufactured from glass fiber or plastic material. The shield is fastened by bolts in existing holes for the security belts.

20

Objects and Features of the Invention

A primary object of the present invention is to present a partition device of the type defined above, said partition device improving the working conditions in vehicles,
25 especially police vehicles.

A further object of the present invention is that the partition device should be easy to mount and demount, preferably by using existing structural components in the vehicle.

30 Still an object of the present invention is that the device according to the present invention to a small extent should affect the space of the compartment, i.e. the possibility to adjust the front seats of the vehicle should remain and also the space for the passengers feet should be
35 available.

At least the primary object of the present invention is realized by the features of the appended independent claim 1. Preferred embodiments of the invention are defined in the dependent claims.

Brief Description of the Drawings

Below preferred embodiments of the present invention will be described, reference being made to the accompanying drawings, where:

- 5 Fig. 1 shows a rear perspective view of a first embodiment of a partition device according to the present invention;
- Fig. 2 shows an enlarged perspective view of the attachment of the partition device according to Fig. 1 to a number of seat rails of the vehicle;
- 10 Fig. 3 shows an angled element in enlarged scale;
- Fig. 4 shows a fastening hole for a baggage net;
- Fig. 5 shows a front perspective view of the of a second embodiment of a partition device according to the present invention;
- 15 Fig. 6 shows a detail, in enlarged scale, of the fixing of the lower end of the shield of the partition device according to Fig. 5;
- Fig. 7 shows a further embodiment of a partition device according to the present invention;
- 20 Fig. 8 shows a detail, in enlarged scale, of the fixing of the lower end of the shield of the partition device according to Fig. 7;
- Fig. 9 shows a front perspective view of a further embodiment of the partition device according to the present invention;
- 25 Fig. 10 shows a detail, in enlarged scale, of the lower end of the shield of the partition device according to Fig. 9;
- Fig. 11 shows a perspective side view of a further embodiment of the partition device according to the present invention;
- 30 Fig. 12 shows a detail, in enlarged scale, of the lower end of the shield of the partition device according to Fig. 11;
- Fig. 13 shows a detail, in enlarged scale, of the lower end of the shield of the partition device according to Fig. 11;
- 35 Fig. 14 shows a section through the anchoring means of the embodiment according to Fig. 11;

Fig. 15 shows a rear perspective view of a first embodiment of a partition device according to the present invention; Fig. 16 shows a detail, in enlarged scale, of the anchoring means of the embodiment according to Fig. 15; and
5 Fig. 17 shows a perspective view of an alternative embodiment of an angled element.

Detailed Description of Preferred Embodiments of the Invention

The partition device according to Figs. 1-4 comprises a
10 shield 1 that is equipped with two recesses 3 that accommodate the backs of the front seats of the vehicle.

At its lower edge the shield 1 is equipped with four disk-shaped projecting portions 5A and 5B, the portions 5A being located adjacent to the side edges of the shield 1 while
15 the portions 5B being centrally located. In the disclosed embodiment the projecting portions 5A, 5B being located in the main plane of the shield 1.

At its upper edge, see Fig. 3, the shield 1 is equipped with a square tube 7 that is received in a recess 8 of the
20 shield 1. In the open ends of the square tube 7 angled elements 9 are mounted, said elements 9 comprising an insertion bar 10 and a fastening bar 11, the insertion bar 10 and the fastening bar 11 extending generally perpendicular to each other. The insertion bar 10 is intended to be received in
25 an open end of the square tube 7.

An angled element 9 is shown in an enlarged scale in Fig. 3. At the free end of the fastening bar 11 an engagement means 12 is provided. In the disclosed embodiment said engagement means 12 comprises a base 13 and a knob 14 that is
30 intended to be in detachable engagement with a fastening first hole 15, see Fig. 4, for a baggage net. The first hole 15 is generally designed as a keyhole. In most cars such holes constitute standard equipment.

The lower edge of the shield 1 is detachably attached to
35 the seat rails 20 of the vehicle. The seat rails 20 depicted in Figs. 1 and 2 are generally U-shaped, said seat rails 20 being permanently attached to the floor of the vehicle.

In order to effect the detachable attachment of the lower edge of the shield 1 to the seat rails 20 a number of

especially designed transition elements 21 are provided. The transition elements 21 are most clearly shown in Fig. 2. The transition elements 21 comprise a male part 22 that is intended to be received in an adherent seat rail 20. The male part 22 is fixed in position inside the seat rail 20 by means of a locking screw 23. The transition elements 21 also comprise a female part 24 that assumes an upright position when the transition element 21 is mounted in the seat rail 20. The female part 24 defines a slot, in which a projecting portion 5A, 5B of the shield 1 is intended to be received.

When the partition device according to Figs. 1-4 is to be mounted in a vehicle the transition elements 21 are mounted in the seat rails 20, i.e. the male part 22 is inserted in the seat rail 20 and the transition elements 21 are fixed relative to an adherent seat rail 20 by tightening of the locking screw 23. Now, the projecting portions 5A, 5B of the shield 1 are inserted in the slots of the female portions 24. When the shield 1 assumes an upright position the knob 14 of the engagement means 12 will be located in the vicinity of the first hole 15. Due to the inherent flexibility of the angled element 9 it is possible to displace the knob 14 into the larger part of the first hole 15. Then the knob 14 is displaced towards the smaller part of the first hole 15. When the knob 14 is located in the smaller part of the first hole 15 the upper end of the shield 1 is securely fastened. In order to prevent displacement of the knob 14 towards the larger part of the first hole 15 a suitable locking means may be inserted into the larger part of the first hole 15. Now the partition device is fixed in all directions at its upper edge.

The partition device according to Figs. 5 and 6 comprises a shield 101 that is equipped with two recesses 103 that accommodate the backs of the front seats of the vehicle. The shield 101 is in two halves and thus equipped with a joint 104 that extends between the lower edge of the shield 101 and the upper edge of the shield 101. The shield parts overlap each other and the overlapping portions are loosely fastened to each other in a suitable way, e.g. by means of push knobs. As is evident from Fig. 5 the joint 104 is somewhat displaced sideways in the upper part of the shield 101. Since the shield

101 often is made from transparent material it is preferable that the joint is not directly in the visual field.

At its upper edge the shield 101 is equipped with a square tube 7 that is received in a recess 8 of the shield 101. The square tube 7 and the recess 8 may be identical to corresponding components of the embodiment according to Figs. 1-4 and hence the same reference numerals have been used for said components. The angled elements 9 of Figs. 1 and 3 are also used to fix the upper end of the shield 101, i.e. the knob 14 is engaging the first hole 15.

At its lower edge the shield 101 is equipped with a second square tube 116. A number of transition elements 121 are permanently attached to the second square tube 116. The transition elements 121 comprise a plate member 122 that is substantially horizontal when the shield 101 is in mounted position. Each plate member 122 carries a pin 125 that extends downwards from and perpendicular to the plate member 122.

