May 14, 1957 M. C. GUEST 2,791,956

VENTILATED AUTOMOBILE SEAT PAD

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Fig. 1

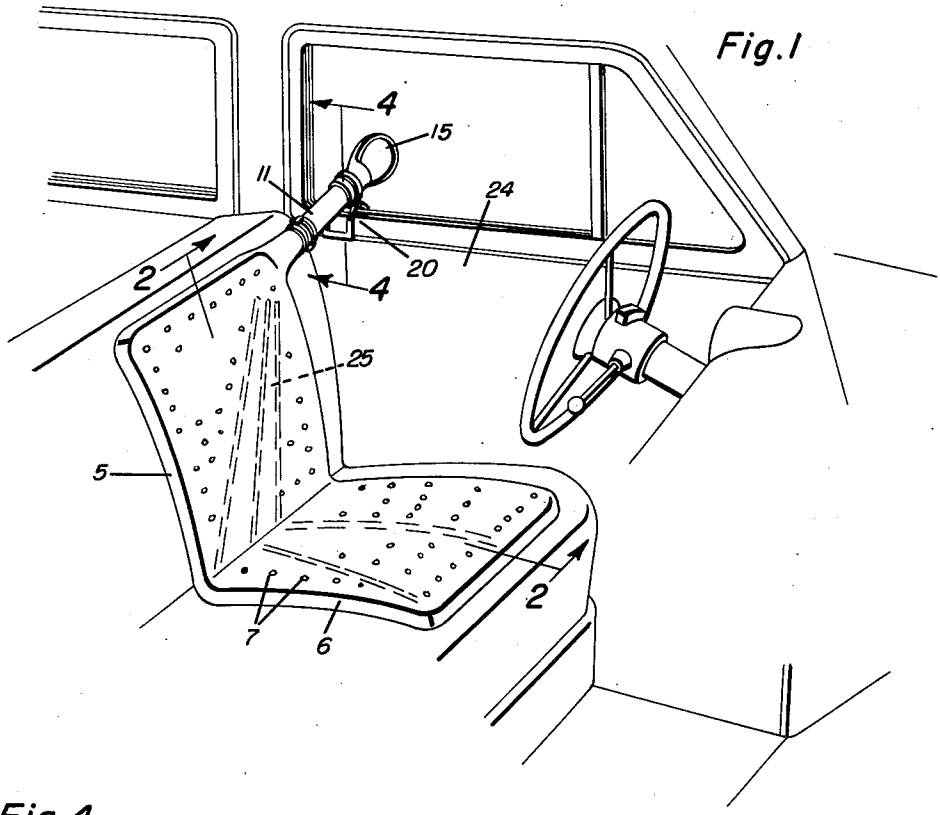
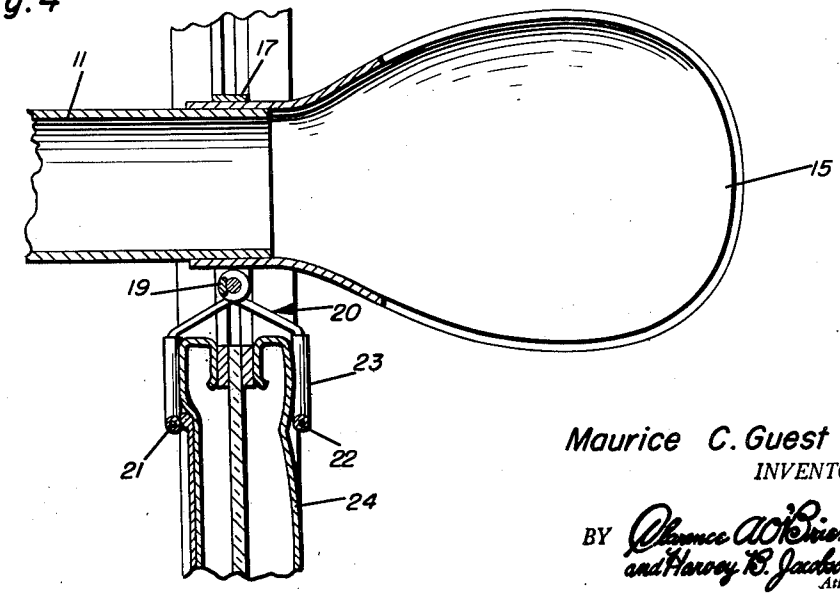


