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Grengs

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[54] **VENTED DRAIN FOR RECREATIONAL VEHICLES**

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[52] **U.S. Cl.** **4/210,** 4/209, 4/218, 4/207

[51] **Int. Cl.** **E03d 9/04,** B61d 27/00

[58] **Field of Search** 4/94, 96, 106, 207, 4/209, 211, 216, 210, 1

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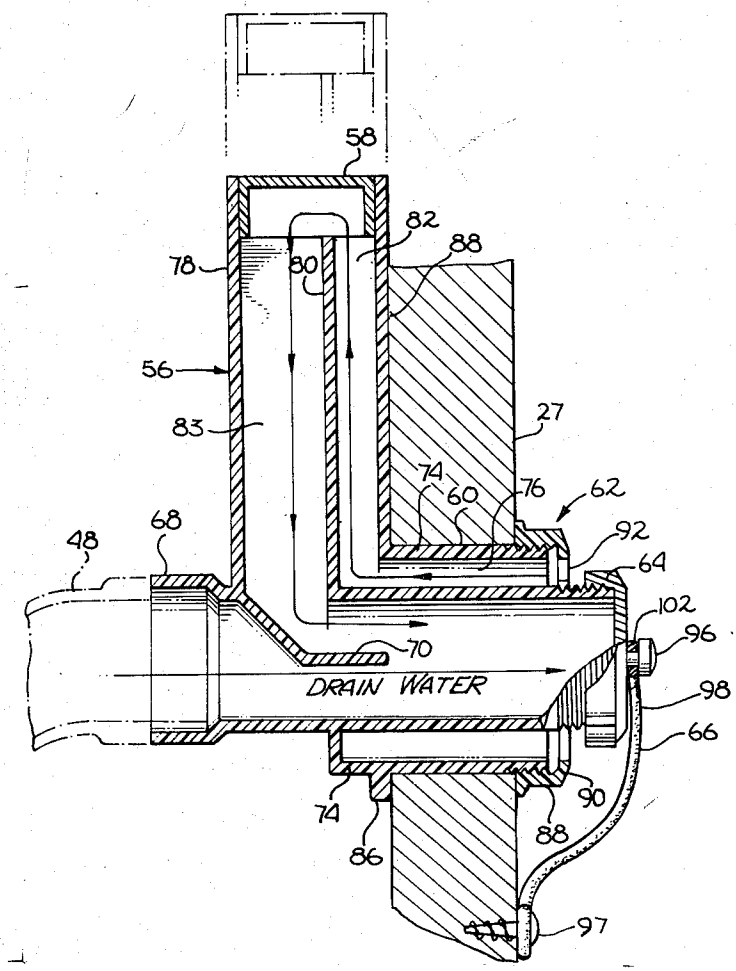
Primary Examiner—Henry K. Artis

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[57] **ABSTRACT**

A vented drain for recreational vehicles and the like which provides the required venting of sink drains without generally requiring more than one hole through the vehicle wall. The vented drain is substantially a one-piece molded plastic member which connects to the sink drain line within the vehicle and conducts drain fluid through the vehicle wall by a first conduit. A second conduit, either surrounding the first conduit or adjacent thereto, provides a flow path for vent air through the vehicle wall and communicates with a vertically disposed baffle stack within the vehicle to define a flow path for vent air of the required height. This prevents drain fluid flow through the vent and provides a source of vent air to the drain conduit to prevent siphoning of the drain trap. Various embodiments of the basic invention are disclosed.

