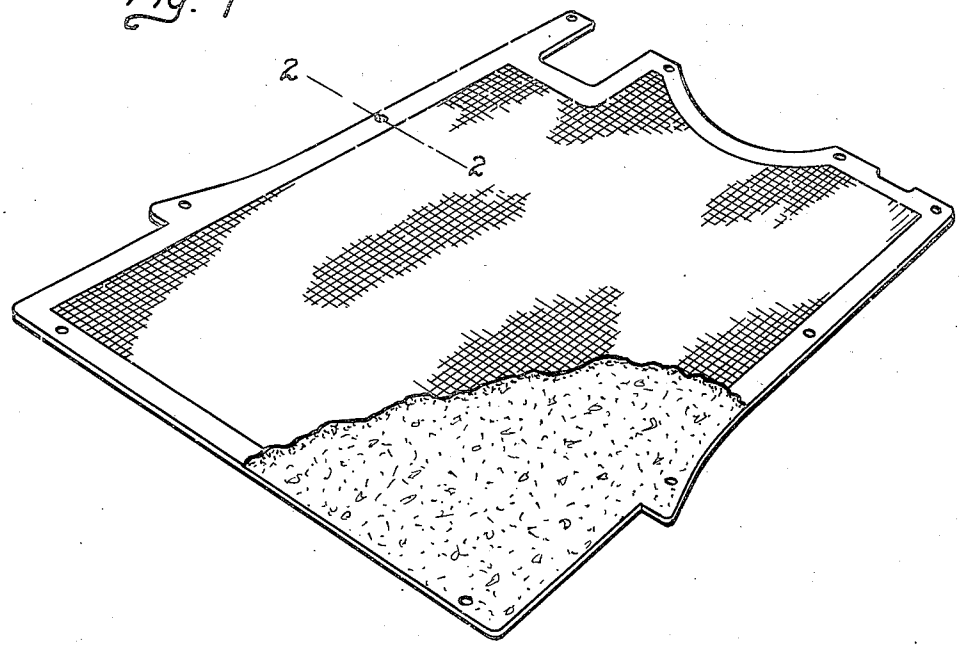
Jan. 8, 1935. L. H. DIEHL 1,987,585

FLOOR MAT

Filed Jan. 19, 1932

Fig. 1



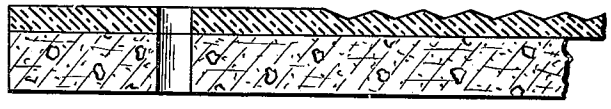


Fig. 2

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UNITED STATES PATENT OFFICE

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FLOOR MAT

Lloyd H. Diehl, Detroit, Mich., assignor to Detroit Gasket & Mfg. Co., Detroit, Mich., a corporation of Michigan

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4 Claims. (Cl. 154—49)

My invention relates to an improved floor mat, and particularly to a floor mat adapted for automobile bodies, which possesses high wear resisting, high cushioning and high heat and sound insulating characteristics.

In addition to the above specified qualities my improved floor mat also possesses a substantial body and its cushioning property, while exceedingly high, has a life substantially equal to that of the article itself and is highly resistant to influences tending to destroy the same. The mat is fully flexible and readily conformable to angular variations of the floor upon which it is laid. It is a homogeneous integral structure, inexpensive as to cost and lends itself to decorative embossing. It is highly resistant to any untoward corrosive or disintegrating influences and does not lose its cushioning or insulating properties upon exposure to the elements.

Other important features and advantages of my improved floor mat are more fully brought out in the following specification, appended claims, and accompanying drawing, wherein:

Fig. 1 is a perspective of a section of the mat, and

Fig. 2 is an enlarged cross-sectional view.

Floor mats for automobile use have heretofore been formed of molded rubber and it is common practice to place a felt cushion underneath such mats. The felt cushion, while it serves effectively as a cushion during the normal life of the felt, is highly susceptible to water, dirt, and other disintegrating influences which tend to cause it to lose to a large degree its meritorious characteristics. My improved mat is an integral structure throughout and possesses very high cushioning characteristics which continue throughout the normal life of the article and it is not subject to the disintegrating influences of dirt and water so as to cause it to lose its cushioning or high sound and heat insulating characteristics.

In the preferred form illustrated I employ an upper, relatively thin wear resisting surface layer of molded rubber. This surface layer is backed up integrally by a substantially coextensive relatively thick cushioning layer of rubber, ground or granulated cork and an oil binder as shown in Figures 1 and 2. The rubber, as will be appreciated, imparts (1) resilience and (2) acts as a binder for the cork. The cushioning layer formed of the ground cork, rubber and oil binder, is fabricated in an ordinary mill such as is well known in the trade and does not require any heat vulcanizing or special curing treatment but sets upon mere exposure to atmosphere at normal temperature. The amount of cork employed, measured by volume, is many times that of the other ingredients similarly measured and the resultant structure possesses high sound and heat insulating characteristics.

In addition, the cushioning layer is fully flexible and because of the employment of the rubber and oil and binder is highly resistant to attack by water or dirt and does not suffer any appreciable corrosive or disintegrating effects under normal wear. This lower cushioning layer, due to the employment of the large quantity of cork and the oil binder, does not lose its cushioning property as does ordinary rubber and retains this characteristic during the normal life of the structure. Furthermore, the entire structure possesses substantial body and is readily conformable to angular variations in the floor such as may be found in automobile bodies and it also has a very high adhesive characteristic on its lower surface which tends to a pronounced degree to hold the mat in place and prevent buckling and rumpling thereof which is a common accompaniment of ordinary molded rubber mats.

What I claim is:

1. A floor mat having an upper wear resistant surface layer formed of rubber and a lower cushioning and sound and heat insulating layer secured thereto as an integral structure, said lower cushioning and insulating layer being composed of an admixture of ground cork, rubber and oil, said layer being flexible and possessing high sound and heat insulating characteristics and a high surface adhesion characteristic.

2. An automobile floor mat having a relatively thick lower cushioning insulating layer possessing high surface adhesion characteristics, said layer being composed of ground cork, rubber, and an oil binder, said layer being provided with a relatively thin integral upper wearing surface layer of rubber.

3. A flexible mat for floors comprising an upper wearing surface layer of rubber, and a substantially coextensive flexible cushion under layer united to said rubber layer, said flexible cushion under layer comprising comminuted cork and a binder.

4. A flexible mat for floors comprising an upper wearing surface layer of rubber, and a substantially coextensive flexible cushion under layer united to said rubber layer, said flexible cushion under layer comprising comminuted cork and a binder including rubber.

LLOYD H. DIEHL.