



US005852846A

United States Patent [19]
Gonzalez

[11] **Patent Number:** **5,852,846**
[45] **Date of Patent:** **Dec. 29, 1998**

[54] **WINDSHIELD AIRSTREAM DEFLECTOR
FOR VEHICLES**

269761 11/1988 Japan 15/313
24248 1/1990 Japan 15/313
105036 4/1993 Japan 15/313

[76] Inventor: **E. H. Gonzalez**, P.O. Box 13931,
Tucson, Ariz. 85732

[21] Appl. No.: **785,040**

[22] Filed: **Jan. 17, 1997**

[51] **Int. Cl.⁶** **B60S 1/54**

[52] **U.S. Cl.** **15/313; 15/405**

[58] **Field of Search** 15/313, 405

[56] **References Cited**

U.S. PATENT DOCUMENTS

D. 324,667 3/1992 Williams .
1,537,951 5/1925 Korach .
1,717,904 6/1929 Abernethy .
1,722,265 7/1929 Beaulieu .
3,423,026 1/1969 Carpenter .
5,097,563 3/1992 Cowan .
5,140,719 8/1992 Cowan .
5,197,287 3/1993 Okimoto et al. .
5,419,005 5/1995 Mori .
5,486,139 1/1996 Papp .
5,617,608 4/1997 Primlani 15/313

FOREIGN PATENT DOCUMENTS

2338597 2/1975 Germany 15/313

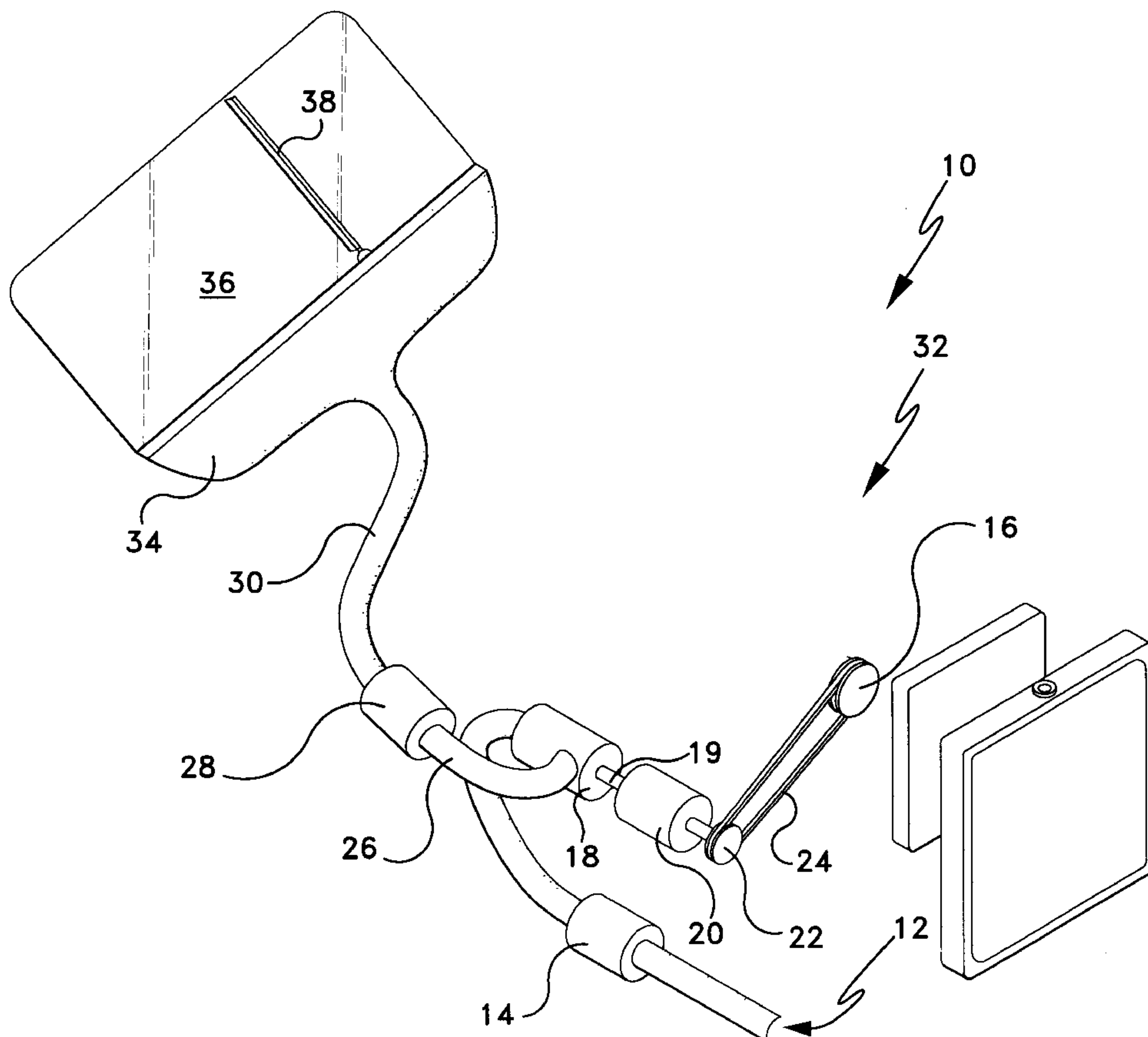
Primary Examiner—Chris K. Moore

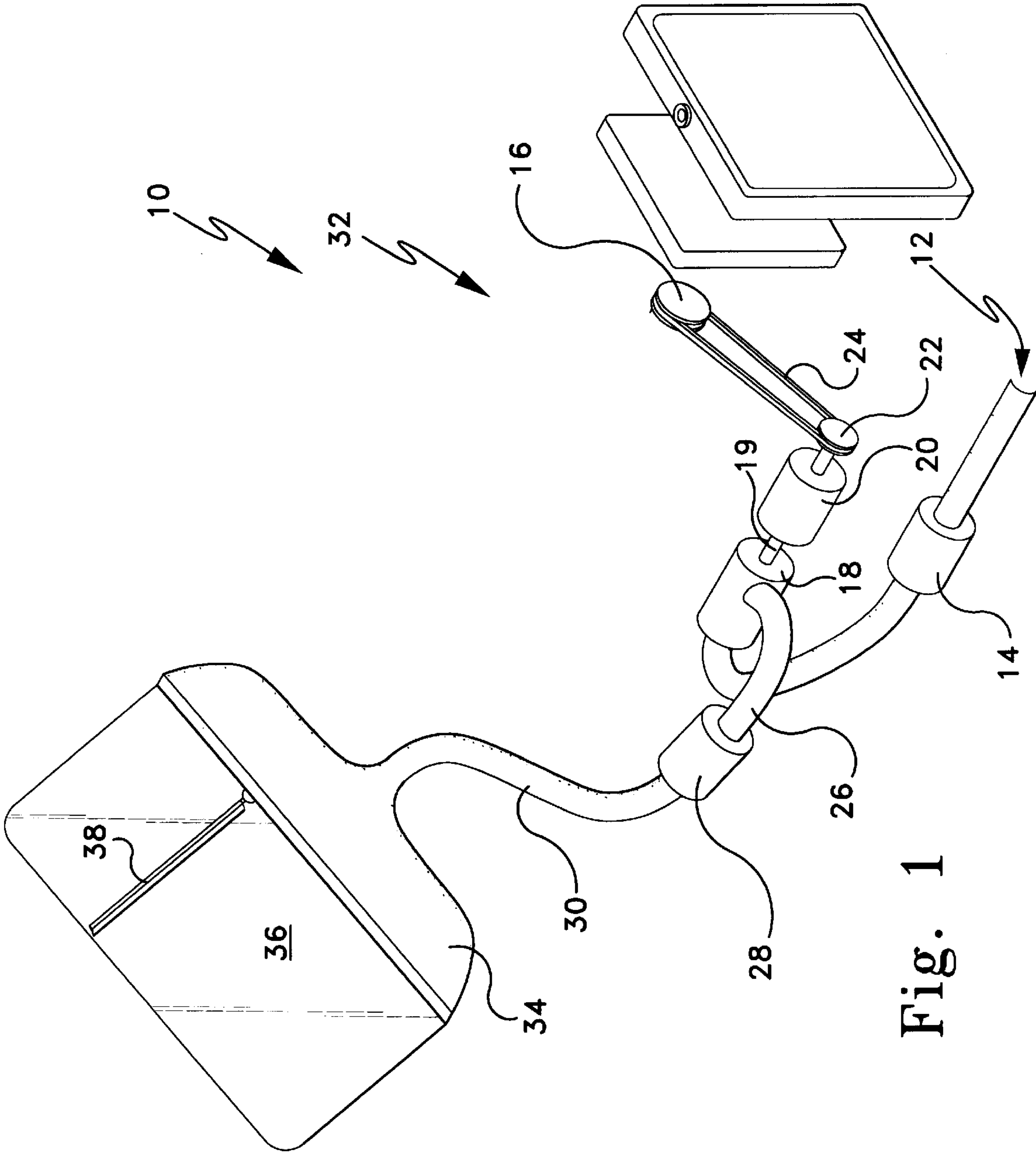
Attorney, Agent, or Firm—Richard C. Litman