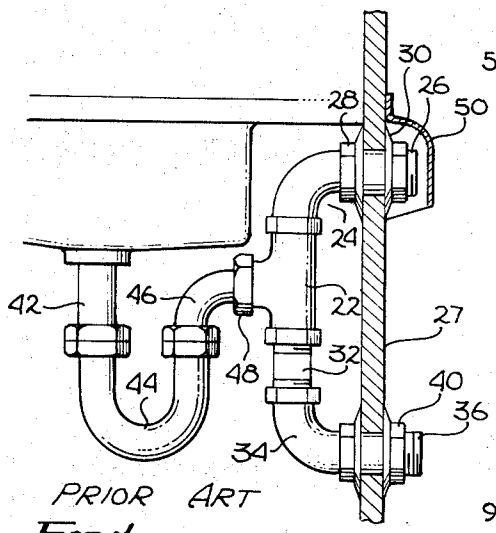
12 Claims, 11 Drawing Figures



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SHEET 1 OF 2



PRIOR ART

Fig. 1

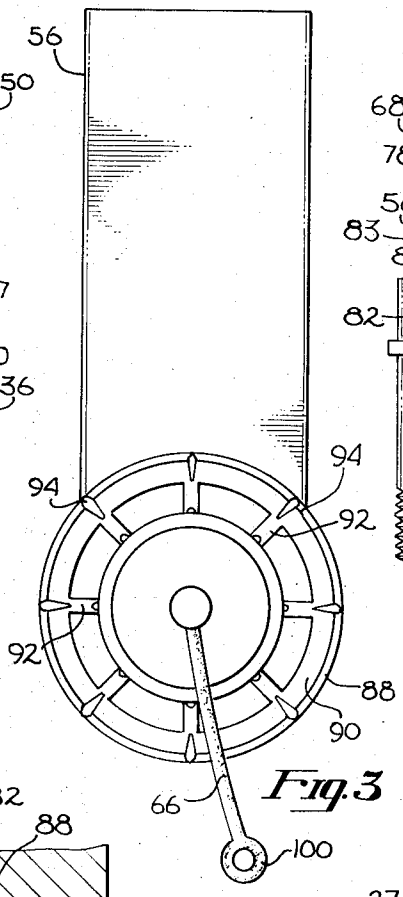
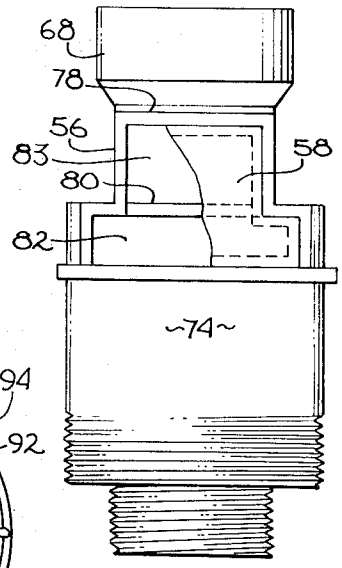