The seat rails 120 are generally of U-shape. Each seat rail 120 carries a sleeve member 117 that is pushed on one end of the seat rail 120. The sleeve member 117 is fixed to the adherent seat rail 120 by means of a locking screw 123. The sleeve member 117 also comprises an eye plate 118, i.e. a plate 118 that is equipped with a second hole 119. The pin 125 is intended to be received in the second hole 119. The transition elements 121 also comprise a supporting member 126 that is intended to rest on the floor of the vehicle when the pin 125 is received in the second hole 119.

When the partition device according to Figs. 5-6 is to be mounted in a vehicle the transition elements 121 are mounted on the end of an adherent seat rail 120, i.e. the sleeve member 117 is pushed on the end of an adherent seat rail 120 and the sleeve member 117 is fixed relative to an adherent seat rail 120 by tightening of the locking screw 123. Now, the pins 125 of the transition elements 121 are inserted in the second holes 119 of the eye plate 118. When the shield 101 assumes an upright position the knob 14 of the engagement means 12 of the angled members 9 will engage the first hole 15 as described above in connection with Figs. 1-4. The

embodiment of the partition device according to Figs. 5 and 6 is now securely mounted.

The partition device according to Figs. 7 and 8 comprises a shield 201 that is equipped with two recesses 203 that accommodate the backs of the front seats of the vehicle. The shield 201 is equipped with a joint 204 that extends between the lower edge of the shield 201 and the upper edge of the shield 201. The shield parts overlap each other and the overlapping portions are loosely fastened to each other in a suitable way, e.g. by means of push knobs. As is evident from Fig. 7 the joint 204 is somewhat displaced sideways in the upper part of the shield 201. Since the shield 201 often is made from transparent material it is preferable that the joint 204 is not directly in the visual field.

At its upper edge the shield 201 is equipped with a square tube that is received in a recess 8 of the shield 201. The square tube 7 and the recess 8 may be identical to corresponding components of the embodiment according to Figs. 1-4 and hence the same reference numerals have been used for said components. A type of angled elements 109, see Fig. 17, are also used to fix the upper end of the shield 201, i.e. engagement means 112 is engaging the first hole 15.

At its lower edge the shield 201 is equipped with a number of transition elements 221 that are permanently attached to disk-shaped projecting portions 205A and 205B of the shield 201, the portions 205A being located adjacent to the side edges of the shield 201 while the portions 205B being centrally located. In the disclosed embodiment the projecting portions 205A, 205B being located in the main plane of the shield 201. The transition elements 221 are similar to the transition elements 121. The transition elements 221 comprise a plate member 222 that is substantially horizontal when the shield 201 is in mounted position. Each plate member 222 carries a male part in the shape of a pin 225 that extends downwards from and perpendicular to the plate member 222.

The seat rails 220 are generally of U-shape. Each seat rail 220 is equipped with a number of second holes 219 in their bottom, said second holes 219 being spaced in the longitudinal direction of the seat rails 220. The pin 225 is

intended to be received in a second hole 219 of an adherent seat rail 220. Normally, the most rear second hole 219 is used. The transition elements 221 also comprise a supporting member 226 that is intended to rest on the floor of the vehicle when the pin 225 is received in the second hole 219.

When the partition device according to Figs. 7-8 is to be mounted in a vehicle the pins 225 of the transition elements 221 are inserted in the second holes 219 of the seat rails 220. When the shield 201 assumes an upright position the knob 14 of the engagement means 112 of the angled members 109 will engage the first hole 15. The embodiment of the partition device according to Figs. 7 and 8 is now securely mounted.

In Figs. 9 and 10 a further embodiment of the partition device according to the present invention is shown, said partition device comprising a shield 301 that is equipped with one common recess 303 that accommodate both backs of the front seats of the vehicle. The partition device is also equipped with means for fastening the shield inside the vehicle. The shield 301 is in two halves and thus equipped with a joint 304 that extends vertically between the upper edge and the lower edge of the shield 301.

At its upper edge the shield 301 is equipped with a first tube 307. The end portions 306 of the first tube 307 are angled perpendicular to the rest of the tube 307 and at the free end of the end portions 306 a knob 314 is provided. Likewise the embodiments described above the knob 314 is engaging a hole for a baggage net. The hole is generally designed as a keyhole. In most cars such holes constitute standard equipment.

At its lower edge the shield 301 is equipped with two second tubes 316. A number of transition elements 321 are permanently attached to the second tubes 316. The transition elements 321 comprise a rod member 322 that is inclined downwards when the shield 301 is in mounted position. Each rod member 322 carries a male part in the shape of a pin 325 that extends vertically downwards when the shield is in mounted position. The pins 325 are intended to be received in a hole of an adherent seat rail, not shown. However, the seat rails

are of the type disclosed in Figs. 7 and 8. Normally, the most rear hole of the seat rail is used.

In Figs. 11-14 a further embodiment of the partition device according to the present invention is shown. The partition device comprises a shield 401 that is equipped with two recesses 403 that accommodate the backs of the front seats of the vehicle.

At its upper edge the shield 401 is equipped with a first tube 407 that at its open ends may receive angled elements with a knob, said angled elements being of the type described in Figs. 3 and 4. Likewise the embodiments described above the knob is preferably engaging a hole for a baggage net. The hole is generally designed as a keyhole. In most cars such holes constitute standard equipment.

At its lower edge the shield 401 is equipped with a second tube 416. A number of transition elements 421 are permanently attached to the second tube 416, said transition elements 421 comprising a hollow male part 422. Inside the hollow male part 422 wedge means are provided, said wedge means comprising two wedges 427 that are located inside the hollow male part 422 and fixed relative to the hollow male part 422. The wedges 427 are located opposite each other. The wedge means also comprises a bolt 428 with a wedge head 429 and a threaded portion 430 at the end remote the wedge head 429. The wedge means also comprises an abutment plate 431 and a nut 432, said nut 432 being in engagement with the threaded portion 430.

The seat rails 420 are generally of U-shape and the cross-section is adapted to receive the male part 422 of the transition elements 421. When the lower edge of a partition device according to Figs. 11-14 is to be mounted the male parts 422 are inserted in their respective seat rail 420 to a position shown in Figs. 13 and 14. Now, the male parts 422 are anchored inside the seat rails 420 by expanding the wedge means. This is effected by rotating the nut 432 and hence the wedge head 429 will urge the wedges 427 apart and thus lock the wedge means inside the seat rails.

The upper edge of the partition device according to Figs. 11-14 is mounted in a similar way that has been described above.

In Figs. 15-16 a further embodiment of a partition device according to the present invention is shown. The partition device comprises a shield 501 that is equipped with two recesses 503 that accommodate the backs of the front seats of the vehicle. The partition device also comprises means for detachable mounting of the partition device inside a vehicle. The shield is in two halves and thus equipped with a joint 504 that extends between the upper edge of the shield 501 and the lower edge of the shield 501.

