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Stanesic

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(54) **ONE PIECE MOLDED FLOOR MAT FOR FRONT FLOOR AREAS OF VEHICLE**

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(52) **U.S. Cl.** **296/97.23**

(58) **Field of Search** 296/209, 38, 39.1, 296/75, 97.23; 15/215, 216; D12/203

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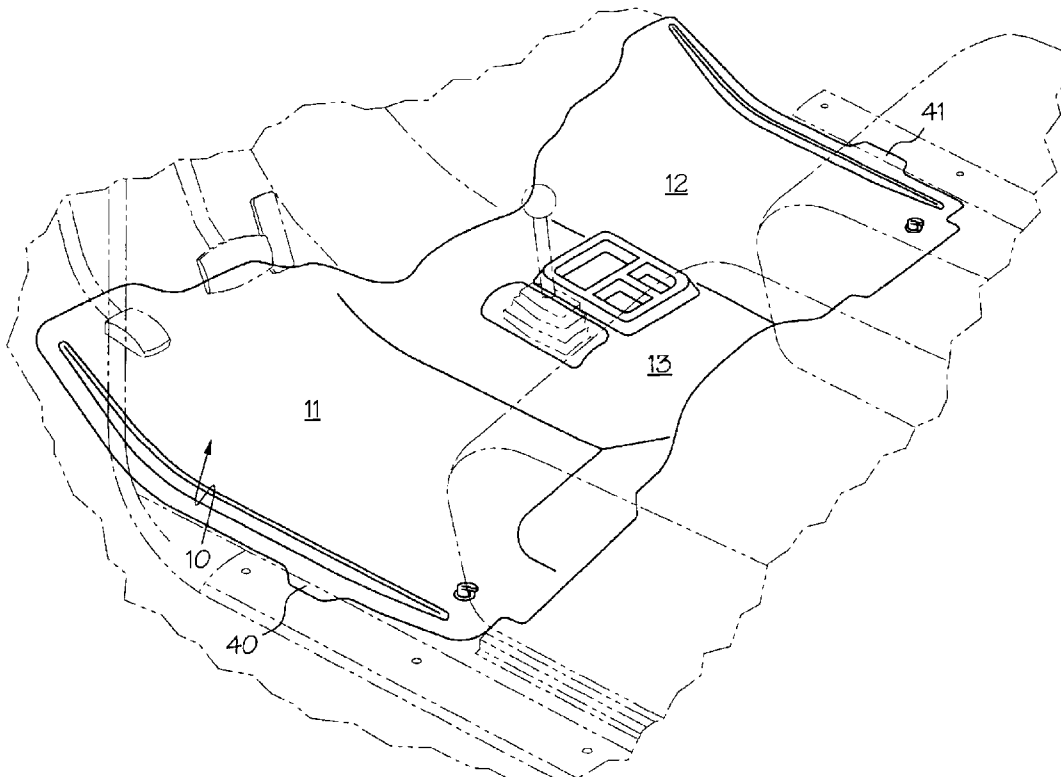
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(57) **ABSTRACT**

A molded full cover floor mat is contoured and shaped for placement in the front compartment area of a truck or similarly configured vehicular floor area. The mat is one piece and is made from a pliable plastic material. It has a central tray-like area in both a driver foot well area and a front passenger foot well area to retain debris. It further has a multi-faceted retention system to hold the mat in place during use. The mat is shaped to abut against door sills and seat attachment hardware and further has retention tabs on lateral edges which interact with the vehicle's door sills.