Fig. 3

Fig. 4



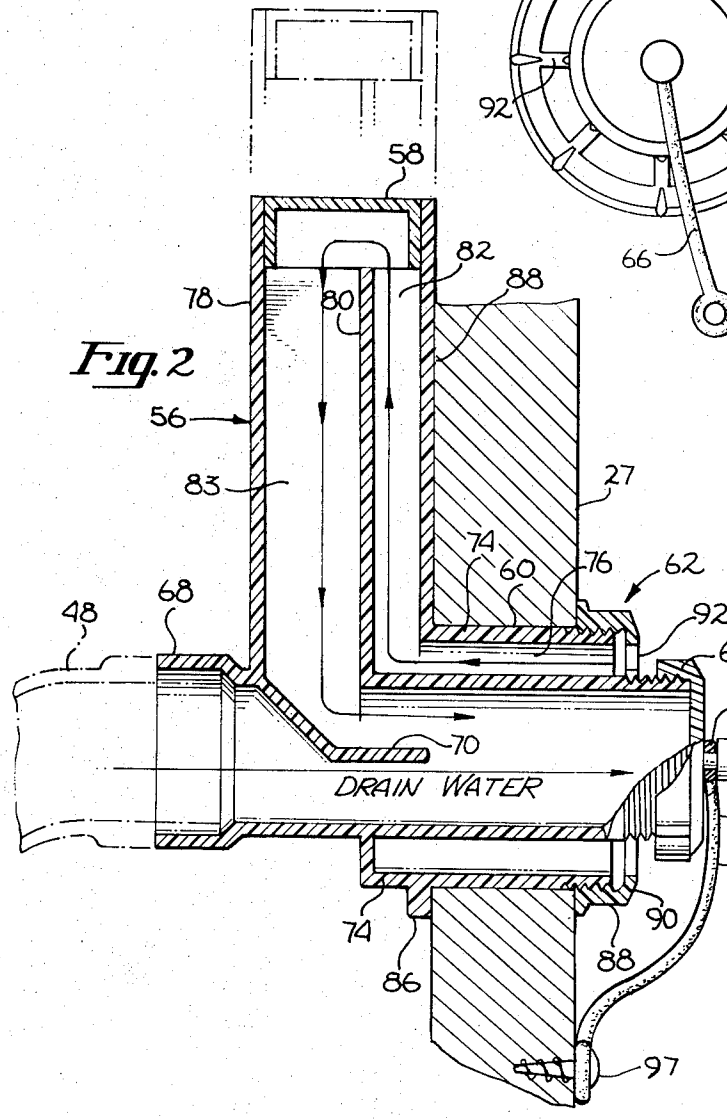


Fig. 2

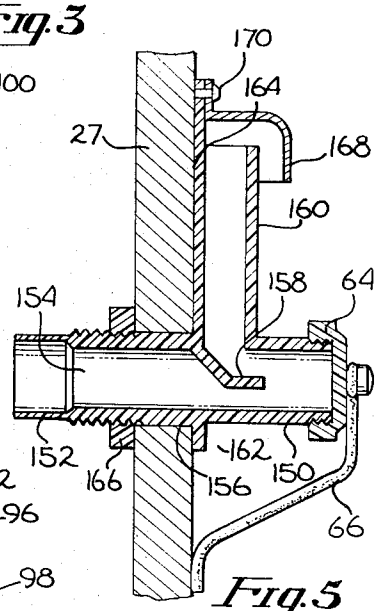


Fig. 5

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Fig. 6

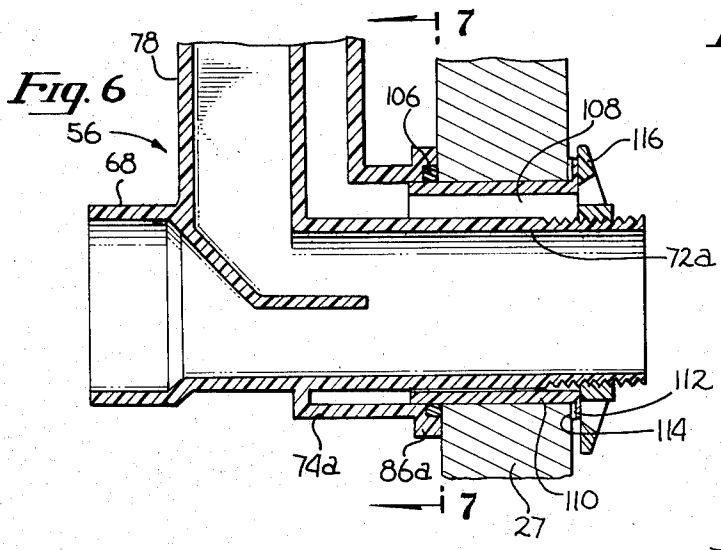
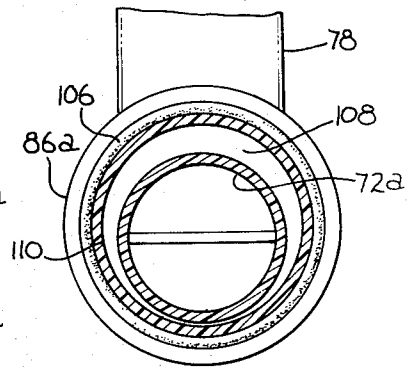


Fig. 7



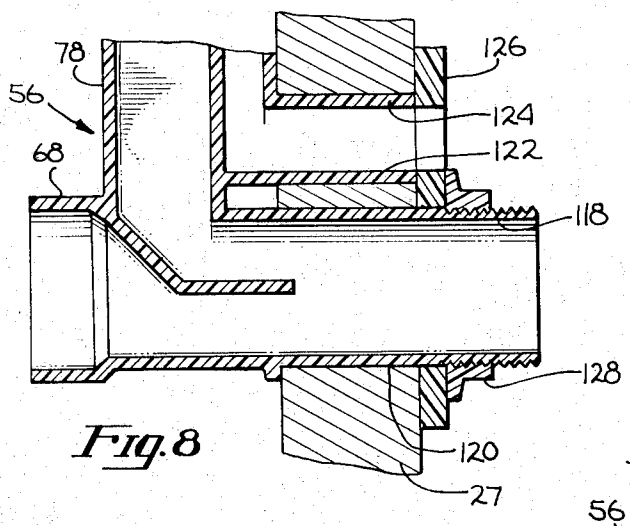


Fig. 8

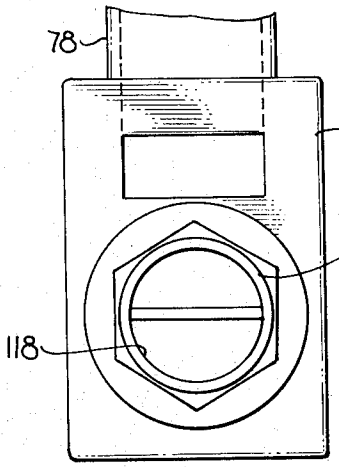


Fig. 9

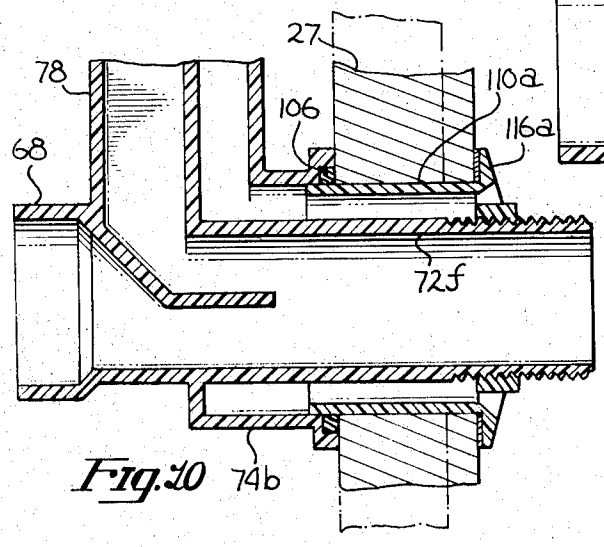


Fig. 10

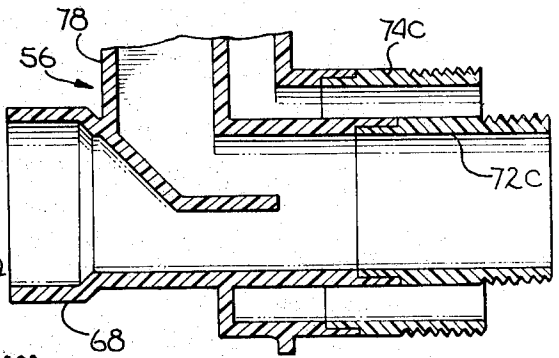


Fig. 11

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VENTED DRAIN FOR RECREATIONAL VEHICLES

DISCLOSURE DOCUMENT PROGRAM

This application for patent is based on a disclosure filed on Apr. 23, 1971, as Disclosure Document No. 004973, under the Disclosure Document Program.