At its upper edge the shield 501 is equipped with a first tube 507 that is received in a recess 508 of the shield 501. At each end of the first tube 507 an expanding means 540 is provided, said expanding means comprising an externally threaded rod 541, the threaded portion engaging an internal thread at the free end of the first tube 507. A locking nut 542 is also engaging the threaded portion of the rod 541. The expanding means 540 also comprising a pad 543 that is articulately connected to the threaded rod 541, e.g. by means of spherical cooperating surfaces. The pads 543 may constitute a material that is compressible to some extent.

At its lower edge the shield 501 is equipped with two second tubes 516. At an outer end of each second tube 516 an expanding means 540 is provided, said expanding means in principle being identical with the expanding means 540 described above.

When the partition device according to Figs. 15-16 is to be mounted inside a vehicle the two halves of the partition device are assembled and the partition device is located in the desired position, i.e. the backs of the front seats are received in the recesses 503. Now, the expanding means 540 are activated, i.e. by rotating the threaded rods 541 in such a direction that the pads 543 are displaced in a direction away from the free ends of the first and second tubes 507 and 516. Eventually the pads 543 will come into contact with inner side of the vertical walls of the vehicle. The displacement of the expanding means continue until a firm anchoring of the

partition device has been achieved. Then the threaded rods 541 are locked by means of the locking nuts 542.

In Fig. 17 an alternative embodiment of an angled element 109 is shown said element 109 comprising an insertion bar 110 and a fastening bar 111, the insertion bar 110 and the fastening bar 111 extending generally perpendicular to each other. The insertion bar 110 is intended to be received in an open end of a square tube.

At the free end of the fastening bar 111 an engagement means 112 is provided, said engagement means 112 being intended to be in detachable engagement with a fastening first hole 15 of the type that is disclosed in Fig. 4, said first hole 15 normally being intended for the fixing of a baggage net. The first hole 15 is generally designed as a keyhole. In most cars such holes constitute standard equipment.

The engagement means 112 has a shape that is adapted to the shape of the first hole 15. The engagement means 112 comprises a base 113 and a locking element 114 that is rotatable relative to the base 113. The base 113 and the locking element 114 have the same cross-sectional shape. When the base 113 and the locking element have entered the first hole 15 the locking element 114 is rotated to the position disclosed with broken lines in Fig. 17. This rotation may be carried out by an Allen key that is received in a recess that faces away from the viewer in Fig. 17. Then the engagement means are properly fixed in the first hole 15.

Feasible Modifications of the Invention

In the embodiments described above the shield is in two halves that are assembled in connection with the mounting of the partition device. The joint extends from the upper edge of the shield to the lower edge of the shield. However, within the scope of the present invention it is possible that the joint extends substantially horizontal. It is also possible that the shield is in one piece.

Claims

1. Partition device, intended to be mounted inside a vehicle, the partition device comprising a shield (1; 101; 201; 301; 401) and means for detachable mounting of the partition device, characterised in that the means for detachable mounting comprises transition elements (21; 121 221; 321; 421) provide at the lower edge of the shield (1; 101; 201; 301; 401), said transition elements (21; 121 221; 321; 421) having means (22, 23; 117, 118, 119, 122, 125; 222, 225; 322, 325; 422) for cooperating engagement with the seat rails (20; 120; 220; 420) of the vehicle.

2. Partition device according to claim 1, characterised in that the transition elements (21; 221; 321; 421) comprises a male part (22; 225; 325; 422) that is received in an adherent seat rail (20; 220; 420).

3. Partition device according to claim 2, characterised in that the seat rails (20) generally have U-shape, and the male parts (22) are fixed within the seat rails (20) by means of a locking screw (23).

4. Partition device according to claim 2, characterised in that the male parts (225; 325) are received in holes (219) in the bottom of the seat rails (220).

5. Partition device according to claim 2, characterised in that the seat rails (420) generally have U-shape, and the male parts (422) are fixed within the seat rails (420) by wedge means.

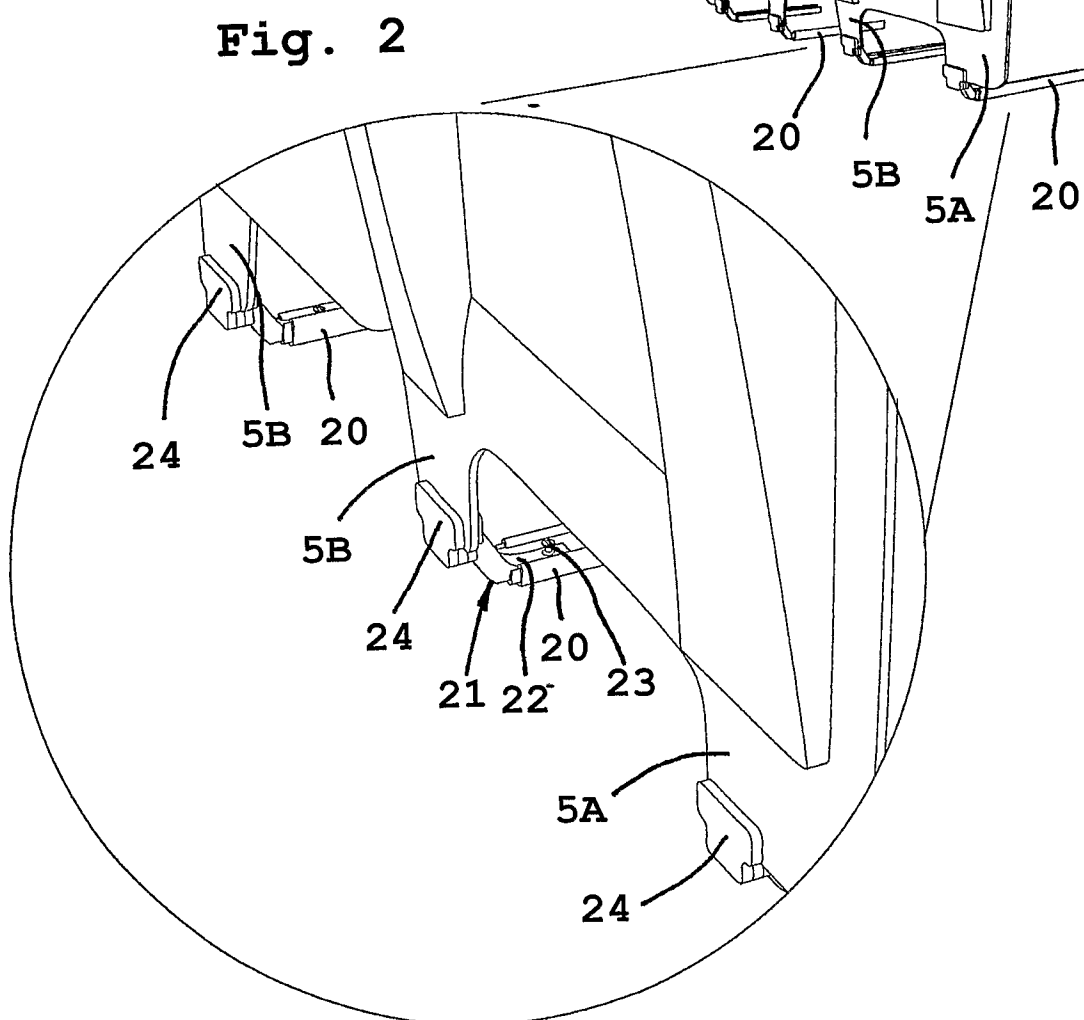
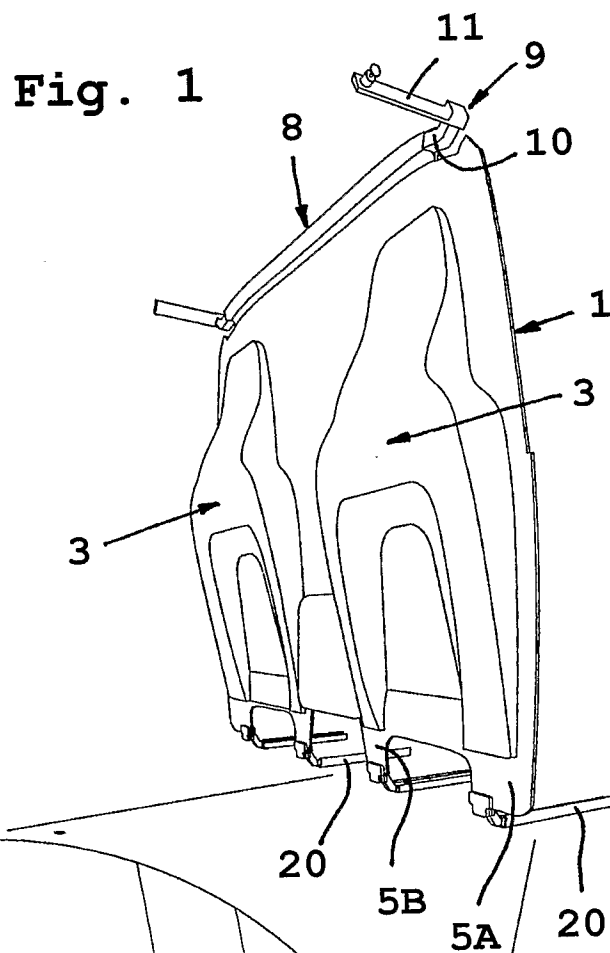
6. Partition device according to claim 1, characterised in that at the upper edge of the shield (1; 101; 201; 301; 401) means (12; 112) are provided for cooperating engagement with holes (15) in the vehicle.

