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Protective Vehicle Cover Device

Abstract

A protective vehicle cover device for protecting a body of a vehicle from impact damage caused by hail includes a plurality of panels that are pivotably coupled together. Each panel of the plurality of panels includes a resiliently compressible material that inhibits impact damage to a vehicle over which the plurality of panels is positioned. The plurality of panels includes a plurality of hood panels, a plurality of front windshield panels, a plurality of roof panels, a plurality of rear windshield panels, and a plurality of trunk panels. A plurality of fasteners is coupled to the plurality of panels to releasably affix the plurality of panels to the vehicle. A pair of sleeves is positionable over a pair of side mirrors of the vehicle. Each sleeve of the pair of sleeves comprises the resiliently compressible material.

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Background/Summary

CROSS-REFERENCE TO RELATED APPLICATIONS

[0001] Not Applicable

STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH OR DEVELOPMENT

[0002] Not Applicable

THE NAMES OF THE PARTIES TO A JOINT RESEARCH AGREEMENT

[0003] Not Applicable

INCORPORATION-BY-REFERENCE OF MATERIAL SUBMITTED ON A COMPACT DISC OR AS A TEXT FILE VIA THE OFFICE ELECTRONIC FILING SYSTEM

[0004] Not Applicable

STATEMENT REGARDING PRIOR DISCLOSURES BY THE INVENTOR OR JOINT INVENTOR

[0005] Not Applicable

BACKGROUND OF THE INVENTION

(1) Field of the Invention

[0006] The disclosure relates to car cover and more particularly pertains to a new car cover for protecting a body of a vehicle from impact damage caused by hail.

(2) Description of Related Art Including Information Disclosed Under 37 CFR 1.97 and 1.98

[0007] The prior art relates to car covers. Vehicle covers are used to protect the paint and body of a vehicle from damage. For example, the prior art discloses blankets and tarps that can be positioned over a vehicle when the vehicle is parked to inhibit dust and other debris from building up on the surface of the vehicle. People who do not have a garage, or whose garage space does not accommodate their vehicle, must park their vehicle outside each day. Parking outside can result in environmental damage to the vehicle, for example from hail, tree branches, or other debris flying through the air. The prior art blankets provide little or no protection from such impact damage, which can be costly to repair. Thus, there is a need in the art for a protective cover that a user can easily position over their vehicle to protect the vehicle from impact damage. Ideally, the device would be lightweight and easy to store when the device is not being used.

BRIEF SUMMARY OF THE INVENTION

[0008] An embodiment of the disclosure meets the needs presented above by generally comprising a plurality of panels that are coupled together. Each panel of the plurality of panels is pivotable with respect to an adjacent panel of the plurality of panels wherein a shape of the plurality of panels is configured to complement to a shape of a vehicle when the plurality of panels is positioned over the vehicle. Each panel of the plurality of panels comprises a resiliently compressible material that is configured to inhibit impact damage to the vehicle when the plurality of panels is positioned over the vehicle. The plurality of panels further comprises a plurality of hood panels that is configured to be positioned over a front end of the vehicle wherein the front end includes at least one of a hood, a grill, and a pair of headlights. A plurality of front windshield panels is configured to be positioned over a front windshield of the vehicle. A plurality of roof panels is configured to be positioned over a midsection of the vehicle wherein the midsection extends between the front windshield and a rear windshield of the vehicle. A plurality of rear windshield panels is configured to be positioned over the rear windshield of the vehicle. A plurality of trunk panels is configured to be positioned over a rear end of the vehicle wherein the rear end includes at least one of a trunk and a pair of taillights. A plurality of fasteners is coupled to the plurality of panels. The plurality of fasteners is configured to releasably affix the plurality of panels to the vehicle. A pair of sleeves is configured to be positionable over a pair of side mirrors of the vehicle. Each sleeve of the pair of sleeves comprises the resiliently compressible material.