BACKGROUND OF THE INVENTION

1. Field of the Invention

This invention relates to the field of plumbing apparatus, and particularly to drains and vents for sinks in recreational vehicles and the like.

2. Prior Art

In recent years the number and types of recreational vehicles being marketed in this and foreign countries have increased greatly. These vehicles include trailers for towing behind a vehicle, campers for mounting on a truck, such as a pick-up truck, mobile homes which are, in essence, a truck-camper combination integrated into a more spacious package, and tent trailers and expandable trailers which have a rigid trailer base housing a sink, stove and the like, and some form of foldable or collapsible top which may be lowered for greater ease of towing but may be expanded to provide an internal space like that of larger trailers.

Recreational vehicles generally have sink drains with a drain conduit passing through the wall of the vehicle adapted for connection to some means for further conducting the sink drain water away from the vehicle. In many cases, where a recreational vehicle is parked for the night, a length of ordinary garden hose is attached to the drain conduit so that the drain water will merely run out onto the ground at some convenient point a short distance away from the vehicle. In other cases, the end of the hose may be disposed so as to allow the drain water to run into some further means of disposing of the waste, such as a sewer connection. In either of these cases, and particularly for a sewer connection, there is a possibility of unpleasant and/or unhealthy odors and gases backing up through the hose into the recreational vehicle or of bugs, vermin, etc., entering the vehicle through the drain line. Thus, it is a legal requirement for such vehicles that the sink have a trap, that is, a vertically disposed U-shaped conduit, so that some water will tend to remain in the sink trap to block the free flow of gases back into the sink, and that there further be provided a means for venting the sink drain line at some point downstream of the trap so that the water flowing in the drain hose will not tend to siphon the water out of the trap. It is a still further requirement that the source of vent air be such that in the ordinary course of events, drain water will be expelled only through the drain conduit and hose, and not through the vent, and further, since the vent communicates with the drain system downstream of the trap and noxious gases may therefore pass upward to the drain system and be expelled by the vent, the vent must communicate with the outside of the vehicle rather than the inside of the vehicle.

To satisfy the requirement that in the normal course of events drain water not be expelled through the vent, it is required that the vent in some manner be disposed at some required elevation above other components of the drain system. Thus, it is typically required for a sink installation that the source of vent air rise vertically from the drain line to a point at least 2½ inches above the inside floor or bottom of the sink itself before

changing direction and continuing to the outside of the vehicle. In the prior art this has been achieved by using an assembly of plumbing fittings, generally standard fittings, so as to dispose the conduit for drain water through a first hole in a vehicle wall generally at the trap level or in some cases lower, and a second vent conduit through a second hole in the vehicle wall the required vertical distance above the inside floor or bottom of the sink. Thus, two holes vertically disposed in relation to each other must be drilled through the vehicle wall. These holes must have a spacing matching the vent system to be used, and the vent system itself must be clamped and sealed to the vehicle wall both at the vent and at the drain.

The vent and drain commonly known and used in the prior art is comprised of an assembly of a large number of molded plastic parts, most of which are standard plumbing components. By way of example, the line coming from the trap is attached to a T section, with the upper end of the T coupled to an elbow with a threaded end attached thereto for passage through the upper hole in a vehicle wall and for clamping thereat by large plastic nuts, one located on each side of the vehicle wall. The lower end of the T is coupled through a piece of plastic pipe to another elbow which, like the first described elbow, has a threaded end attached thereto for passage to the lower hole in the vehicle wall and for clamping thereat by large plastic threaded nuts on each side of the vehicle wall. The upper tubulation coming through the vehicle wall to provide the air vent is generally covered with a plastic cover or shroud, so as to prevent debris, rain water, and the like approaching from above from entering the tube. Thus, it may be seen that though many of the components of the prior art vent and drain are standard and relatively inexpensive parts, relatively large numbers of parts are required to be assembled to achieve the vent and drain. This makes the resulting unit considerably more expensive than if a design using fewer, though perhaps special, parts were known and could be used in place thereof.

In addition to the cost of the prior art system, there are also certain disadvantages and limitations in the use thereof because of its design. Thus, the requirement of two holes through the vehicle wall in vertical relation to each other may limit the placement of the vent and drain because of the presence of other items such as windows, other utilities, or collapsing mechanisms. Furthermore, the requirement of placing two holes in any fixed relation and in clamping the unit at both holes, requires additional assembly time which otherwise would not be required if a vent and drain were known which only required one hole.

Thus, there is needed a combined vent and drain for recreational vehicles and the like, which is substantially cheaper than the prior art unit, preferably being an assembly of fewer parts which only requires one hole to the vehicle wall at a relatively low position so as to not interfere with the mechanism or motion of collapsible trailers, and which is otherwise readily and easily installed in recreational vehicles of any variety.