7. Partition device according to claim 6,
c h a r a c t e r i s e d in that the engagement means (12)
at the upper edge of the shield (1; 101; 201; 301; 401)
comprises a knob (14) that is intended to be received in the
5 hole (15).

8. Partition device according to claim 6,
c h a r a c t e r i s e d in that the engagement means (112)
at the upper edge of the shield (1; 101; 201; 301; 401)
10 comprises a base (113) and a locking element (114) that is
rotatable relative to the base (113).

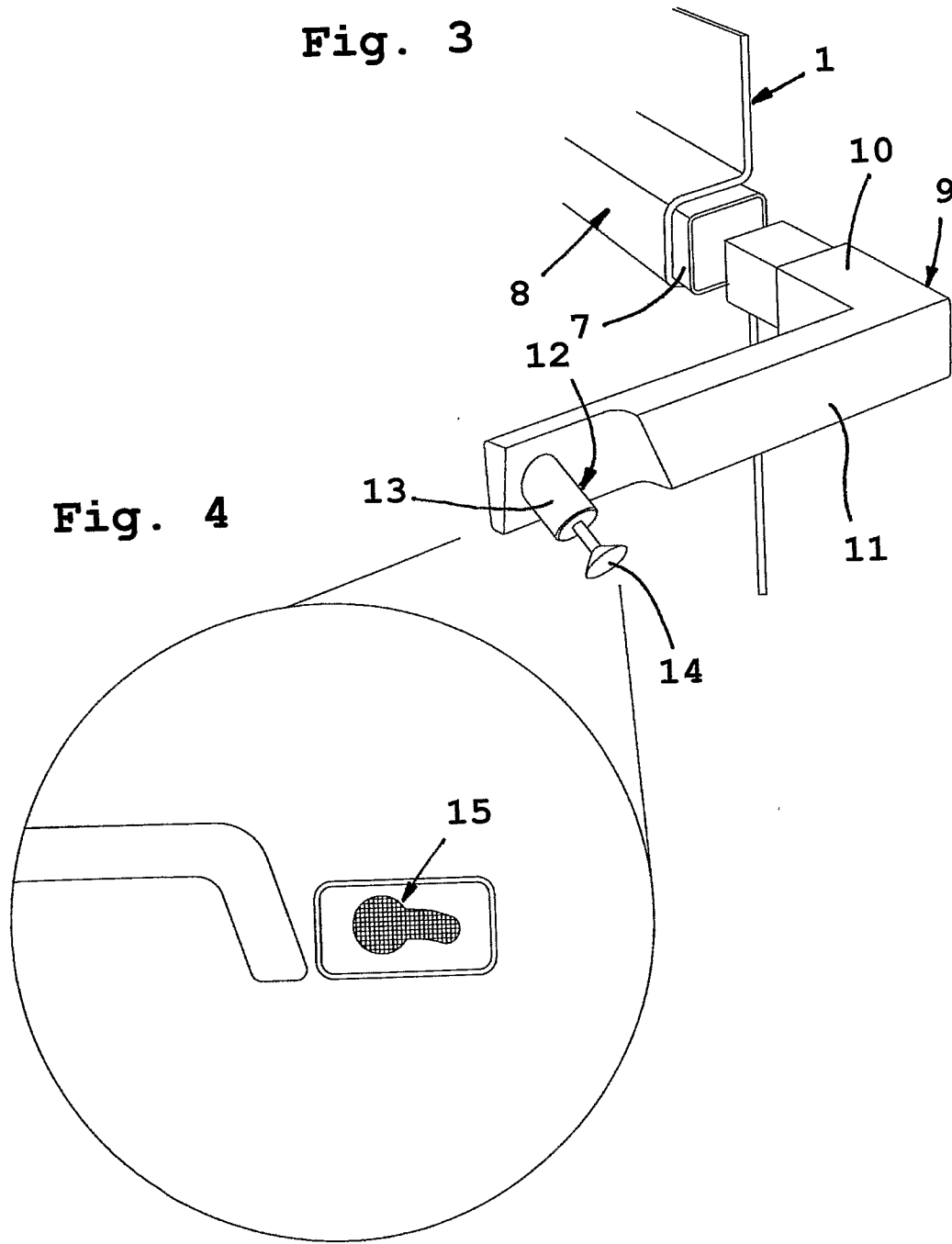
9. Partition device according to any of claims 6-8,
c h a r a c t e r i s e d in that the hole (15) is part of
15 the standard equipment of the vehicle.