7 Claims, 3 Drawing Sheets



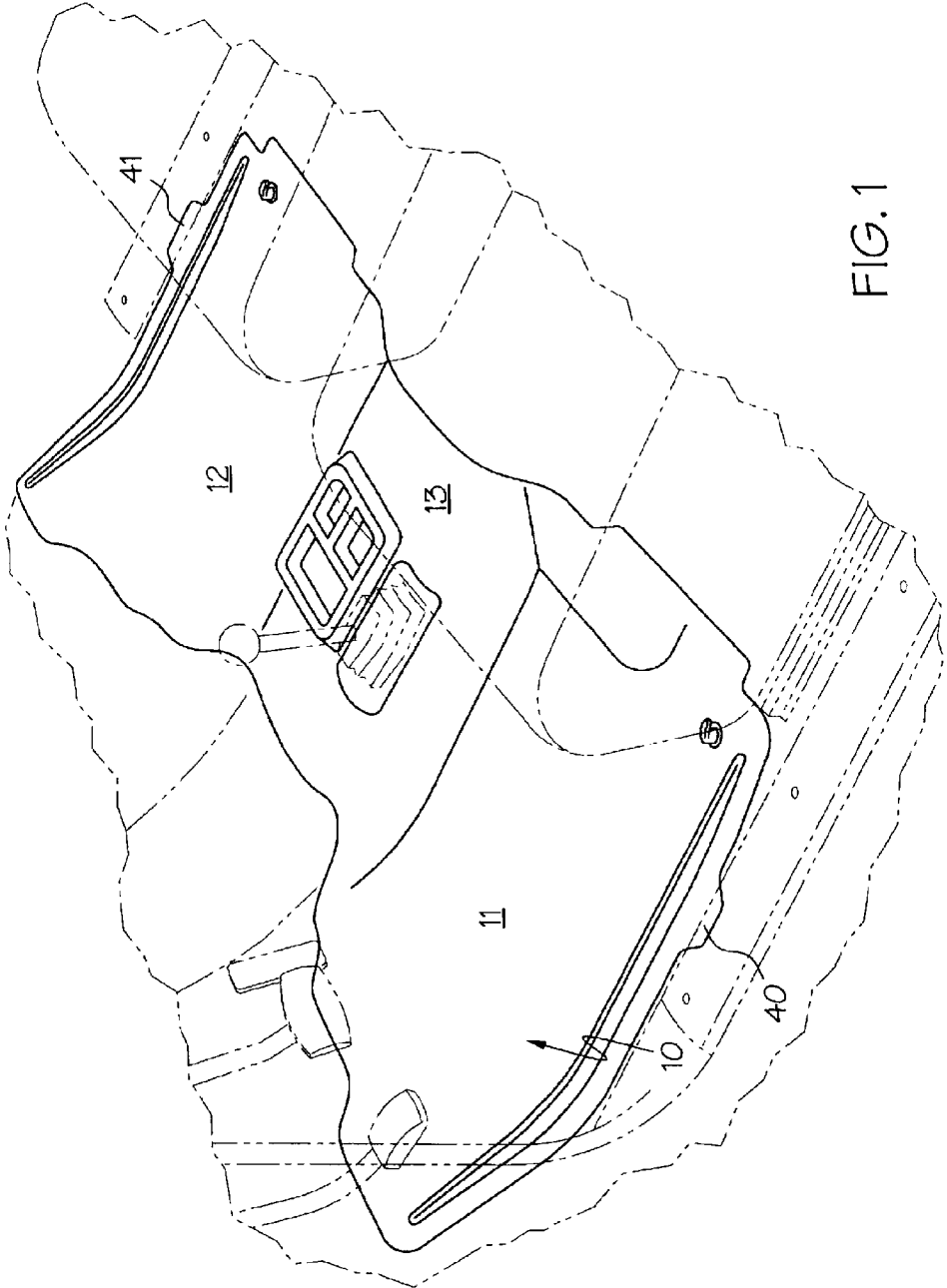


FIG. 1

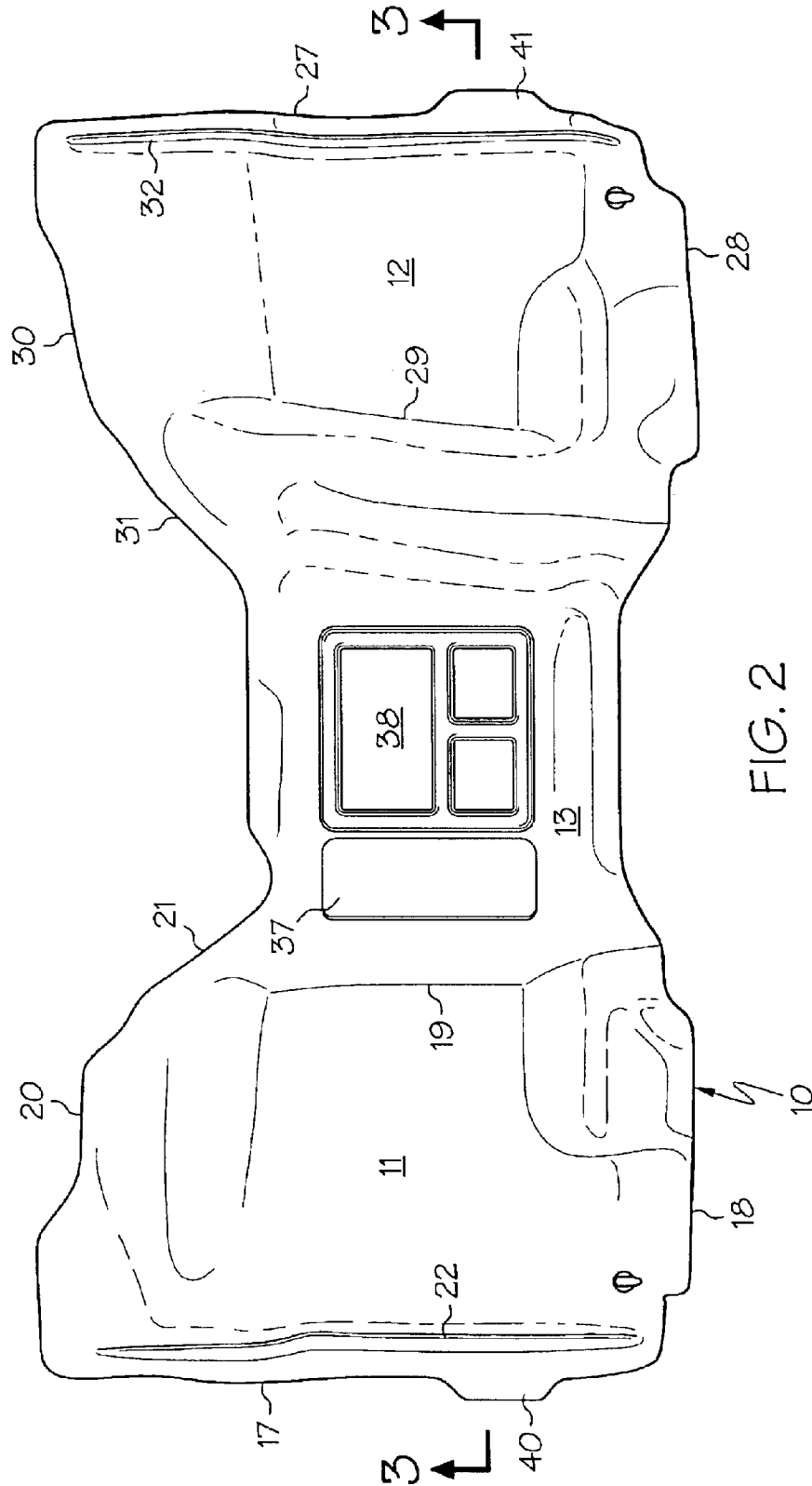


FIG. 2

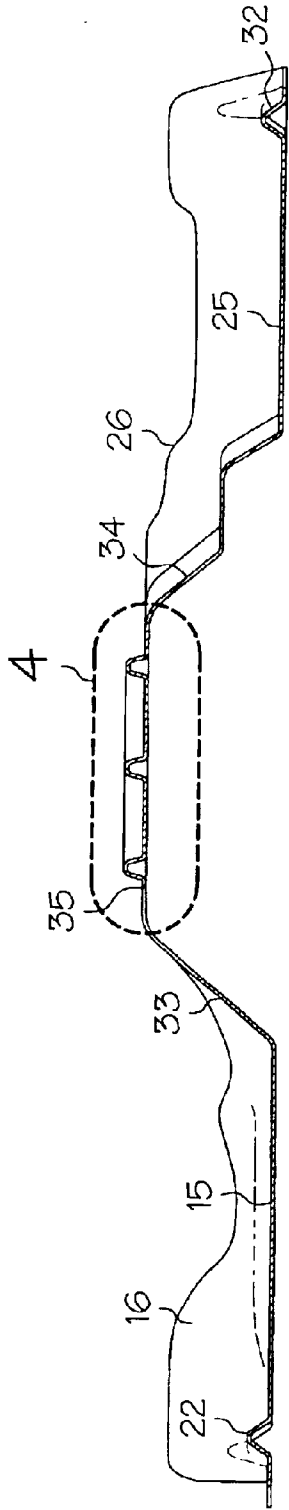


FIG. 3

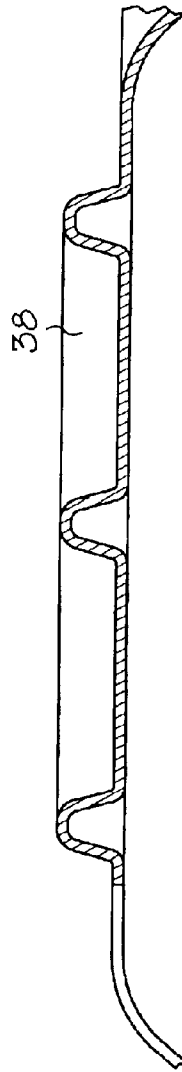


FIG. 4

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ONE PIECE MOLDED FLOOR MAT FOR FRONT FLOOR AREAS OF VEHICLE

FIELD OF THE INVENTION

This invention relates to molded floor mats designed to overlie a full front carpeted floor area of a vehicle. More particularly, the invention relates to molded floor mats with a multi-faceted retention system to retain the mat in place, particularly when used in a pickup truck.

BACKGROUND OF THE INVENTION

Pickup trucks are very popular with the general driving public. They are often used as a general purpose vehicle. Their owners tend to want all the amenities found in sedan and coupe automobiles. Pickup trucks with carpeted floor surfaces are prevalent. The floors of such vehicles tend to be flat. Vacuuming away loose debris in such a flat area is relatively easy. However, the truck's owner is also often concerned with more permanent stains and surface wear. Floor mats are needed to meet the concern.