[57] **ABSTRACT**

A windshield airstream deflector for vehicles which projects a blanket of fast moving air over the vehicle's windshield. The blanket of fast moving air is a barrier which prevents rain, snow, freezing rain or sleet from impacting the windshield. A turbine accelerates fresh air over the windshield via windshield ducts. A heating element is selectively operated to heat the air to aid defrosting of the windshield. Attached to the end of the windshield duct is a windshield exhaust duct which distributes the blanket of fast moving air equally over the windshield. An electrical heating element is disposed on the windshield exhaust duct to prevent or dispel any buildup of ice on the windshield exhaust duct. Power to drive the turbine comes from either the engine via a belt attached to the engine and turbine via a shaft, a direct current motor which has a battery as the power supply, or from the vehicle exhaust system via a dual turbine.

18 Claims, 6 Drawing Sheets





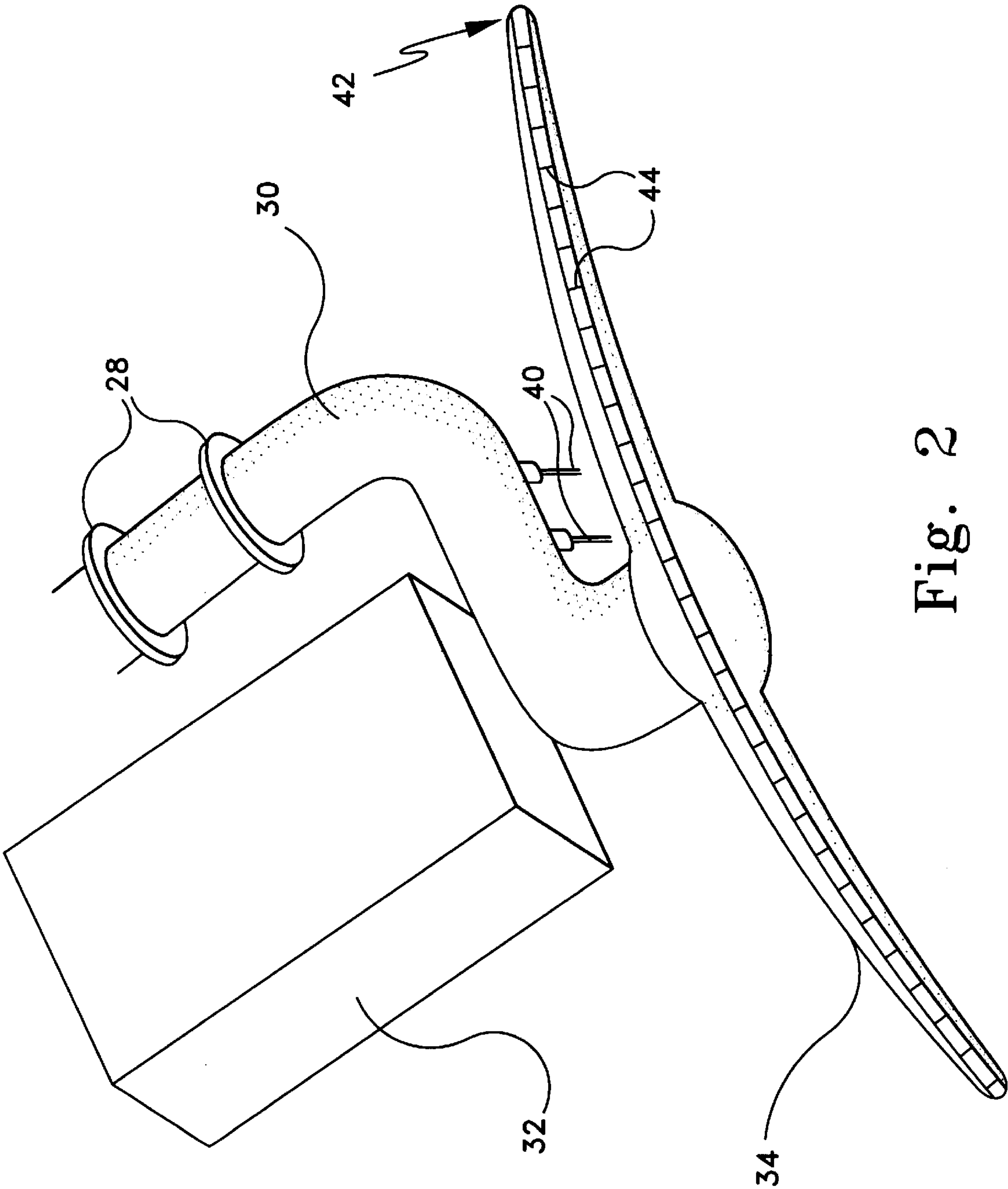


Fig. 2

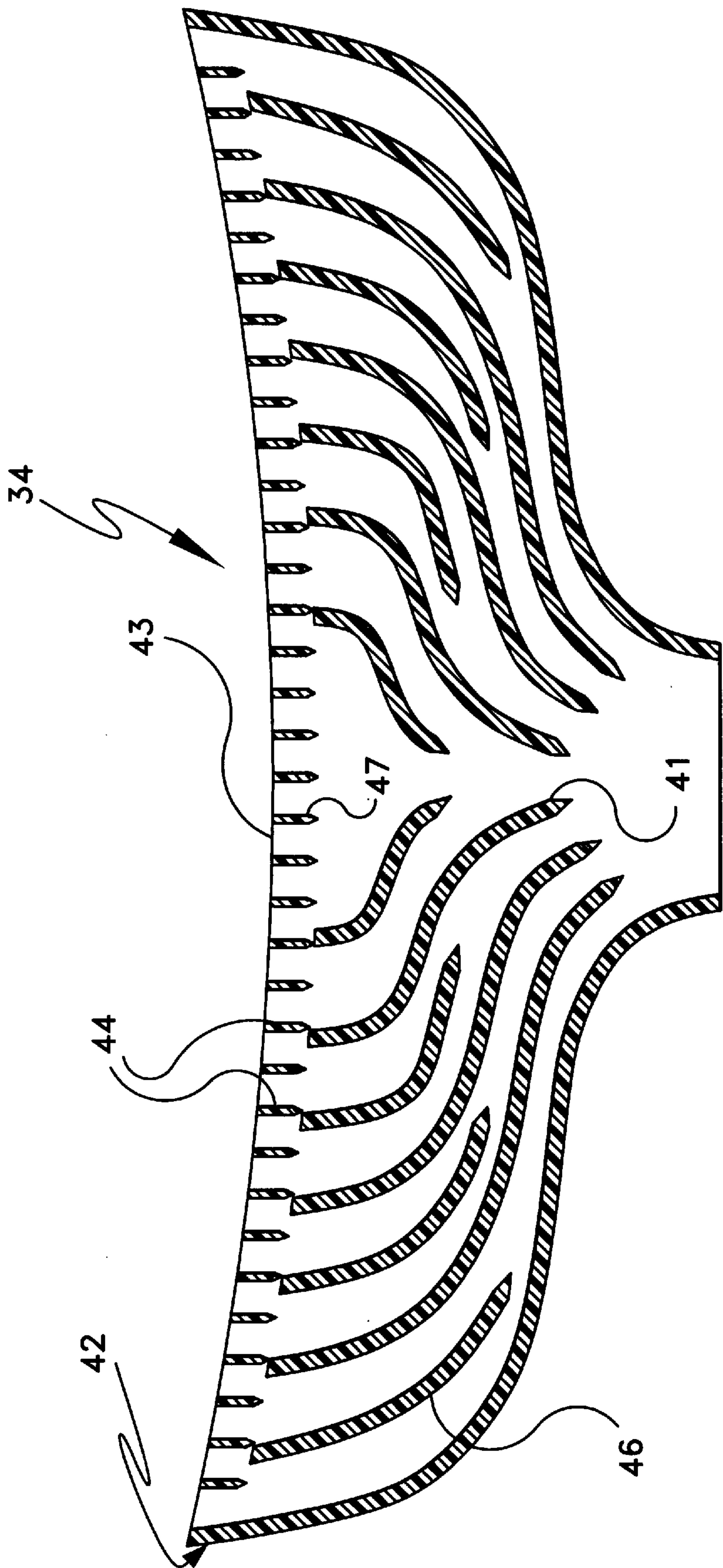


Fig. 3

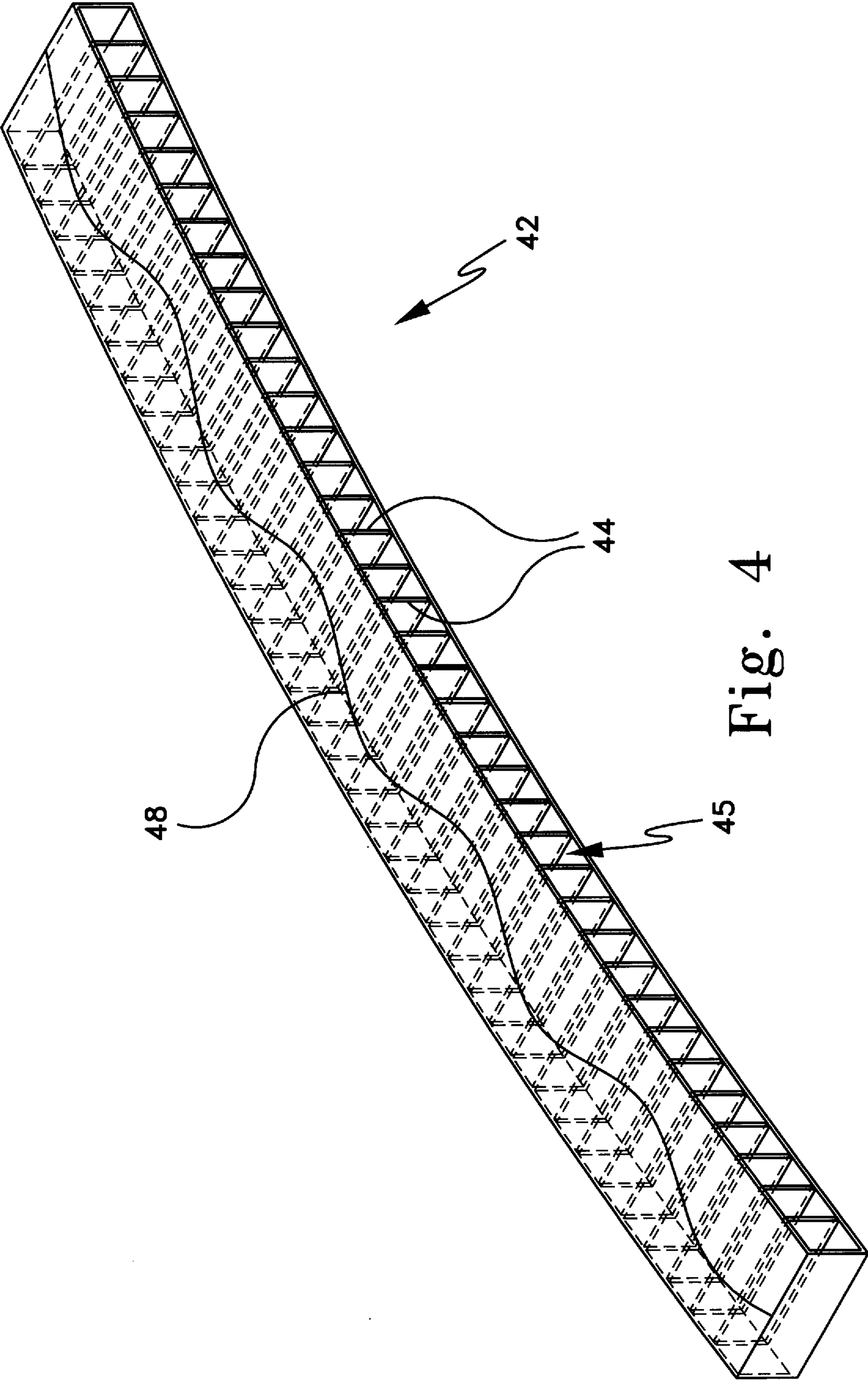


Fig. 4

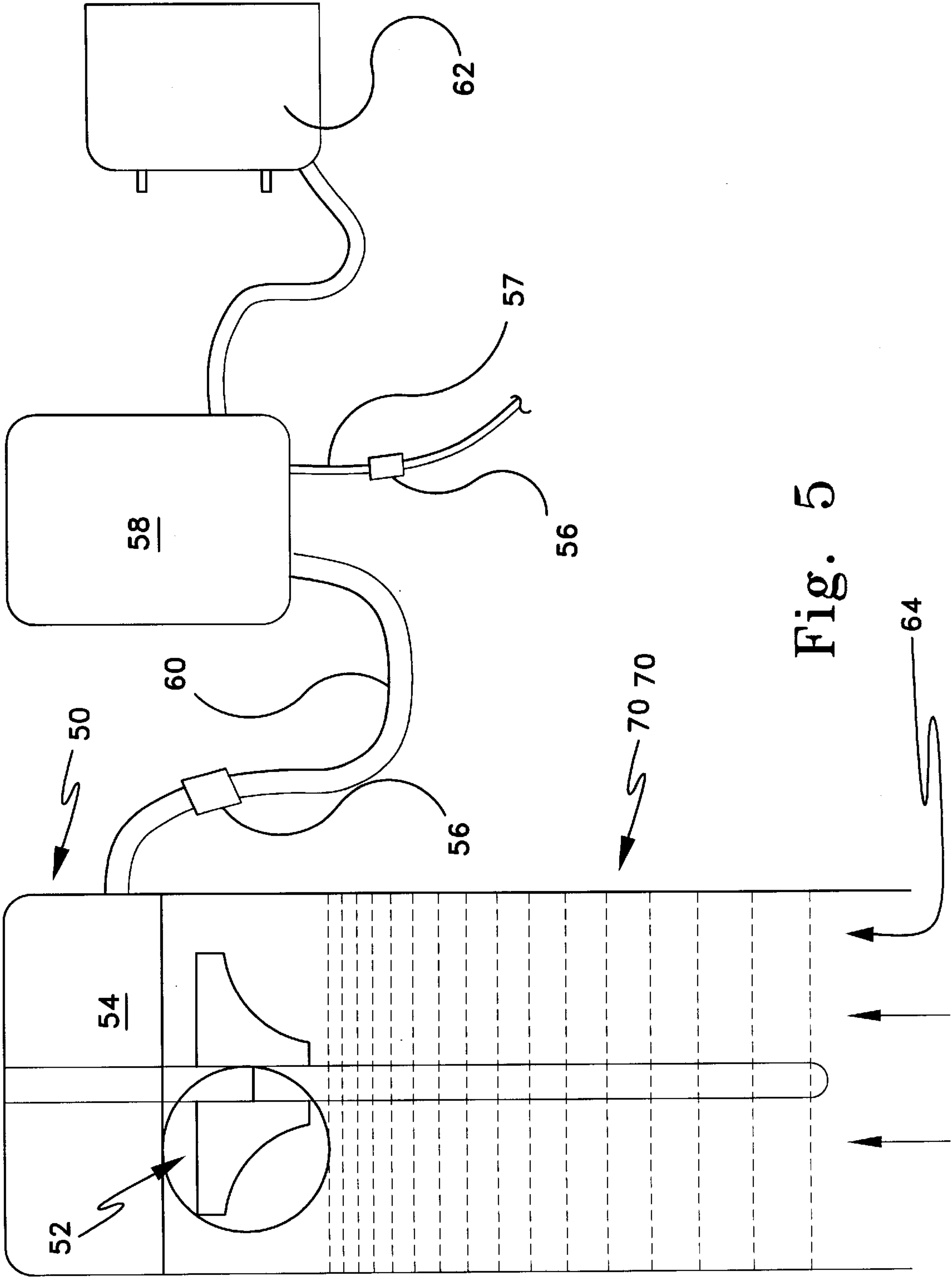


Fig. 5

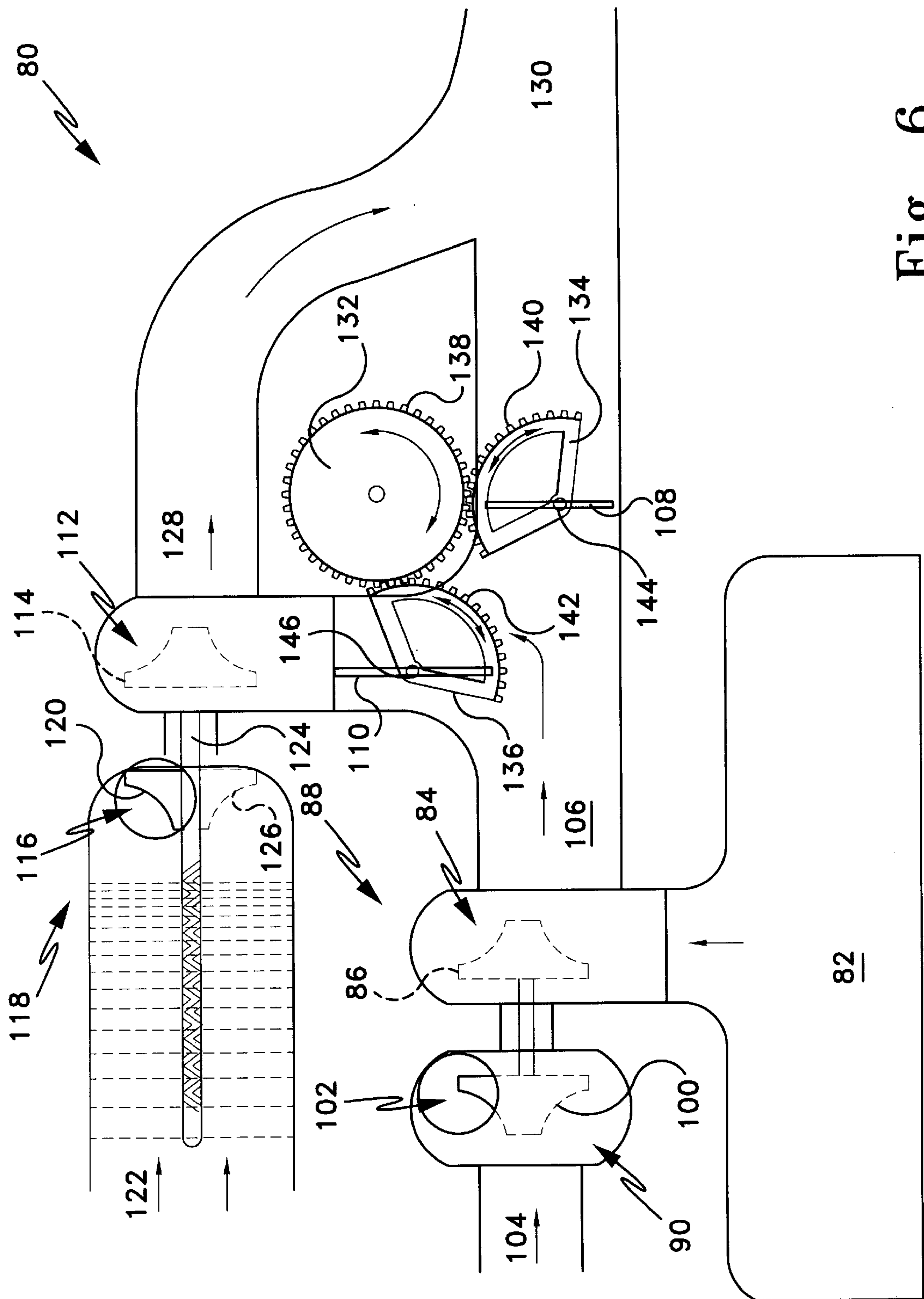


Fig. 6

WINDSHIELD AIRSTREAM DEFLECTOR FOR VEHICLES

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates generally to windshield air or rain deflectors. More specifically, the invention relates to a windshield airstream deflector system that forces a fast moving blanket of air over the windshield of vehicles to prevent rain, insects, and other small airborne objects from impacting the windshield.

2. Description of Prior Art