[0009] There has thus been outlined, rather broadly, the more important features of the disclosure in order that the detailed description thereof that follows may be better understood, and in order that the present contribution to the art may be better appreciated. There are additional features of the

disclosure that will be described hereinafter and which will form the subject matter of the claims appended hereto.
[0010] The objects of the disclosure, along with the various features of novelty which characterize the disclosure, are pointed out with particularity in the claims annexed to and forming a part of this disclosure.

Description

BRIEF DESCRIPTION OF SEVERAL VIEWS OF THE DRAWING(S)
[0011] The disclosure will be better understood and objects other than those set forth above will become apparent when consideration is given to the following detailed description thereof. Such description makes reference to the annexed drawings wherein:
[0012] FIG. **1** is a top view of a protective vehicle cover device according to an embodiment of the disclosure.
[0013] FIG. **2** is a bottom view of an embodiment of the disclosure.
[0014] FIG. **3** is a top view of an embodiment of the disclosure.
[0015] FIG. **4** is a cross-sectional view of an embodiment of the disclosure.
[0016] FIG. **5** is an isometric view of an embodiment of the disclosure.
[0017] FIG. **6** is an in-use view of an embodiment of the disclosure.
[0018] FIG. **7** is an in-use view of an embodiment of the disclosure.
DETAILED DESCRIPTION OF THE INVENTION
[0019] With reference now to the drawings, and in particular to FIGS. **1** through **7** thereof, a new car cover embodying the principles and concepts of an embodiment of the disclosure and generally designated by the reference numeral **10** will be described.
[0020] As best illustrated in FIGS. **1** through **7**, the protective vehicle cover device **10** generally comprises a plurality of panels **12** that are connected together. Each panel of the plurality of panels is pivotable with respect to an adjacent panel of the plurality of panels **12**. For example, each panel of the plurality of panels **12** may pivot upwardly, downwardly, or both upwardly and downwardly relative to the adjacent panel of the plurality of panels **12**. The shape of the plurality of panels **12**, and the relative pivoting of each panel of the plurality of panels **12** relative to the adjacent panel of the plurality of panels **12**, is configured to conform to a shape of a vehicle **150** when the plurality of panels **12** is positioned over the vehicle **150**.
[0021] Each panel of the plurality of panels **12** generally has a top surface **14**, a bottom surface **16**, and a peripheral edge **18** that is coupled to and extends between the top surface **14** and the bottom surface **16**. Each panel of the plurality of panels **12** comprises a resiliently compressible material that is configured to inhibit impact damage to the vehicle **150** when the plurality of panels **12** is positioned over the vehicle **150**. The resiliently compressible material may comprise one of a high-density foam material and a sponge rubber material. For example, the sponge rubber material may include polychloroprene. Each panel of the plurality of panels **12** may have a thickness between 0.25 inch and 1.5 inch.
[0022] The plurality of panels **12** may further comprise a plurality of hood panels **20** that is configured to be positioned over a front end **22** of the vehicle **150**. For example, the front end **22** may include at least one of a hood, a grill, a front bumper, and a pair of headlights. The plurality of hood panels **20** may be octagonal.
[0023] The plurality of hood panels **20** may further comprise a first hood panel **24**. For example, the first hood panel **24** may be hexagonal. The first hood panel **24** may have a free edge **40** that defines a forward edge **42** of the plurality of panels **12**. A second hood panel **26** may be pivotably coupled to the first hood panel **24**. The second hood panel **26** may be rectangular. A third hood panel **28** may be pivotably coupled to the second hood panel **26**. The third hood panel **28** may be

rectangular. A fourth hood panel **30** may be pivotably coupled to the third hood panel **28**. The fourth hood panel **30** may be rectangular. A fifth hood panel **32** may be pivotably coupled to the fourth hood panel **30**. The fifth hood panel **32** may be hexagonal.