BRIEF SUMMARY OF THE INVENTION

A vented drain for recreational vehicles and the like which provides a required venting of sink drains without generally requiring more than one hole through the vehicle wall. The vented drain is substantially a one

piece molded plastic member which connects to the sink drain line within the vehicle and conducts drain fluid through the vehicle wall by a first conduit. A second conduit, either surrounding the first conduit or adjacent thereto, provides a flow path for vent air through the vehicle wall and communicates with a vertically disposed baffle stack within the vehicle to define a flow path for vent air of the required height. Thus, vent air may be conducted inward through the vehicle wall by the passageway between the first and second conduits, upward through a first passageway within the vertically disposed baffle stack, and then downward to a second passageway in the vertically disposed baffle stack for injection into the drain water flow stream. The height of the baffle stack prevents drain fluid flow through the vent while allowing the passage of vent air into the drain conduit to provide a vacuum breaker and prevent siphoning of the drain trap.

Various embodiments of the basic invention are disclosed. In particular, an embodiment is disclosed having a vertical stack for disposition against the outer surface of the vehicle wall. This embodiment is retained to the vehicle by a single retaining nut within the vehicle on the drain conduit, thereby providing a minimum obstruction and requirement of space within the vehicle. A simple cover is disposed over the vertical stack to prevent rain and foreign objects from entering the stack. This embodiment has a one piece body member more easily molded than other embodiments and may readily accommodate any reasonable vehicle wall thickness by merely providing a sufficient threaded area for engagement by the retaining nut. The disadvantage of this embodiment, however, is that it extends outward from the vehicle wall by a greater distance than the other embodiments.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a partial cross-sectional view of the prior art vented drain system, in functional deposition with respect to the vehicle wall and a sink within the vehicle.

FIG. 2 is a cross-sectional view of the vented drain of the present invention mounted with respect to the vehicle wall.

FIG. 3 is an end view of the embodiment of the present invention of FIG. 2.

FIG. 4 is a top view of the body member 56 and cap 58 of the embodiment of the present invention of FIG. 2.

FIG. 5 is a cross-sectional view of an alternate embodiment of the present invention.

FIG. 6 is a cross-sectional view of a further alternate embodiment of the present invention in functional disposition with respect to the vehicle wall.

FIG. 7 is the end view of the embodiment of FIG. 6.

FIG. 8 is a cross-sectional view of a further alternate embodiment of the present invention in functional disposition with respect to the vehicle wall.

FIG. 9 is the end view of the embodiment of FIG. 8.

FIG. 10 is a cross-sectional view of a further alternate embodiment of the present invention in functional disposition with respect to the vehicle wall.

FIG. 11 is a still further alternate embodiment of the present invention wherein the body member 56 is comprised of an assembly of three pieces rather than a single molded piece as in the embodiment of FIG. 2.

DETAILED DESCRIPTION OF THE INVENTION

First referring to FIG. 1, a view of the prior art vent and drain system, as normally disposed with respect to the vehicle wall, and a sink within the vehicle may be seen. The prior art vent and drain system is comprised of a baffled T member 22 coupled to an elbow 24, which includes an extended threaded tubulation 26 passing through an upper hole in the vehicle wall and clamped thereto by threaded nuts 28 and 30. T section 22 is also connected to a length of pipe 32 coupled to elbow 34, which includes an extended threaded tubulation 36 passing through a lower hole in the vehicle wall 27 and clamped thereto by threaded nuts 38 and 40. The upper tubulation 26 forms the air vent so as to provide a source of air to the drain path defined by drain pipe 42, trap 44, elbow 46 and tubulation 48, so that air may be supplied downstream of the trap 44 to prevent siphoning of the trap. A vent cover 50 is used to cover the threaded tube 26 for decorative reasons and to prevent rain water and the like from entering the air vent.

Now referring to FIG. 2, a cross-section of the vented drain of the present invention may be seen, as it would mount with respect to the vehicle wall 27 and attach to the tubulation 48 connected through a trap to the sink as shown in the prior art system in FIG. 1. The vented drain is comprised of a body member 56 with a cap 58, and mounts through a hole 60 in the vehicle wall 27 and is clamped thereto by a clamping nut 62. A threaded cap 64 covers the main drain tubulation to prevent water leakage when the drain hose is not connected thereto, and is attached to the vehicle wall through an elongated flexible plastic member 66 by screw 97. A chain or other metal strip may also be used in place of plastic member 66.