Motor vehicle drivers often experience difficulty in safely navigating their vehicles because of the accumulation of water on their windshields during heavy rains. The rapid collection of rain water greatly reduces visibility, which in turn leads to traffic accidents. Brisk snow falls and driving on dirt roads also restricts the drivers visibility, which contributes to dangerous driving conditions. As can be easily envisioned, many other airborne objects can obscure a windshield from the exterior and lead to a visibility problem.

In an attempt to solve the problem, motor vehicles have been equipped with mechanisms that are designed to clean vehicle windshields. First and most commonly, conventional windshield wiper systems consist of one or two lever arms which secure a rubber blade. The rubber blade or wiper is designed to clear the windshield of water or debris. Unfortunately, the design of the wipers (traversing from one side of the windshield to the other) often adds to the loss of visibility. In addition, as the rubber on the wiper wears down, the wiper begins to lose its effectiveness. When this happens, instead of cleaning the windshield, the wiper simply smears the windshield. Often, when the wiper reaches this stage it actually reduces visibility rather than increasing it.

Another drawback with the conventional wiper system is that the wipers are ineffective against ice or moisture condensation. In freezing rain conditions the wiper blades, in addition to the windshield, can become frozen which greatly reduces their effectiveness. In these situations, it becomes necessary for the driver to exit his vehicle, manually clean the blades, and then reenter his vehicle. As would be expected, this is not practical or advisable on most highways. Thus, the conventional wiper-blade system has many disadvantages.