Fig. 4



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Fig. 2

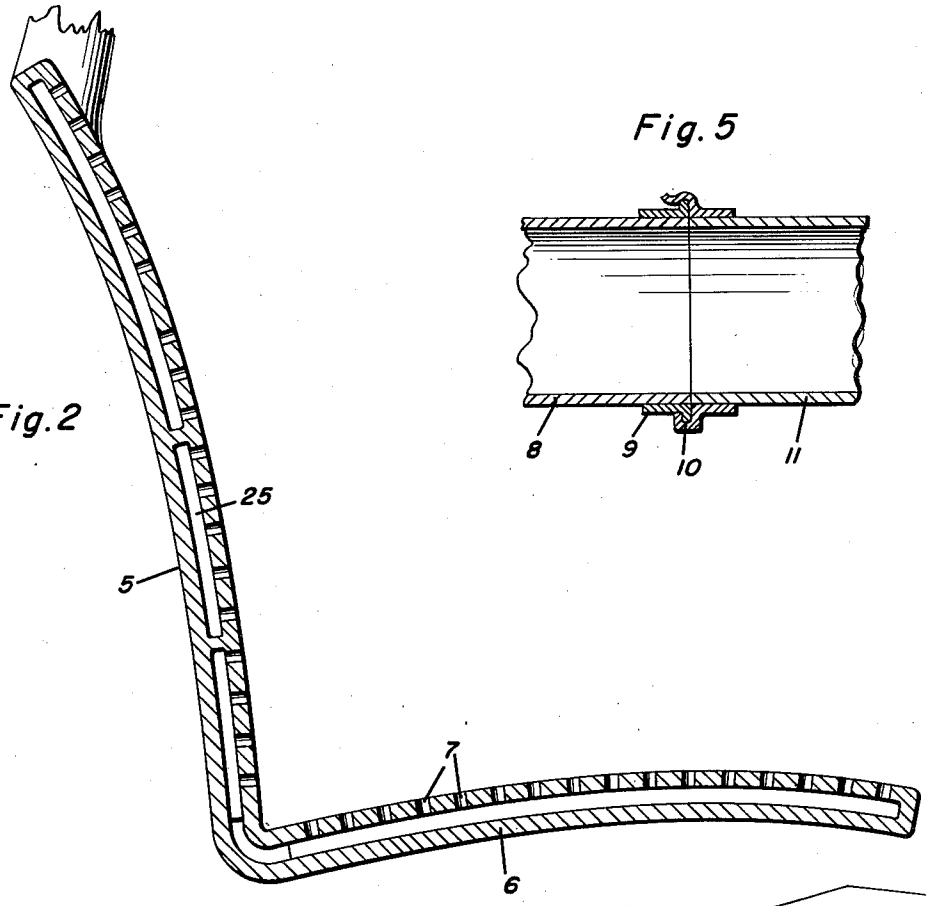
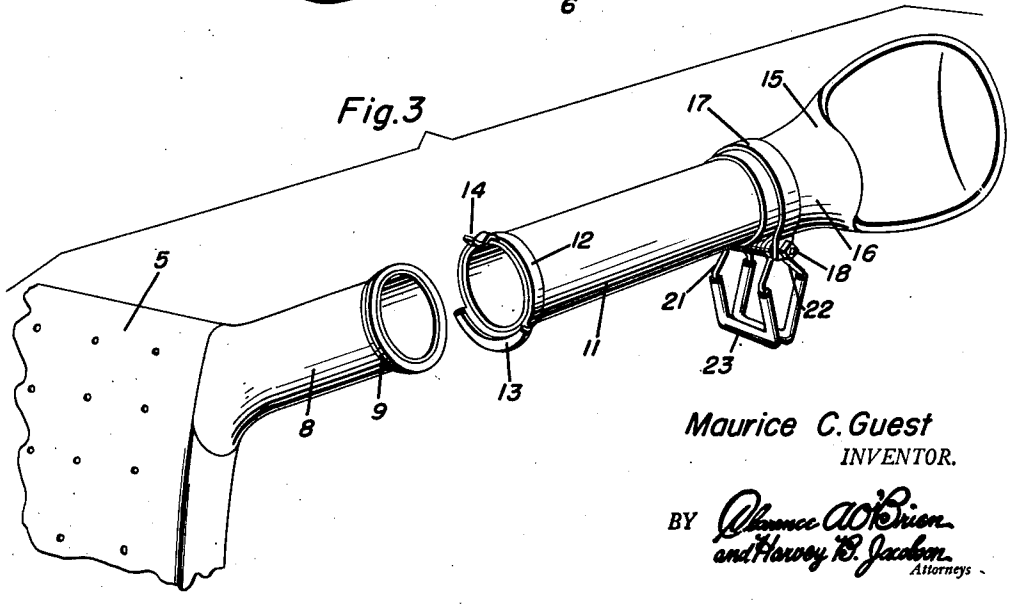


Fig. 5

Fig. 3



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VENTILATED AUTOMOBILE SEAT PAD

Maurice C. Guest, Orlando, Fla.