The body member 56 is a one piece injection molded ABS (Acrylonitrile-Butadiene-Styrene) member comprising the primary functional member of the vented drain. The body member has a conventional pipe socket 68 for a fusion welding to the tubulation 48 running to the trap. The body member 56 defines a fluid flow path through coupling 68, under baffle 70 and out through an inner conduit member 72 to the outside of the vehicle when cap 64 is removed. Concentric to the inner conduit member is an outer conduit member 74 fitting within hole 60 in the vehicle wall and defining an annular air passage 76 between the two conduit members. The air passage 76 communicates with a vertically disposed stack 78, having a central baffle member 80 separating air passageways 82 and 83. The air passageway 82 is in direct communication with the annular space 76 and further is in communication, over the top of center baffle 80, with air passageway 83. Thus, air is free to move between inner conduit member 72 and outer conduit member 74, upward through air passageway 82, over the top of baffle 80 and downward through air passageway 83 into inner conduit member 72 above baffle 70. Thus, a vacuum breaker is provided to prevent the tendency of drain water flowing into inner conduit member 72 and a hose connected thereto from siphoning water from the sink trap. A cap 58 in the form of a lid is solvent welded to the top of the baffle stack 78 so as to seal off the top of the stack and prevent venting of the system by air within the vehicle or, more importantly, to prevent the passage of noxious gases back through the drain system and into the vehi-

cle. The cap **58** is a separately molded part and is assembled to body member **56** by pushing the cap onto the body member so that edge **84** around the top periphery of the cap rests against the top of stack **78.** This prevents the cap from being placed too deeply into the body member and from restricting the air flow in that area. (As an alternate configuration for baffle stack **78,** concentric vertical conduits communicating with each other at the top thereof may be used to define the two vertical air passageways.)

Coupling **68** and the inner and outer conduit members **72** and **74** are generally cylindrical members, whereas body member **56,** as may be better seen in the top view of FIG. **4,** generally defines rectangular air passages. Though other shapes might also be used, the rectangular shapes are used in the preferred embodiment because the flow path of this shape mates well with the annular area between the inner and outer conduit members **72** and **74,** and with the area above baffle **70,** while maintaining sufficient passageway cross-sectional area within a minimum space within the vehicle. This allows the placement of sinks and other apparatus closer to the vehicle wall, if desired, than prior art vent systems, thus conserving space within the vehicle. In general, the air flow passageway is required to have a cross-sectional area equivalent to a 1 ¼ inch diameter pipe, though a cylindrical passageway is not specifically required.

The body member **56** is provided with a flange **86** around the bottom periphery of the outer conduit member **74** so that the flange **86,** in conjunction with face **88** of the stack **56** defines a mounting face for the vented drain. Thus, by providing a single hole **60** through the vehicle wall, the outer conduit member **74** of the vented drain may be slipped through the hole and the vented drain attached to the vehicle wall by nut **62,** threadedly engaging the outer conduit member **74** adjacent to the outer end thereof. Nut **62** may be better seen in the end view of the vented drain of FIG. **3.** The nut is generally comprised of an outer ring-like member **88,** having internal threads for engagement with the mating threads on the outer conduit member **74.** The outer ring **88** is of sufficient length so as to curve around the end of the outer conduit member, generally in the area indicated by the numberal **90,** so as to support a plurality of integral spoke-like members **92** projecting inward to positions adjacent the inner conduit member **72,** both for decorative purposes and to radially support the inner conduit member. Nut **62** is also provided with a plurality of raised areas or areas of increased thickness **94** which serve as decoration, as reinforcing areas, and as areas to more readily accommodate the tightening of the nut against the vehicle wall. The nut **62** in the preferred embodiment is also molded of ABS (Acrylonitrile-Butadiene-Styrene) plastic, using molding techniques well-known in the prior art.

Cap **64** is a molded ABS (Acrylonitrile-Butadiene-Styrene) plastic cap, adapted to screw over the end of the inner conduit member **72** to close off the end of the drain when not in use. The cap also contains integral therewith a protrusion with an enlarged head **96** to retain a flexible plastic member **98** having an eyelet **100** (FIG. **3**) at each end thereof. The cap **96** can be molded separately and solvent welded onto the protrusion or, as is done in the preferred embodiment, molded integral with the cap **64** by using a split mold insert to define the area of reduced diameter **102.** The flexible member **98** is provided with sufficient flexibility so as to be elastically expandable to slide over the enlarged head **96** for placement in the postion shown. The other end of the flexible member is generally fastened to the vehicle wall by a separate screw **97** so that cap **64** may not be misplaced.

The body member **56** in the preferred embodiment is a one piece molded part, fabricated with a split mold having four retractable inserts. The mold is split on the plane of the cross-section of FIG. **2,** with a first retractable insert defining the inner portion of coupling **68** in the region inward to the bottom of baffle **70.** A second insert projecting inward from the opposite direction defines the inner surface of the inner conduit member and part of baffle **70,** approximately up to the position of the central baffle **80.** Another insert concentric therewith defines the area between the inner and outer conduit members including the threads, and is removed from the molded part by unthreading it therefrom. Finally, an insert projecting downward through the baffle stack **78** defines the inner surfaces of the stack. The threads on the outer conduit member **74** are defined by the split mold.

The baffle stack **78** may be made in various sizes, as indicated in phantom in FIG. **2,** by using mold inserts. In general, two heights of baffle stack will meet the legal requirements for substantially all installations. Similarly, the thickness of the vehicle wall **27** will vary depending upon the vehicle. However, in general, substantially all vehicles have a wall thickness either of approximately 1 inches or approximately 2 inches. Thus, mold inserts may also be used to provide body members **56** having 2 lengths of inner and outer conduit members to accommodate substantially all vehicle requirements. As a further commonly desired variation, a solvent welding coupling **68** may not be desired but instead a standard threaded end (male or female) may be used. Such a threaded area may also be readily molded into the part by well-known molding techniques.