However, unlike the wiper-blade system, a system which forces a blanket of fast-moving, selectively heated air over the windshield can displace freely falling water, snow and dirt away from or over the windshield. In addition, the blanket of air serves as a barrier against ambient air impacting the windshield as a vehicle passes through surrounding air. Furthermore, heated air can act as a defogger and a de-icer. There is, therefore, the need for a windshield wiping system which utilizes a fast moving blanket of air wherein the air is forced over the windshield such that rain, snow or dirt is efficiently and effectively removed from the windshield.

Windshield wiping systems using streams of air have been described in the patent literature. For example, U.S. Pat. Nos. 5,486,139 issued to Papp on Jan. 23, 1996, 5,140,719 issued to Cowan on Aug. 25, 1992, 5,097,563 issued to Cowan on Mar. 24, 1992, 3,423,026 issued to Carpenter on Jan. 21, 1969, 1,537,951 issued to Korach on May 19, 1925, 5,419,005 issued to Mori on May 30, 1995, and Des. 324,667 issued to Williams on Mar. 17, 1992, all describe air

wiper systems, but fail to disclose an windshield airstream deflector which uses a turbine or turbo system wherein air is supplied from the air intake wherein the air is passed through an air filter and then through a selectively operated heating element. Furthermore, none of the above cited patents disclose air output vents having guide rails to direct the flow of air over the windshield.

U.S. Pat. Nos. 1,722,265 issued to Beaulieu on Mar. 26, 1928, and 1,717,904 issued to Abernethy on Jun. 18, 1929 both describe air cleaning systems but fail to disclose an air wiper system wherein air supplied from an air intake is directed over the vehicle windshield.

U.S. Pat. No. 5,197,287 issued to Okimoto et al. on Mar. 30, 1993 describes an exhaust control system using dual turbochargers but fail to disclose an air wiper system using a turbo or turbine system to propel a blanket of air over a vehicle windshield.