[0024] The precise shape and number of hood panels included in the plurality of hood panels **20** may vary depending on the type of the vehicle **150** with which the protective vehicle cover device **10** is being used. For example, a smaller vehicle **150** may include fewer hood panels in the plurality of hood panels **20** than a larger vehicle **150**. Additionally, the shape of the plurality of hood panels **20**, both individually and collectively, may be tailored to the shape of the front end **22** of the vehicle **150** to offer adequate coverage and protection of the front end **22** of the vehicle **150**.

[0025] Each hood panel of the plurality of hood panels **20** may further comprise a driver's side hood panel piece **34** that is configured to be positioned over a driver's side **152** of the front end **22** of the vehicle **150**. A top side hood panel piece **36** may be pivotably coupled to and extend outwardly from the driver's side hood panel piece **34**. The top side hood panel piece **36** is generally configured to be positioned over a top side **154** of the front end **22** of the vehicle **150**. A passenger's side hood panel piece **38** may be pivotably coupled to and extend outwardly from the top side hood panel piece **36**. The passenger's side hood panel piece **38** is generally positioned distally to the driver's side hood panel piece **34**, extending outwardly from the opposite side of the top side hood panel piece **36**. The passenger's side hood panel piece **38** is generally configured to be positioned over a passenger's side **156** of the front end **22** of the vehicle **150**. The three pieces of each hood panel of the plurality of hood panels **20** facilitate wrapping the plurality of hood panels **20** around the front end **22** of the vehicle **150** to protect as much of the body of the vehicle **150** as possible.

[0026] A plurality of front windshield panels **44** is configured to be positioned over a front windshield **46** of the vehicle **150**. The plurality of front windshield panels **44** may be coupled to and extend outwardly from the plurality of hood panels **20**. The plurality of front windshield panels **44** may be trapezoidal, or rectangular, to conform to the shape of the front windshield **46** of the vehicle **150**.

[0027] The plurality of front windshield panels **44** may have a length **48** that is smaller than a length **48** of the plurality of hood panels **20**, for example because the plurality of front windshield panels **44** may not be configured to wrap around the sides of the vehicle **150** like the plurality of hood panels **20**. For example, each front windshield panel of the plurality of front windshield panels **44** may only comprise a single piece, rather than the three pieces of each hood panel of the plurality of hood panels **20**.

[0028] In certain embodiments, the plurality of front windshield panels **44** may further comprise a first front windshield panel **50** that may be pivotably coupled to the top side hood panel piece **36** of the fifth hood panel **32**. A second front windshield panel **52** may be pivotably coupled to the first front windshield panel **50**. The precise number of the front windshield panels of the plurality of front windshield panels **44** may vary depending on the size of the front windshield **46** of the vehicle **150**.

[0029] A plurality of roof panels **54** is configured to be positioned over a midsection **56** of the vehicle **150**. The midsection **56** generally extends between the front windshield **46** and a rear windshield **74** of the vehicle **150**. For example, the midsection **56** may include a sunroof, the roof, or the doors and sides of the vehicle **150**. The plurality of roof panels **54** may be coupled to and extend outwardly from the plurality of front windshield panels **44**.

[0030] The plurality of roof panels **54** may have a length **48** exceeding a length **48** of the plurality of front windshield panels **44**. The plurality of roof panels **54** may have a length **48** exceeding a length **48** of the plurality of hood panels **20**, as well, because the plurality of roof panels **54** may be configured to wrap downwardly around the sides of the vehicle **150** from the roof of the vehicle **150**. In certain embodiments, the plurality of roof panels **54** may collectively be octagonal, although other shapes may also be used to conform to the shape of the vehicle **150**.

[0031] The plurality of roof panels **54** may further comprise a first roof panel **58** that may be

pivotably coupled to the second front windshield panel **52**. The first roof panel **58** itself may be hexagonal, as shown in FIGS. **1** and **2**, although the exact shape may vary across embodiments. A second roof panel **60** may be pivotably coupled to the first roof panel **54**. The second roof panel **60** may be rectangular. A third roof panel **62** may be pivotably coupled to the second roof panel **60**. The third roof panel **62** may be rectangular. A fourth roof panel **64** may be pivotably coupled to the third roof panel **62**. The fourth roof panel **64** may be hexagonal.