Now referring to FIGS. **6** and **7,** an alternate embodiment may be seen. In this embodiment, the baffle stack **78** and coupling **68** are the same as that of the embodiment of FIG. **2.** However, the outer conduit member **74*a*** terminates on a flange **86*a*** having an undercut to define an area for receiving O-ring **106.** The inner conduit member **72*a*** is substantially the same as that of the embodiment of FIG. **2.** However, the outer conduit member **74*a*** is not concentric to the inner conduit member **72*a*,** but instead is radially displaced upward so as to define a greater air passage region **108** above the inner conduit member to better accomodate communication with the baffle stack. A sliding member **110** fits within the hole in the vehicle wall **27** and, in cooperation with the O-ring **106** provides a seal with the outer conduit member **74*a***. The sliding member has a front flange **112** with a gasket **114** therebehind so as to be forcible against the vehicle wall **27** by a spoked nut **116** threadedly engaging the inner conduit member **72*a***, thereby sealing the outer conduit member and retaining the vented drain in position on the vehicle.

A similar embodiment is shown in FIG. **10.** However, in that embodiment, the outer conduit member **74*b*** is concentric to the inner conduit member **72*b*** as in the embodiment of FIG. **2,** and the sliding member **110*a*** and nut **116*a*** are integral members. With either of the embodiment of FIGS. **6** and **7** or the embodiment of

FIG. 10, vehicle wall thicknesses within a reasonable range may be automatically accommodated, though it will be noted that the baffle stack 78 is displaced away from the vehicle wall in these embodiments, so that the sliding members will not be caused to move toward the baffle stack and cut off or partially cut off the air flow path upward into the stack. However, it should also be noted that this spacing, or even greater spacing of these embodiments or of an embodiment similar to that of FIG. 2, may be desirable in certain situations such as, by way of example, collapsible trailers. In these applications, the collapsible walls, mechanisms and the like may operate in the region between the baffle stack and the vehicle wall, thereby allowing the vehicle to collapse to a lower height, particularly in comparison to that allowed by the prior art system of FIG. 1.

Now referring to FIGS. 8 and 9, a further alternate embodiment of the present invention may be seen. In this embodiment, drain conduit 118 comes out through a first hole 120 in the vehicle wall 27, and just above hole 120 a second rectangular hole 122 is provided for a rectangular duct 124 communicating with the baffle stack. Thus, though the air vent is brought out through the vehicle wall by a separate hole in the vehicle wall, the two holes are close together, thereby allowing greater flexibility in the placement of the vented drain. The vented drain in this embodiment is held in place using a molded cover plate 126 and ordinary plastic nut 128. Further, the advantages of the substantially one piece contruction of the vented drain are retained even in this embodiment.

Now referring to FIG. 11, a further alternate embodiment of the present invention may be seen. This embodiment is substantially similar to that of FIG. 2. However, the inner and outer conduit members on body member 56 terminate in positions generally within the hole through the vehicle wall, and separate threaded members 72c and 74c are solvent welded to the body members. Thus, though the number of parts which must be molded and assembled is greater than in the embodiment of FIG. 2, the embodiment of FIG. 11 has the specific advantage that body members may be molded without regard to the thickness of the wall of the vehicle on which they will ultimately be mounted, and simple, inexpensive members 72c and 74c may later be solvent welded in position to adapt the basic body member to any wall thickness requirement. Also, the requirement of unscrewing a mold insert from the molded part as on the embodiment of FIG. 1, is eliminated.

Now referring to FIG. 5, a further embodiment of the present invention may be seen. In this embodiment, a one piece member, generally indicated by the numeral 150, defines a coupling 152, a conduit area generally indicated by the numeral 154 for conducting drain water through a hole 156 in the vehicle wall 27, and further defines an inner baffle 158 and a vertical stack 160 for providing vent air to the area above the baffle 158. The member 150 has a flange 162 which, in cooperation with the back surface 164 of the vertical stack 160, defines a mounting face, and a nut 166 threadedly engaging member 150 within the vehicle retains the vented drain to the vehicle wall. Cap 64 threadedly engages the outer end of member 150 and is retained in the vicinity of the vented drain by flexible member 98, as hereinbefore described with respect to the embodiment of FIG. 2. A cover 168 is disposed over the top of the stack and held in position by screws 170. Thus, in this embodiment, vent air may flow under the cover 168, down through the vertical stack 160, and be injected into the drain water flow stream below baffle 158 to provide the required venting.