None of the above inventions and patents, taken either singularly or in combination, is seen to describe the instant invention as claimed. Thus a air/rain deflector for vehicles solving the aforementioned problems is desired.

SUMMARY OF THE INVENTION

The invention relates to a windshield airstream deflector system which forces a blanket of air over the surface of a vehicle's windshield. The blanket of air acts as a shield which prevents rain, snow, sleet or freezing rain, insects, airborne debris, and the like, from accumulating upon the windshield. Ambient air enters an air intake valve and is drawn through an air filter by the blades of a turbine. In a first embodiment, a constant speed drive turns the blades of the turbine at a constant speed, the drive driven either electrically or by a belt system linked to the engine of the motor vehicle. In a second embodiment, intended primarily for tractor-trailer rigs, a first turbine is driven by a second turbine placed in the stream of exhaust gases flowing through and out of the exhaust system of the engine. The second embodiment employs the exhaust pressure of the exhaust system to synchronously drive the blades of the first turbine, the exhaust system being closed relative to the associated system of the first turbine. A pair of valves placed in the exhaust system pipes shunt the exhaust gases either across the turbine or bypass it for on-off operation.

Both embodiments then propel the air over a heating element, and out of a flared windshield exhaust duct terminating the system. The windshield exhaust duct contains an air nozzle positioned below the windshield. The windshield exhaust duct and air nozzle are dimensioned and configured to exhaust air over substantially all of the length of the windshield. Located within the windshield exhaust duct are a plurality of air flow guides. These air guides internally divide the windshield exhaust duct into a plurality of passages which direct compressed air to the air nozzle. In turn, the air nozzle is divided by air nozzle guides into a plurality of evenly spaced outlets which direct air over the windshield such that a uniform blanket of air is created and evenly directed over the windshield. A selectively activated electrical heating element is disposed on the air nozzle to prevent the outlets and air nozzle from clogging from frozen precipitation during freezing rain, ice or snow conditions.

Accordingly, it is a principal object of the invention to provide a windshield airstream deflector system which forces a blanket of air over the windshield.

It is a further object of the invention to provide a windshield airstream deflector which uses a turbine to generate the blanket of air.

Still another object of the invention is to provide a windshield airstream deflector which uses a heating element to heat the blanket of air.

It is another object of the invention to provide a windshield airstream deflector wherein the air blanket is generated by a turbine driven either electrically, by a belt system, or exhaust pressure.

It is also an object of the invention to provide a windshield airstream deflector wherein the windshield exhaust duct terminating in an air nozzle having a plurality of nozzle air fin guides for even distribution of air across the entirety of the windshield.

Yet another object of the invention is to provide an air nozzle having an electrical heating element which prevents the air nozzle from clogging from frozen precipitation.

It is yet again an object of the invention to provide a heating element and electrical heating element that are activated or deactivated by the driver.

It is an object of the invention to provide improved elements and arrangements thereof in an windshield airstream deflector for vehicles for the purposes described which is inexpensive, dependable and fully effective in accomplishing its intended purposes.

These and other objects of the present invention will become readily apparent upon further review of the following specification and drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is an environmental, perspective view of the present invention, showing a first embodiment, a belt driven system.

FIG. 2 is an environmental, top perspective view of the present invention, generally viewing the windshield exhaust duct and air nozzle at a downward angle from the vantage point of a vehicle windshield.

FIG. 3 is a cross sectional view showing the windshield exhaust duct, air nozzle, air flow guides and air nozzle guide configuration of the preferred embodiment of the present invention.

FIG. 4 is a perspective view showing the air nozzle, air nozzle guides and the heating element located upon the air nozzle.

FIG. 5 is a diagrammatic view showing a second embodiment of the present invention, wherein the turbine is powered electrically.

FIG. 6 is a diagrammatic view showing a third embodiment of the present invention, wherein a first turbine is driven by a second turbine enclosed in a exhaust system of a motor vehicle.

Similar reference characters denote corresponding features consistently throughout the attached drawings.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

The invention relates to a windshield airstream deflector system which forces a blanket of air over the surface of a vehicle windshield. The blanket of air acts as a shield which prevents rain, snow, sleet or freezing rain, insects, airborne debris, and the like, from accumulating upon the windshield. Moreover, the blanket of air generated by the windshield airstream deflector prevents ambient air from impacting the windshield, resulting in increased fuel efficiency due to a reduction in air resistance.

Common to all embodiments, ambient air enters an air intake valve and is drawn through an air filter by the blades

of a multi-stage turbine. In a first embodiment, a constant speed drive turns the blades of the turbine at a constant speed, the drive driven either electrically or by a belt system linked to the engine of the motor vehicle. In a second embodiment, intended primarily for tractor-trailer engines, a first multi-stage turbine is driven by a second turbine placed in the stream of exhaust gases flowing through and out of the exhaust system of the engine. The second embodiment employs the exhaust pressure of the exhaust system to synchronously drive the blades of the first turbine, the exhaust system being closed relative to the associated system of the first multi-stage turbine. A pair of valves placed in the exhaust system pipes shunt the exhaust gases either across the turbine or bypass it, for on-off operation.

Each embodiment then propels the air over a heating element, having means to be activated or deactivated by the driver, and out of a flared windshield exhaust duct terminating the system. The windshield exhaust duct contains an air nozzle positioned below the windshield. The windshield exhaust duct and air nozzle is dimensioned and configured to exhaust air over substantially the entire length of the windshield. Located within the windshield exhaust duct are a plurality of air flow guides. These air guides internally divide the windshield exhaust duct into a plurality of passages which direct compressed air generated by the multi-stage turbine to the air nozzle. In turn, the air nozzle is divided by air nozzle guides into a plurality of evenly spaced outlets which direct air over the windshield such that a uniform blanket of air is created and evenly directed over the windshield. A selectively activated electrical heating element is disposed on the air nozzle to prevent the outlets and air nozzle from clogging from frozen precipitation during freezing rain, ice or snow conditions.

Turning now to FIG. 1 of the drawings, the first embodiment of the windshield airstream deflector system **10** is illustrated, diagrammatically showing the various elements comprising the system. A multi-stage turbine **18** is provided, rotationally driven at sufficient speeds to generate compressed air flow, as follows.

Power is supplied to the system via a vehicle engine **E**. When vehicle engine **E** is operating, pulley wheel **16** rotates. Belt **17** is operably engaged to pulley wheel **16** and electrically controlled clutch **22** of the windshield airstream deflector **10**, such that when pulley wheel **16** rotates, clutch **22** likewise rotates, which sends power to a constant speed drive **20** via fixed shaft **13**. The constant speed drive **20** is an automatic transmission to maintain a predetermined constant rate of rotation of shaft **19**, such transmission being within the ordinary skill and understanding of a person in the art and not therefore detailed herein. The predetermined constant rate of speed of the multi-stage turbine **18** is thereby maintained at a high rate of speed at all times sufficient to generate compressed air.

While constant speed drive **20** is supplying rotational torque to multi-stage turbine **18**, multi-stage turbine **18** operates in the conventional manner of turbine engines, wherein a conventional arrangement of turbine blades **121** (FIG. 5) develop compression stages, which are employed to generate a volume of compressed air. The multi-stage turbine **18** is a high output turbine, producing high pressure air.

The multi-stage turbine **18** should rotate in a direction to draw ambient air into air intake duct **12**. As turbine **18** draws ambient air into air intake duct **12**, the air first passes through an air filter **14** to trap airborne particulate matter. Intake duct **12** enters the turbine at inlet port **64**, as shown in FIG. 5. As

the intake air passes into the interior of turbine **18**, the air is passed through the series of turbine blades **121**. The air thereby becomes compressed, and the turbine **18** accelerates the air forward, and exits turbine exhaust port **52**. The compressed air continues through turbine output duct **26** towards heating element **28**.