Producing contoured floor mats at a reasonable cost to neatly fit a floor of a pickup truck is commercially feasible. Holding them in place under normal use conditions is more difficult. Many retention means of various designs are available. Most are designed for use with carpeted floor mats intended for placement in an automobile's deep foot well area which is already carpeted. A retention system designed specifically for pickup trucks, though, is needed. Any retention system must securely hold the floor mat in place. Ready removal of the floor mat for thorough cleaning or replacement is also a desired, though not necessary feature.

There has now been developed a floor mat primarily for use in pickup trucks which fits in place and can be made to stay in place. In accord with a demonstrated need, the floor mats of this invention are contoured to neatly fit a full front floor compartment area of a truck and have a multi-faceted retention system to securely, but removably, hold them in place.

SUMMARY OF THE INVENTION

A molded floor mat is dimensioned to fit into the front floor compartment area of pickup trucks and other vehicles with similarly configured floors. The floor mat is a one piece pliable plastic mat molded to a contour and shape which snugly fits into the truck's driver side foot area, front passenger side foot area and center hump area therebetween. One lateral edge of the mat is shaped to abut against a driver door sill. An opposed lateral edge is shaped to abut against a front passenger door sill. A back edge of the mat is shaped to abut against seat attaching hardware of the vehicle. Front areas of the mat are vertically inclined to overlie a firewall of the truck. Raised interior walls near the lateral edges are also molded into the mat to create tray-like central areas for debris retention purposes. Further, retention tabs extend outwardly from the lateral edges to fit underneath the door sills. The shaped edges interacting with structural features of the vehicle and the retention tabs create a multi-faceted retention system.

BRIEF DESCRIPTION OF DRAWINGS

FIG. 1 is an environmental view in perspective showing a floor mat of the invention in position in a front floor compartment area of a truck.

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FIG. 3 is a side elevation view in section taken along line 3—3 of FIG. 2.

FIG. 4 is an enlarged side elevation view in section of a coin tray portion of the floor mat taken along line 4 of FIG. 3.

DETAILED DESCRIPTION OF THE INVENTION

The floor mats of this invention are intended for use primarily in pickup trucks. They are also useful in the carpeted full front floor compartment areas of all vehicles having substantially flat floors which extend on each lateral side to a door sill. These vehicles include pickup trucks as well as vans and sport utility vehicles. Different makes and models of such vehicles have different contoured and shaped floor compartment areas. However, all lack a floor well and instead have the substantially flat floor which lies in substantially the same plane as a door sill.

The invention is described with reference to the drawings wherein a particular contoured and shaped floor mat intended for one commercially available pickup truck model is shown. It should be understood that other floor mats designed for use in other vehicles of the type envisioned in this invention are contemplated, it being only necessary to properly contour and shape the mats based on the particular vehicle's interior lay-out.

With reference to FIGS. 1—3, there is shown a floor mat 10 of the invention. The contour and shape of the depicted floor mat 10 allows it to fit into the full front compartment area of the pickup truck (shown in phantom). The floor mat 10 is one piece. It is made from a pliable plastic material and is molded to a contour which snugly fits into and covers the driver's foot area, the front passenger's foot area and a center hump in between the two foot areas. The mat comprises three contiguous sections. A driver foot area section 11, a front passenger foot area section 12 and a hump area section 13 connecting the two foot area sections create the one piece mat. The three areas are molded to closely follow the contours of the respective underlying floor areas and further are dimensioned to interact with existing truck structures, such as door sills, seat attaching hardware and firewalls. The three area sections and edges which are a part of a multi-faceted retention system are described in detail in the following paragraphs.

The driver foot area section 11 has a substantially flat base 15 with a front portion 16 which is shaped to slope upwardly to directly overlie an upwardly sloped firewall of the pickup truck. The base 15 and front portion 16 of the floor mat 10 both lie directly on the truck's carpeted floor surfaces. The driver foot area section 11 is defined by a first lateral edge 17 which abuts against the driver door sill of the truck, a back edge 18 which abuts against seat attachment hardware of the truck, an interior mold crease 19 where the surface of the mat's base abruptly rises to accommodate the truck's center hump area and a front edge 20 opposed to the back edge 18. A front edge segment 21 abuts a vertical wall of the center hump and, to a limited extent, helps to hold the floor mat from moving forwardly. A raised wall 22 molded into the mat near and substantially parallel the first lateral edge 17 rises above the flat base 15 to create a tray-like central area in the section 11. As best seen in FIG. 3, the raised wall 22 has two walls which rise about one inch to about two inches each from the base 15 to meet at a peak to form a double wall. As apparent in FIGS. 1 and 2, other portions of

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