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Fig. 3



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Fig. 5

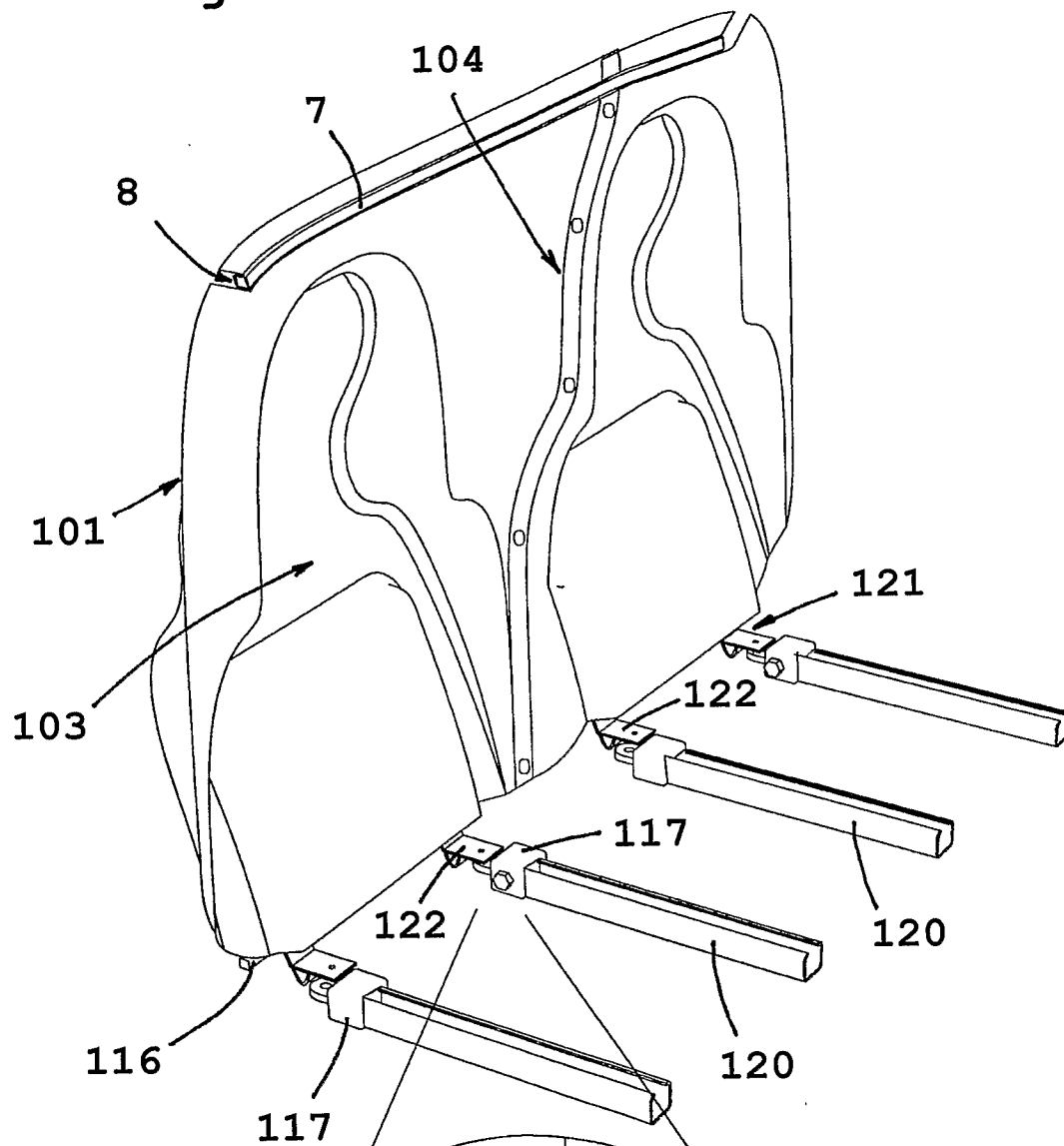
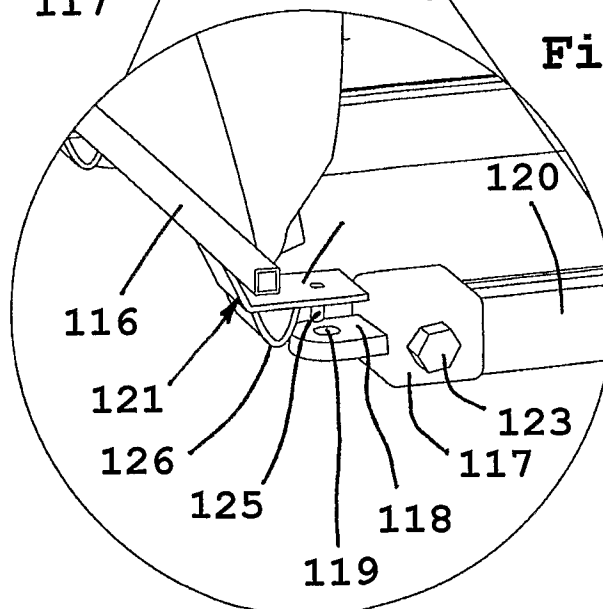