Heating element **28** raises the temperature of the passing air sufficiently to melt or defrost frozen precipitation. Heated air so generated is particularly useful in defrosting and de-icing the windshield **36**, and prevents ice from accumulating upon the windshield **36**. The vehicle driver controls the operation of the heating element **28** from within the passenger compartment, affected by conventional means known in the prior art. The heating element **28** contains a heat transfer element, such as a conventional electrical coil, as known in the prior art. When the heating element **28** is deactivated, the air simply passes through the heating element without heat transfer. Heating element **28** is removably attached between windshield duct **30** and turbine output duct **26** to facilitate replacement if the heating element fails. Removable attachment means such as mating sleeves and collars or the like are suitable for use to facilitate replacement.

The heated air moves through windshield duct **30** and then exits windshield exhaust duct **34** over windshield **36**. An equal distribution of air, or "blanket" of air, should completely cover the windshield **36** to act as a buffer against airborne precipitation and particulates from collecting on the windshield **36**. As previously noted, the predetermined speed of the blanket of air is dependent upon the output of accelerated and compressed air by the multi-stage turbine **18**, which predetermined speed must exceed a threshold ensuring that any moisture reaching the windshield will be removed, and, preventing precipitation from reaching the windshield **36** under most driving conditions. The resulting blanket of air must therefore be projected from the windshield exhaust duct **34** over vehicle windshield **36** with sufficient force to affect the intended result of driving airborne matter over the windshield.

So that there will be no impedance of the airflow over the windshield **36**, the wiper blades **38** of a motor vehicle may be reconfigured to rest in a vertical position, as shown in FIG. **1**. In the alternative, the windshield exhaust duct **34** could be adapted to project the airflow over the wiper blades **38** to eliminate the need to reconfigure the wiper blades **38**. One such adaptation may include elevating the exhaust duct **34** relative to the standard position of wiper blades in a horizontal resting position; for example, the configuration of the exhaust duct **34** could be altered by including a gooseneck bend (not shown) to accomplish such elevation.

From FIGS. **2** and **3** the path of the high pressure air can be best appreciated. As stated above, as the air passes heating element **28**, the air is heated to a sufficient temperature to aid in defrosting or de-icing the windshield. Connecting the heating element **28** to the exhaust duct **34** is windshield duct **30**. An automatic and/or manual pressure relief valve **40** is located on windshield duct **30** for relieving any buildup of back pressure in the system forward of the turbine **18**. The compressed air exits windshield exhaust duct **34** by way of air nozzle **42**.

Focusing now on the internal functional design of windshield exhaust duct **34**, the duct **34** is configured to equally direct airflow across the length of the windshield **36**, as illustrated in FIG. **3** of the drawings. The exhaust duct is oriented with a trailing edge **43** proximate to the windshield. Internal air flow guides **46** originate distal to the trailing

edge **43**. The air flow guides are spaced outwardly from an imaginary centerline of symmetry passing through the exhaust duct **34** of FIG. **3**. The internal air flow guides **46** are further curved outwardly from the centerline to direct substantially equal volumes of airflow towards air nozzle **42** to assist it in diffusing an equal disbursement of air over the windshield.

FIG. **4** of the drawings illustrates an enlarged view of the air nozzle **42**. The air nozzle **42** comprises a plurality of evenly spaced air nozzle guides **44**. Air nozzle guides **44** are shown in FIG. **3** as integrally disposed within windshield exhaust duct **34** along its trailing edge **43**. The fin guides **44** ensure that an even dispersion or blanket of air is distributed over the windshield. Each air nozzle guide **44** and each air flow guide **46** has a tapered leading edge, **47** and **41** respectively. The tapered leading edges **47**, **41** reduce the amount of air turbulence within windshield exhaust duct **34** and assist in producing an equal disbursement of air over the windshield.

As shown in FIG. **4**, an electrical heating filament **48** is disposed upon air nozzle **42** for heating air nozzle **42** to melt any ice or snow that may have formed on air nozzle **42**. The electrical heating element **48** is used to melt any ice or snow that may block any of the air channels **45** defined by the air nozzle fin guides **44**. Suitable heating filaments and means of operation for activation and deactivation by a user from the passenger compartment as known in the prior art may be incorporated into the present invention.

In order to reduce the effects of the heated air on the windshield exhaust duct **34** or air nozzle **42**, special consideration should be made to the type of materials used. The windshield exhaust duct **34** is preferably constructed from heavy durable plastic or fiberglass material. The air nozzle **42** should be made of an alloy metal, to resist cracking due to the high temperature changes caused by the electrical heating element **48**, used to de-ice and prevent ice formation on the air nozzle **42**.

A second embodiment of the present invention is illustrated in FIG. **5** of the drawings, showing a windshield airstream deflector **70** which is electrical motor driven rather than belt driven. A vehicle battery **62** supplies power to the controller and amplifier **58** which in turn powers D.C. electrical motor **54** via electrical connection **60**. Electrical wire **57** is connected to a variable rheostat or other control device located in the dash panel (not shown) for controlling the speed of the D.C. motor **54** and associated turbine **50**. Located on electrical connection **60** and electrical wire **57** are electrical overload devices **56** for emergency interruption of the circuit.

The windshield airstream deflector **70** is similar in operation and system structure to the windshield airstream deflector **10** shown in FIG. **1**, excepting that the constant speed drive and belt are replaced with the controller **58** and vehicle battery **62**, respectively. As previously described, air enters the turbine air compressor **50** at the inlet port **64** and exits toward turbine output duct (as seen in FIG. **1**) at the exhaust port **52**.

A third embodiment of the present invention is illustrated in FIG. **6**, wherein the windshield airstream deflector **80** is driven by a second turbine placed in the exhaust stream of the vehicle's exhaust system, the second turbine being turned by the exhaust pressure and transferring rotational torque to a first turbine of the windshield airstream deflector **80**.

Exemplary of a conventional tractor-trailer rig engine, FIG. **6** includes an exhaust system having a first turbo unit

88. During normal operation of the motor vehicle, the exhaust gases pass from an exhaust manifold 82 over turbine 84 of the first turbo unit 88. The exhaust gases drive the blades 86 of turbine 84, which in turn drive the blades 100 of turbine 90 of first turbo unit 88, which cause fresh air drawn through air intake 104 to flow through port 102 to cool the engine. After passing over turbine 86, the exhaust gases ordinarily continue through exhaust channel 106, and towards tail pipe 130.

FIG. 6 further includes the components of the third embodiment. A shunt, namely exhaust output duct 128, is provided as an alternative path for exhaust gases to travel to tailpipe 130. A first valve 134 is disposed in exhaust channel 106 and a second valve 136 is disposed within the exhaust output duct 128. Each valve 134,136 has both an open and closed position. In the open position, the valve allows complete passage of exhaust gases through its associated passage. In the closed position, the passage of exhaust gases is completely occluded, thereby shunting the gases to the alternate passage.

To turn the windshield airstream deflector 80 on and off, the path taken by the exhaust gases through either the shunt or the exhaust channel 106 after leaving first turbine 84 is determined by the position of valve controller 132. The valve controller 132 simultaneously operates both valves 134,136, positioning one valve in an open and the other in a closed position. As shown in FIG. 6, the first valve 134 is in a closed position and the second valve 136 is an open position, i.e. "ON", to shunt exhaust gases towards a second turbo unit 118.

As seen in FIG. 6, valve controller 132 has a plurality of teeth 138 which are dimensioned and configured to mesh with teeth 140 of first valve 134 and teeth 142 of second valve 136. Valve controller 132 is mounted to rotate counterclockwise, which when rotated, forces second valve 136 to rotate clockwise and first valve 134 to rotate clockwise. When first valve 134 rotates clockwise, door 108 pivots at pivot point 144 to block passage of the exhaust to tail pipe 130. Simultaneously, second valve 136 rotates clockwise, pivoting door 110 about pivot point 146 to open passage of the exhaust gases to second turbo unit 118.

To deactivate the system, i.e. "OFF", valve controller 132 rotates clockwise, which forces second valve 136 to rotate counterclockwise thus rotating door 110 such that the exhaust is prevented from reaching second turbo unit 118. Similarly, when valve controller 132 rotates clockwise, first valve 134 rotates counterclockwise which rotates door 108 in an open position which allows the exhaust to proceed straight through to the tail pipe 130. Any suitable means of controlling valve controller 132 from the passenger compartment of the motor vehicle may be used, as is known in the prior art. It should also be noted that although the valves 134,136 and valve controller 132 are shown as mechanically operated cog wheel assemblies, other suitable means of valve operation embodying the principle of its intended operation may be used.