Application December 24, 1953, Serial No. 400,205

2 Claims. (Cl. 98—2)

The present invention relates to new and useful improvements in ventilated pads or cushions for the back and seat of an automobile.

An important object of the invention is to provide a removable unitary back and seat pad or cushion having ventilating openings therein and to which air is supplied by an air scoop connected to the pad or cushion and supported exteriorly of the car.

Another object is to provide means for supporting the scoop in the window of a car and equipping the pad and scoop with automatically releasable connecting means whereby the scoop will become detached upon the opening of the door of the car and remain attached to the door.

A further object is to provide a device of this character of suitable and practical construction, which is efficient and reliable in operation, relatively inexpensive to manufacture and otherwise well adapted for the purpose for which the same is intended.

These together with other objects and advantages which will become subsequently apparent reside in the details of construction and operation as more fully hereinafter described and claimed, reference being had to the accompanying drawings forming a part hereof, wherein like numerals refer to like parts throughout and in which:

Figure 1 is a perspective view;

Figure 2 is an enlarged sectional view taken on a line 2—2 of Figure 1;

Figure 3 is an enlarged group perspective view of the automatic releasable connection for the scoop;

Figure 4 is an enlarged vertical sectional view taken on a line 4—4 of Figure 1; and

Figure 5 is an enlarged fragmentary longitudinal sectional view of the automatic releasable connection.

Referring now to the drawings in detail, wherein for the purpose of illustration I have disclosed a preferred embodiment of my invention, the numeral **5** designates a back section and **6** the seat section of a foldable hollow rubber pad or cushion and each formed with perforations **7** in their exposed surfaces.

One upper corner of the back section is formed with a laterally projecting neck **8** to which a ring **9** is secured and formed with a flange **10**. A substantially rigid tube **11** is also provided with a ring **12** at its inner end and is formed with an arcuate channel **13** adapted to receive the flange **10** of ring **9** and at a diametrically opposite side from channel **13** the ring **12** is provided with a spring catch **14** adapted to releasably grip the flange **10** to connect the tube to the neck **8**.

An air scoop **15** is formed with a neck **16** which is sleeved over the outer end of tube **11** and a split clamping ring **17** is secured on neck **16** by a bolt and nut **18** and on which is supported a wire coil **19** of a spring clamp **20** which includes a pair of opposed substantially U-shaped wire clamping jaws **21** and **22**. Each jaw is enclosed in a tubular rubber cover **23**.

The jaws **21** and **22** are clamped to an automobile door **24** to support the air scoop in the window of the door in a position to project outwardly at the side of the car and with the scoop facing forwardly so that air will be forced into the back and seat sections of the pad when the car is being driven to cool a person occupying the seat of the car.

The back section is formed with internal imperforate ducts or passages **25** which radiate from the neck **8** to different parts of the seat section to equalize the distribution of air in the back and seat sections.

Should the door of the car be opened with the scoop clamped thereto and at the same time a downward pressure is subjected to the inner end of tube **11** to tilt the scoop upwardly on the bolt and nut **18**, the channel **13** on tube **11** will be moved downwardly to free the locking flange **10** on neck **8** and the catch **14** will also be released to disconnect the tube **11** from the neck **8** of the pad and prevent damage to the adjacent parts of the pad and scoop.

From the foregoing, the construction and operation of the device will be readily understood and further explanation is believed to be unnecessary. However, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction shown and described and accordingly all suitable modifications and equivalents may be resorted to, falling within the scope of the appended claims.

What I claim as new is as follows:

1. A ventilated automobile seat pad comprising unitary back and seat sections of hollow construction and having perforated exposed surfaces, said pad being adapted for detachably resting on an automobile seat, a tubular neck communicating with the interior of the pad and projecting outwardly at one upper corner of the back section, an air scoop projecting outwardly through an adjacent window of the automobile, resilient clip means detachably connecting the air scoop to the window, said scoop including a tubular neck through which air picked up by the scoop is delivered, a tube communicating with and leading from said last named neck into the window, and a resilient catch connecting the tube to the outer end of the first named neck for automatic release of the tube therefrom upon a predetermined separating force subject to the tube.

2. A ventilated pad including a hollow back section and a hollow seat section united with each other and having perforations in their exposed surfaces, said pad being adapted for detachably resting on an automobile seat, an air inlet at one upper corner of the back section, a laterally extending air scoop connected to the air inlet, and means cooperating with portions of the interior surfaces of said back and seat sections and forming therewith a plurality of internal ducts leading from the air inlet in a flared arrangement and each duct extending continuously in predetermined paths behind the perforated surface of the back and seat sections to distribute air directly to the related areas of the pad.

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