Fig. 6



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Fig. 7

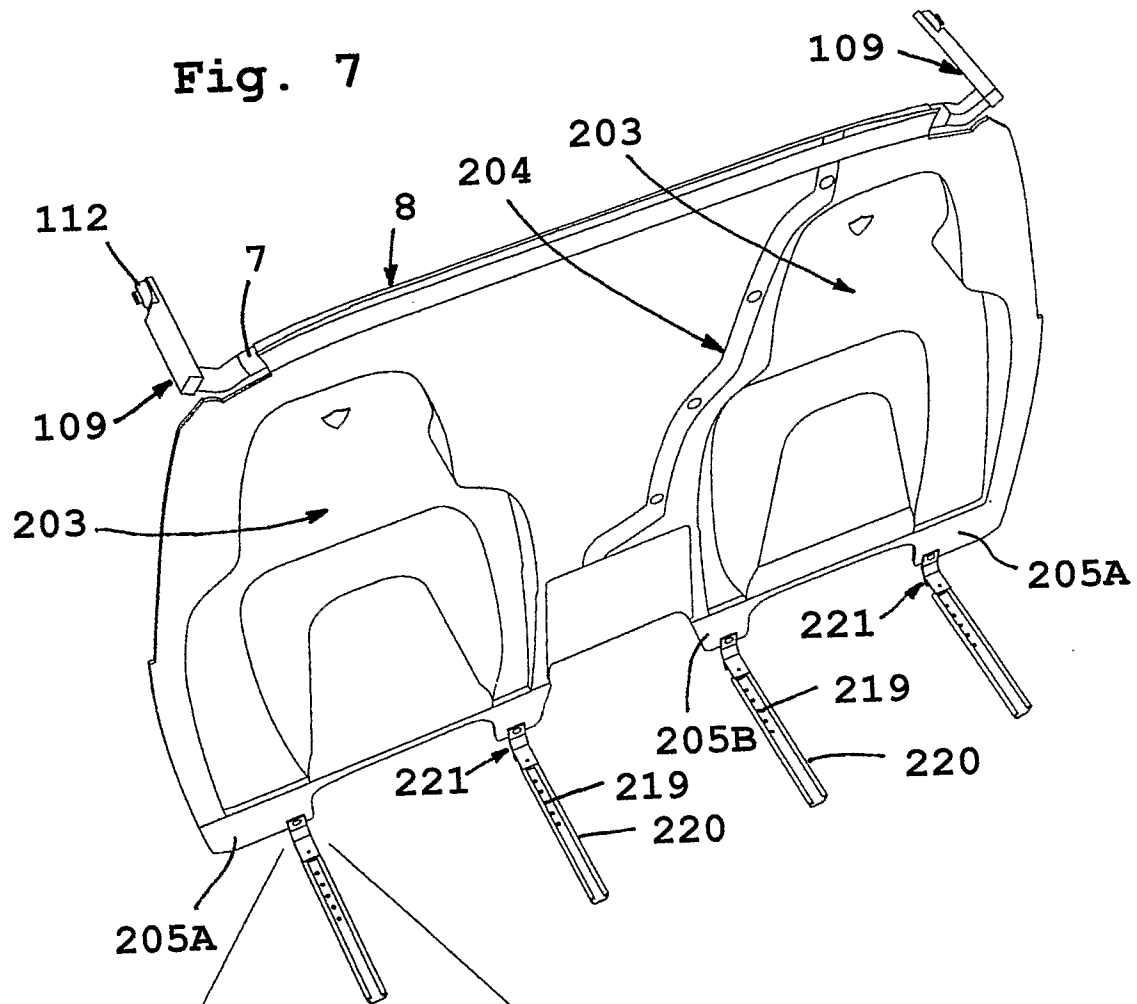
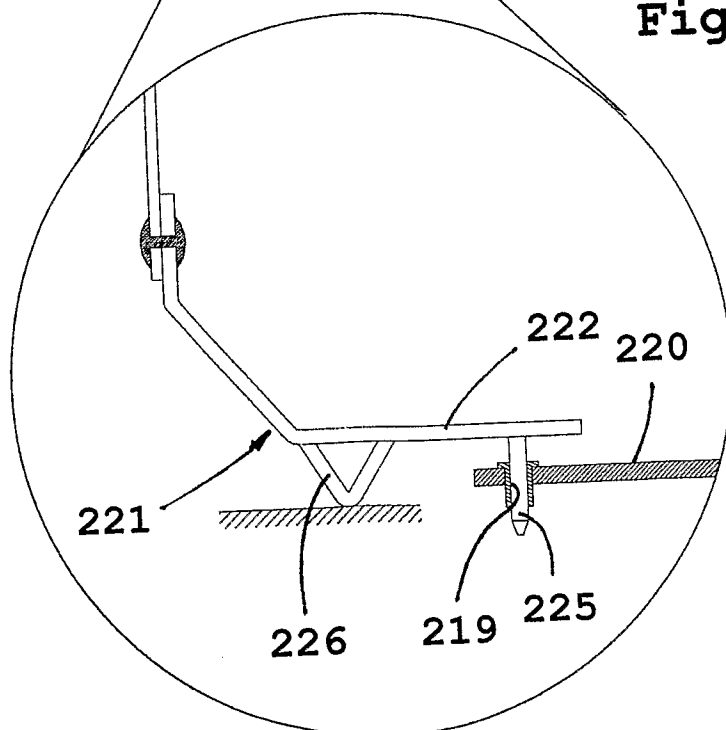


Fig. 8



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Fig. 9

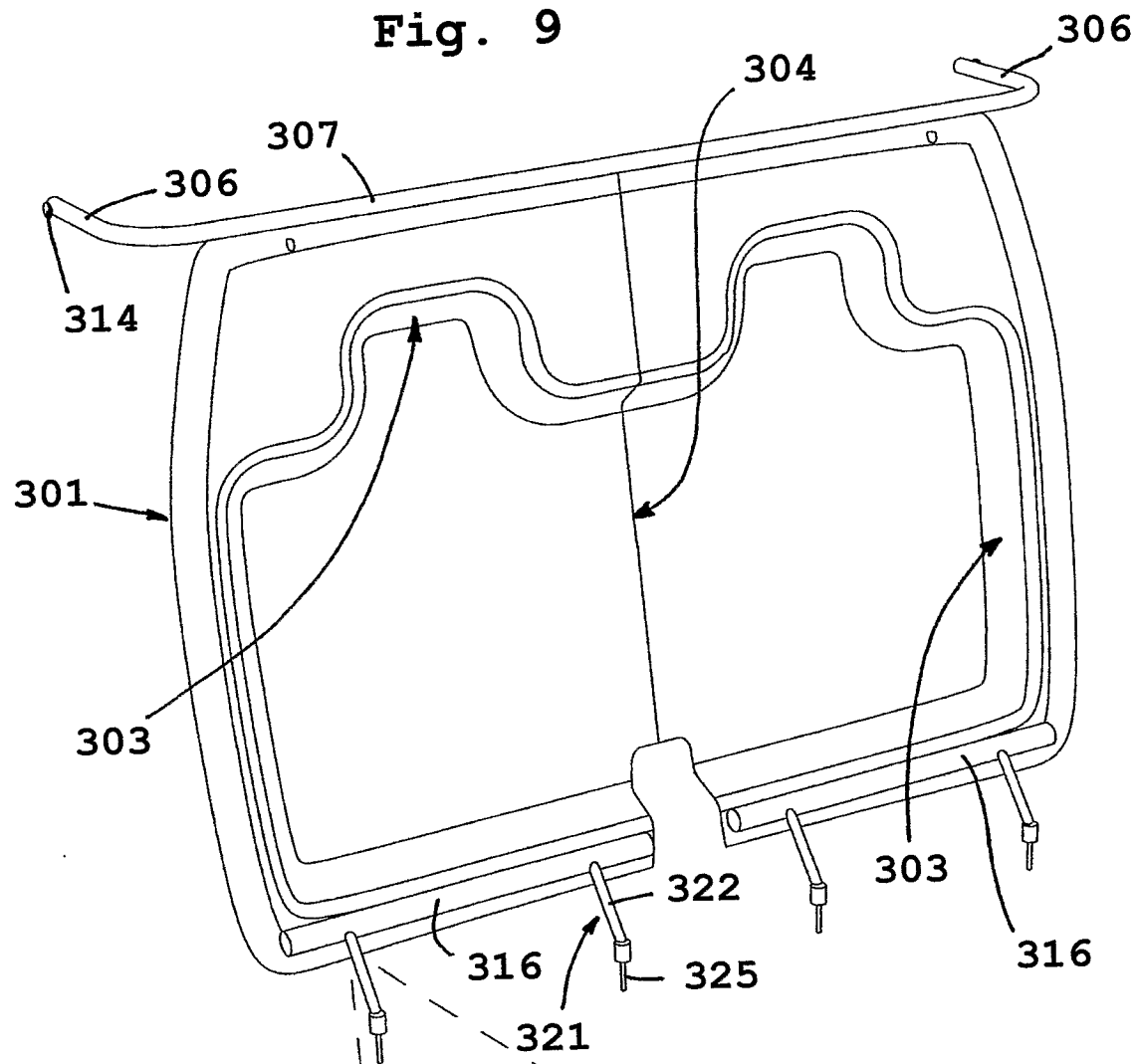
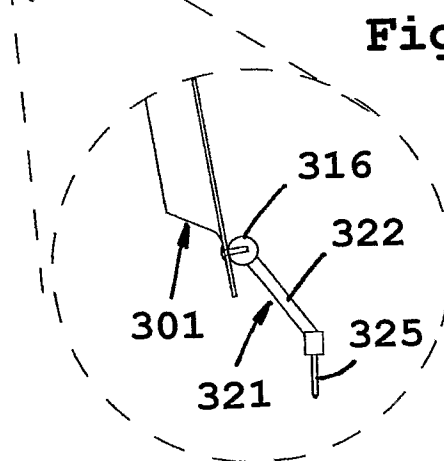