In the ON position, the exhaust gases enter turbine 112 of second turbo unit 118. Second turbo unit 118 includes turbine 112 and multi-stage turbine 120, each turbine operating in a closed system relative to the other. The turbine 112 and multi-stage turbine 120 are operably connected by turbo shaft 124. Impeller blades 114 terminate turbo shaft 124 and are disposed within the stream of exhaust gases. As gases pass over impeller blade 114 causing it to rotate, impeller blades 126 and blades 121 of multi-stage turbine 120 are caused to rotate. The rotation of blades 126,121 draw air

from air intake 122 into multi-stage turbine 120 and across blades 121 which compress and expel air out of exhaust port 116 into the exhaust duct 26 (of FIG. 1). Exhaust gases leave turbine 112 and pass through exhaust output duct 128 out tail pipe 130.

An on/off switch for the air/rain deflector system, an on/off switch for heating element 28, an on/off switch for electrical heating element 48 and a variable rheostat for controlling the speed of the turbine (attaches to the controller 58) are all located on the dash panel of the vehicle to give the vehicle driver complete control over the entire system.

Each embodiment requires that the multi-stage turbine produce a continuous high volume, high pressure air flow. Because of the high revolutions per minute necessary, the turbine may incorporate magnetic bearings and mechanical ceramic bearings. These type bearings have the following advantages: (1) no maintenance, they are lubricated for life; (2) very high reliability due to silicon nitride (ceramic) bearings; and (3) lower vibration characteristics over turbines with steel bearings. Moreover, the multi-stage turbine unit may incorporate polymer blades and adapted to employ a cooling system of a convection, forced air and/or water type.

It is to be understood that the present invention is not limited to the embodiments described above, but encompasses any and all embodiments within the scope of the following claims.

I claim:

1. A windshield airstream deflector for motor vehicles having a windshield, comprising:

a multi-stage turbine for compressing ambient air to a high pressure and high velocity compressed air, said multi-stage turbine having an air intake for receiving ambient air and an exhaust, port for expulsion of compressed air;

a powering means for driving said multi-stage turbine; means for selectively controlling operation of said multi-stage turbine;

an output duct for ducting said compressed air from said exhaust port; and,

a windshield exhaust duct attached to said turbine output duct and positioned on the motor vehicle proximately below a windshield for dispensing a volume of said compressed air from said turbine substantially equally over the entire length of the windshield of the motor vehicle, said windshield exhaust duct including a body defining an air passage having a neck flaring into an enlarged cavity exiting at a trailing edge of said body and a plurality of air flow guides originating proximate to said neck and terminating proximate to said trailing edge, each of said plurality of air flow guides proportionally spaced apart from one another across said enlarged cavity to define a plurality of widening channels within said enlarged cavity.

2. The windshield airstream deflector according to claim 1, further comprising a heater element for heating said compressed air passing through said output duct, said heater element disposed on said output duct.

3. The windshield airstream deflector according to claim 1, further comprising air filtering means for filtering said ambient air passing into said air intake.

4. The windshield airstream deflector according to claim 1, wherein each of said plurality of air flow guides has a tapered leading edge.

5. The windshield airstream deflector according to claim 1, further comprising a plurality of air nozzle guides parallel,

evenly spaced apart, and disposed within said cavity along said trailing edge.

6. The windshield airstream deflector according to claim 5, wherein each of said plurality of air nozzle guides has a tapered leading edge.

7. The windshield airstream deflector for vehicles according to claim 1 wherein said air nozzle further comprises an electrical heating element.

8. A windshield airstream deflector for motor vehicles having a windshield, comprising:

a multi-stage turbine for compressing ambient air to a high pressure and high velocity compressed air, said multi-stage turbine having an air intake for receiving ambient air and an exhaust port for expulsion of compressed air;

a powering means for driving said multi-stage turbine; means for selectively controlling operation of said multi-stage turbine;

an output duct for ducting said compressed air from said exhaust port;

an exhaust duct attached to said turbine output duct and positioned on the motor vehicle proximately below a windshield for dispensing a volume of said compressed air from said turbine substantially equally over the entire length of the windshield of the motor vehicle; and

an air nozzle disposed within said exhaust duct, wherein said air nozzle comprises a plurality of air nozzle guides parallel, evenly spaced apart, and wherein each of said plurality of air nozzle guides has a tapered leading edge.

9. The windshield airstream deflector according to claim 1 wherein said powering means comprises a belt-driven, electrically controlled clutch, a constant speed drive operably linked to said clutch, and a shaft operably attached to said constant speed drive for transferring torque to said multi-stage turbine.

10. The windshield airstream deflector for vehicles according to claim 1 wherein said powering means comprises:

a d.c. motor for driving said multi-stage turbine; and, a battery, a controller and amplifier operably linked to said d.c. motor.

11. A windshield airstream deflector for motor vehicles having an exhaust system including an exhaust channel for expelling exhaust gases, comprising;

a shunt from the exhaust channel for by-passing exhaust gases through said shunt;

valve means for selectively directing exhaust gases from said exhaust channel through said shunt;

a turbo unit, comprising

a multi-stage turbine for compressing ambient air to a high pressure and high velocity compressed air, said multi-stage turbine having an air intake for receiving ambient air and an exhaust port for expulsion of compressed air, and

a first impeller disposed in said shunt for driving said multi-stage turbine, said impeller rotably mounted within said shunt and responsive to exhaust gas pressure such that said impeller rotates;

an output duct for ducting said compressed air from said exhaust port; and,

an exhaust duct attached to said turbine output duct and positioned on the motor vehicle proximately below a windshield, said exhaust duct for dispensing a volume of said compressed air from said turbine substantially equally over the entire length of the windshield of the motor vehicle.

12. The windshield airstream deflector according to claim 11, further comprising a heater element for heating said compressed air passing through said output duct, said heater element disposed on said output duct.

13. The windshield airstream deflector according to claim 11, further comprising air filtering means for filtering said ambient air passing into said air intake.

14. The windshield airstream deflector according to claim 11, wherein said windshield exhaust duct comprises:

a body defining an air passage having a neck flaring into an enlarged cavity exiting at a trailing edge of said body; and

a plurality of air flow guides originating proximate to said neck and terminating proximate to said trailing edge, each of said plurality of air flow guides proportionally spaced apart from one another across said enlarged cavity to define a plurality of widening channels within said enlarged cavity, wherein each of said plurality of air flow guides has a tapered leading edge.

15. The windshield airstream deflector according to claim 14, further comprising a plurality of air nozzle guides parallel, evenly spaced apart, and disposed within said cavity along said trailing edge, wherein each of said plurality of air nozzle guides has a tapered leading edge.

16. The windshield airstream deflector for vehicles according to claim 14, wherein said air nozzle further comprises an electrical heating element.

17. The windshield airstream deflector according to claim 11 wherein said valve means further comprises:

a first valve assembly disposed within said shunt; a second valve assembly disposed within said exhaust channel; and,

a valve controller for selectively opening said first valve assembly for passage of exhaust gases through said shunt while closing said second valve assembly for occlusion of exhaust gases through said exhaust channel, and closing said first valve assembly for occlusion of exhaust gases through said shunt while opening said second valve assembly for passage of exhaust gases through said exhaust channel.

18. The windshield airstream deflector according to claim 17, wherein said valve controller comprises a cog wheel rotatably mounted to the motor vehicle external to said exhaust channel and said shunt;

wherein said first valve assembly comprises a first door disposed within said shunt and affixed to a first arcuate rack, said first arcuate rack meshed with said cog wheel and pivotally responsive to rotation of said cog wheel; and,

wherein said second valve assembly comprises a second door disposed within said exhaust channel and attached to a second arcuate rack, said second arcuate rack meshed with said cog wheel and pivotally responsive to rotation of said cog wheel.

UNITED STATES PATENT AND TRADEMARK OFFICE
CERTIFICATE OF CORRECTION

PATENT NO. : 5,852,846
DATED : December 29, 1998
INVENTOR(S) : E. H. Gonzalez

Page 1 of 3

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

Drawings,

Delete drawings sheets 3 of 6 and 5 of 6 and substitute the drawing sheets consisting of Figs. 3 and 5 as shown on the attached pages.