The embodiment of FIG. 5 has the advantages of minimizing the space required within the vehicle for the vented drain, of allowing the assembly of the vented drain on a wall of substantially any thickness merely by the providing of threads of sufficient length on the portion of conduit 154 extending through the hole in the vehicle wall, and of being moldable using a split mold with three inserts without requiring the unthreading of any of the mold inserts from the molded part. These advantages are obtained while still meeting the legal requirements for such a vented drain merely by providing a sufficient height in the stack 160. The disadvantage of this embodiment, however, is that it tends to extend outward from the vehicle wall a greater distance than the embodiments hereinbefore described and might, in some cases, result in the vehicle width exceeding the legal limits for unrestricted usage on public thoroughfares. The extent of extension from the vehicle wall may be minimized by designing the stack 160 so as to define an elongated rectangular air passageway lying parallel to the vehicle wall, so as to achieve the required cross-section of the passageway while minimizing the projection outward from the vehicle wall.

It may thus be seen that in comparing any of the embodiments of the present invention heretofore described with the prior art of FIG. 1, the present invention generally allows the use of a single hole through the vehicle wall, a hole generally located at a position substantially below the air vent holes required in the prior art system. and that the complete vented drain system may be assembled from far fewer parts than the prior art system. Further, the vented drain may be spaced somewhat away from the vehicle wall in those applications where such spacing may be used to particular advantage. These and other advantages of the present invention result in a vented drain system having a lower cost and a greater ease of installation, while meeting all the legal requirements for such systems. Also, it should be noted that while the invention has been particularly shown and described as preference to preferred embodiments thereof, it will be understood by those skilled in the art that various changes in form and detail may be made therein without departing from the spirit and scope of the invention.

I claim:

1. A vented drain for recreational vehicles comprising:

means for coupling said vented drain to a drain line within said vehicle;

a first conduit means communicating with said coupling for passing through a hole in the vehicle wall for delivery of drain water to the outside of the vehicle;

a second conduit means for passing through a hole in the vehicle wall so as to define a vent air flow path therethrough; and

a first baffle means defining first and second generally vertical vent air flow paths communicating with each other adjacent the top of said first baffle means, the lower portion of said first flow path communicating with said first conduit means, the lower portion of said second flow path communi-

cating with said second conduit means, whereby outside vent air may pass through said second conduit means, up said second vertical flow path, down said first vertical flow path and into said first conduit means to vent said drain line.

2. The vented drain of claim **1** further comprised of a second baffle means disposed within said first conduit means protruding from the upper portion of said first conduit means and directed away from said coupling means generally under the junction of said first conduit means and said first vertical flow path to define a continuation of said first vertical flow path along said first conduit means.

3. The vented drain of claim **1** further comprised of a plastic nut wherein the region of said second conduit means adjacent the end thereof is threaded and said nut is threadedly engageable with said second conduit means to retain said vented drain with respect to the vehicle wall.

4. The vented drain of claim **1** further comprised of a plastic nut wherein the region of said first conduit means adjacent the end thereof is threaded and said nut is threadedly engageable with said first conduit means and retain said vented drain with respect to the vehicle wall.

5. The vented drain of claim **1** wherein said first and second conduit members pass through the same hole in the vehicle wall.

6. The vented drain of claim **5** wherein said first conduit member is disposed within said second conduit member, said flow path defined by said second conduit means being the space between said first and second conduit members.

7. The vented drain of claim **6** wherein said first and second conduit members are substantially concentric.

8. The vented drain of claim **7** further comprised of a threaded plastic member, wherein the region of said second conduit means adjacent the end thereof is threaded, said threaded plastic member having threads adapted to engage said threaded area on said second conduit member, said threaded plastic member further protruding radially inward to an area adjacent the outer surface of said first conduit member, said plastic member further being relieved so as to allow air flow therethrough between said first and second conduit members.

9. The vented drain of claim **1** wherein said first conduit member and said second conduit member are independent conduit members vertically adjacent each other.

10. A vented drain for recreational vehicles comprising:

means for coupling said vented drain to a drain line within said vehicle;

a first conduit means communicating with said coupling and adapted to pass through a hole in the vehicle wall for delivery of drain water to the outside of the vehicle, the area adjacent the end of said first conduit means being threaded;

a second conduit means adapted for disposition adjacent the inner wall of said vehicle, said first conduit means passing through said second conduit means;

a first baffle means defining first and second vertical flow paths communicating with each other adjacent the top of said first baffle means, the lower portion of said first flow path communicating with said first conduit means, the lower portion of said second flow path communicating with said second conduit means;

a sliding member adapted to fit through a hole in the vehicle wall and slideably engage said second conduit means;

threaded means for threadedly engaging the threaded portion of said first conduit member, said threaded means having an outer diameter which is larger than the hole through the vehicle wall, said threaded means having openings so as to allow air flow into the space between said sliding member and said inner conduit member, said threaded means being cooperative with said sliding member to define a flow path therein and to retain said vented drain with respect to the vehicle wall; and

a means for slideably sealing said sliding member and said second conduit member to prevent air flow therebetween.

11. The vented drain of claim **10** wherein said means for sealing comprises an O-ring member.

12. The vented drain of claim **11** further comprised of a threaded plastic member, wherein the region of said second conduit means adjacent the end thereof is threaded, said threaded plastic member having threads adapted to engage said threaded area on said second conduit member, said threaded plastic member further protruding radially inward to an area adjacent the outer surface of said first conduit member, said plastic member further being relieved so as to allow air flow therethrough between said first and second conduit members.

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