Fig. 10



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Fig. 11

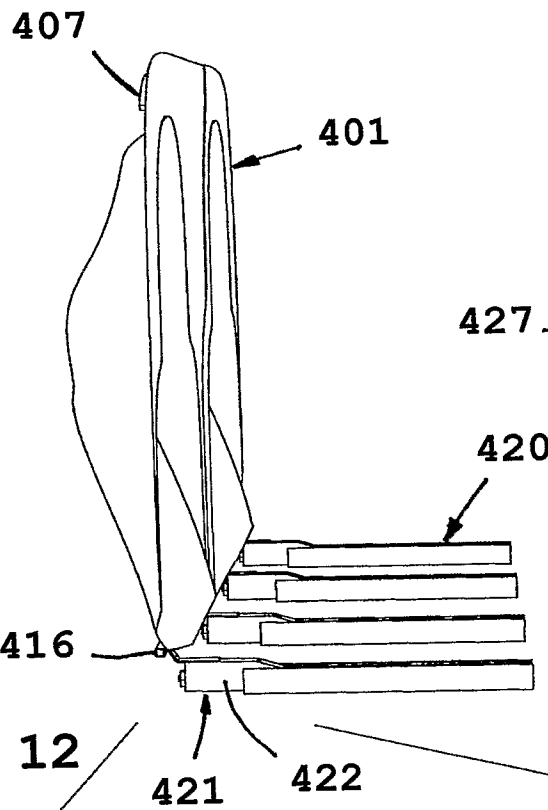


Fig. 14

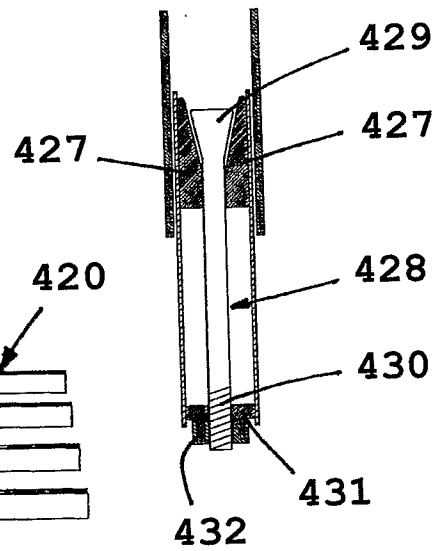


Fig. 12

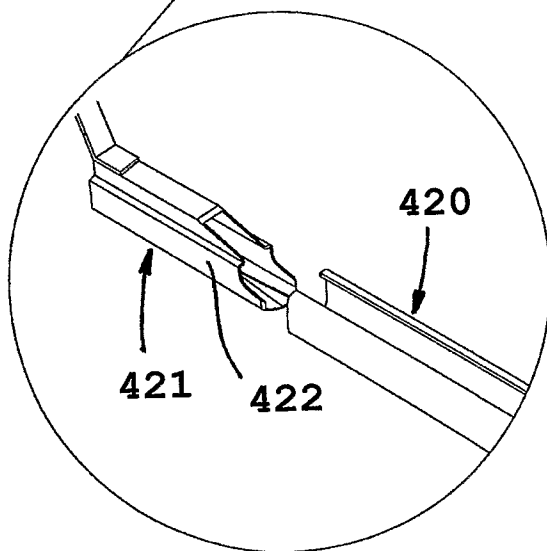
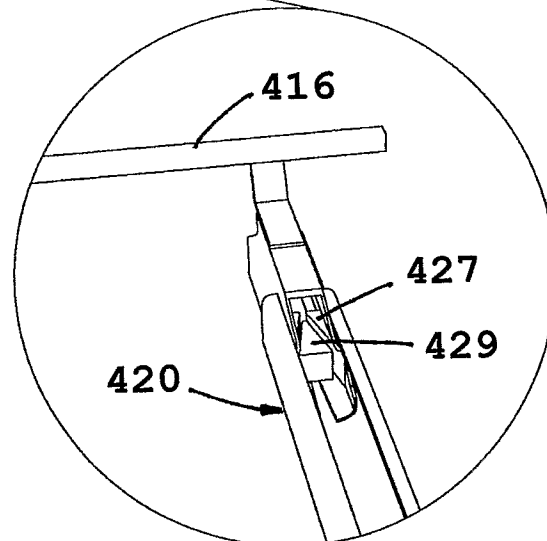
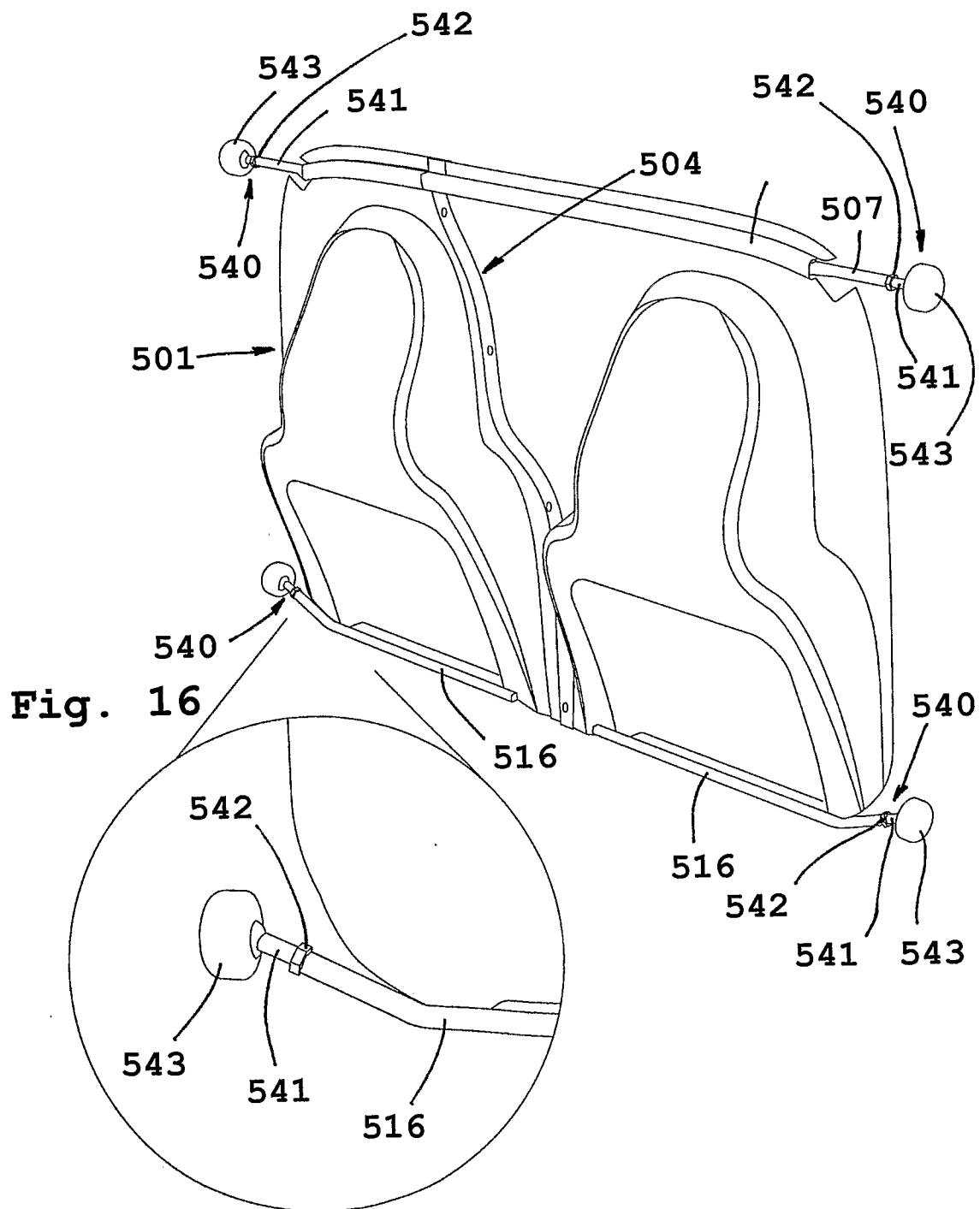