Signed and Sealed this

First Day of April, 2003

A handwritten signature in black ink, appearing to read "James E. Rogan", with a long horizontal stroke underneath.

JAMES E. ROGAN
Director of the United States Patent and Trademark Office

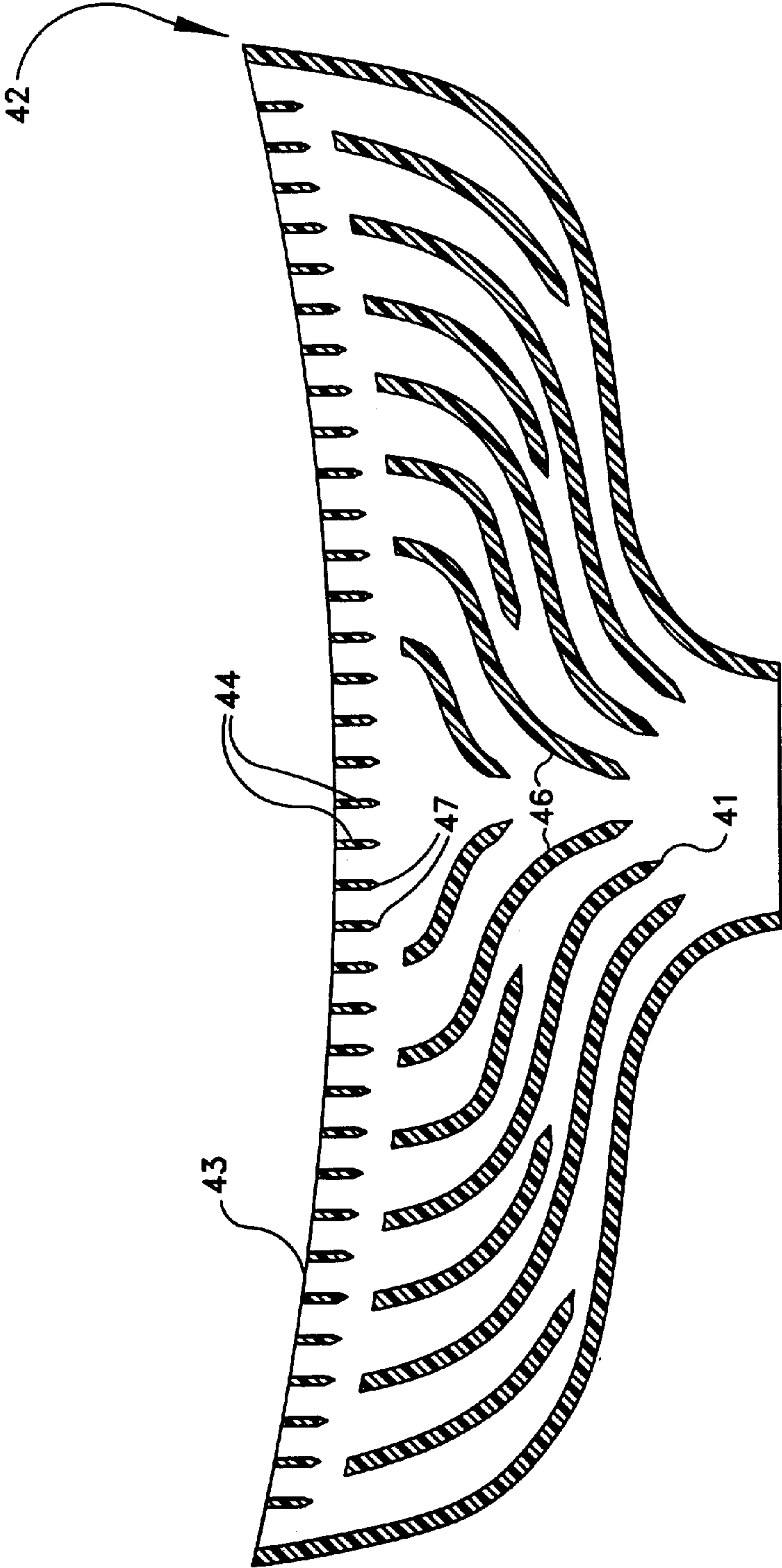


Fig. 3

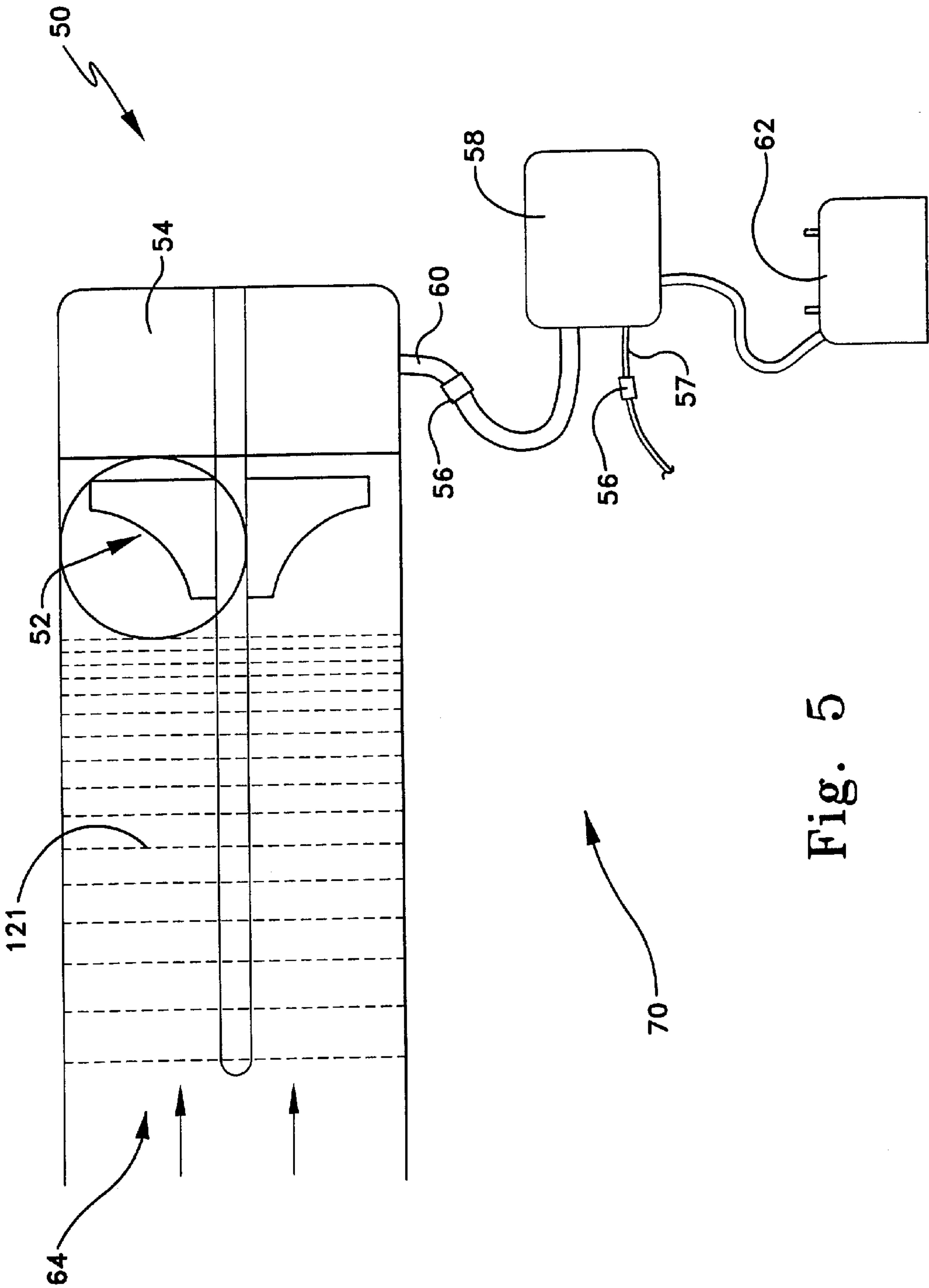


Fig. 5