Fig. 13



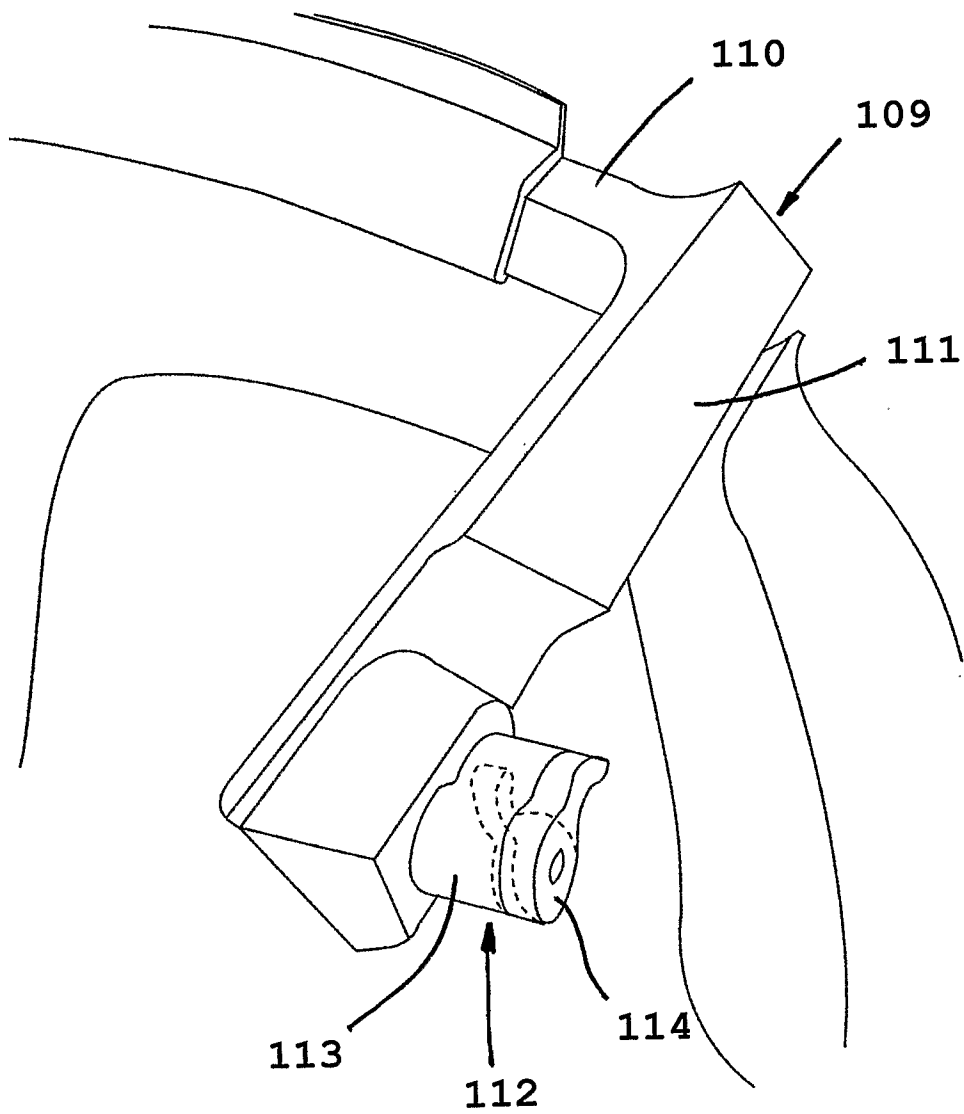
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Fig. 15



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Fig. 17



INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE2009/000121

A. CLASSIFICATION OF SUBJECT MATTER

IPC: see extra sheet

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC: B60R

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

SE,DK,FI,NO classes as above

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-INTERNAL, WPI DATA, PAJ

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 20050062304 A1 (MURRAY ET AL), 24 March 2005 (24.03.2005), figures 1,2, paragraph (0038)	1-5
Y	--	6-9
Y	AU 2006249286 A1 (AUTOMOTIVE OCCUPANT LOAD PROTECTION SYSTEMS PTY LTD), 28 June 2007 (28.06.2007), page 9, line 15 - line 28, figures 4, 5	6-9
A	--	1-5

☒ Further documents are listed in the continuation of Box C.☒ See patent family annex.

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International application No.

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C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	AU 2006249287 A1 (AUTOMOTIVE OCCUPANT LOAD PROTECTION SYSTEMS PTY LTD), 28 June 2007 (28.06.2007), page 11, line 16 - line 18; page 12, line 23 - line 28, figures 10-12	6,7,9
A	--	1-5
A	US 4621856 A (MCKENZIE), 11 November 1986 (11.11.1986), whole document	1-9
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International patent classification (IPC)**B60R 21/12** (2006.01)**Download your patent documents at www.prv.se**

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INTERNATIONAL SEARCH REPORT
Information on patent family members

International application No.
PCT/SE2009/000121

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