[0032] The precise shape and number of roof panels included in the plurality of roof panels **54** may vary depending on the type of the vehicle **150** with which the protective vehicle cover device **10** is being used. For example, a smaller vehicle **150** may include fewer roof panels in the plurality of roof panels **54** than a larger vehicle **150**. Additionally, the shape of the plurality of roof panels **54**, both individually and collectively, may be tailored to the shape of the midsection **56** of the vehicle **150** to offer adequate coverage and protection of the midsection **56** of the vehicle **150**.

[0033] Each roof panel of the plurality of roof panels **54** may further comprise a driver's side roof panel piece **66** that is configured to be positioned over the driver's side **152** of the midsection **56** of the vehicle **150**. A top side roof panel piece **68** may be pivotably coupled to and extend outwardly from the driver's side roof panel piece **66**. The top side roof panel piece **68** is generally configured to be positioned over the top side **154** of the midsection **56** of the vehicle **150**. A passenger's side roof panel piece **70** may be pivotably coupled to and extend outwardly from the top side roof panel piece **68**. The passenger's side roof panel piece **70** is generally positioned distally to the driver's side roof panel piece **66**, extending outwardly from the opposite side of the top side roof panel piece **68**. The passenger's side roof panel piece **70** is generally configured to be positioned over the passenger's side **156** of the midsection **56** of the vehicle **150**. The three pieces of each roof panel of the plurality of roof panels **54** facilitate wrapping the plurality of roof panels **54** around the midsection **56** of the vehicle **150** to protect as much of the body of the vehicle **150** as possible.

[0034] A plurality of rear windshield panels **72** is configured to be positioned over the rear windshield **74** of the vehicle **150**. The plurality of rear windshield panels **72** may be coupled to and extend outwardly from the plurality of roof panels **54**. The plurality of rear windshield panels **72** may be trapezoidal, or rectangular, to conform to the shape of the rear windshield **74** of the vehicle **150**.

[0035] The plurality of rear windshield panels **72** may have a length **48** that is smaller than a length **48** of the plurality of roof panels **54**, for example because the plurality of rear windshield panels **72** may not be configured to wrap around the sides of the vehicle **150** like the plurality of roof panels **54**. The plurality of rear windshield panels **72** may have a length **48** that is equivalent to a length **48** of the plurality of front windshield panels **44**, for example because the front windshield **46** and the rear windshield **74** of the vehicle **150** have similar or identical dimensions. For example, like the plurality of front windshield panels **44**, each rear windshield panel of the plurality of rear windshield panels **72** may comprise a single piece.

[0036] In certain embodiments, the plurality of rear windshield panels **72** may further comprise a first rear windshield panel **76** that may be pivotably coupled to the top side roof panel piece **68** of the fourth roof panel **64**. A second rear windshield panel **78** may be pivotably coupled to the first rear windshield panel **76**. The precise number of the rear windshield panels of the plurality of rear windshield panels **72** may vary depending on the size of the rear windshield **74** of the vehicle **150**.

[0037] A plurality of trunk panels **80** is configured to be positioned over a rear end **82** of the vehicle **150**. For example, the rear end **82** may include at least one of a trunk, a rear bumper, and a pair of taillights. The plurality of trunk panels **80** may be coupled to and extend outwardly from the plurality of rear windshield panels **72**.

[0038] The plurality of trunk panels **80** may collectively be octagonal, rectangular, or another shape that is complementary to the shape of the rear end **82** of the vehicle **150**. The plurality of trunk panels **80** may have a length **48** exceeding a length **48** of the plurality of rear windshield panels **72**, for example because the plurality of trunk panels **80** is configured to wrap around the sides of the

vehicle **150**. The plurality of trunk panels **80** may have a length **48** that is smaller than a length **48** of the plurality of roof panels **54**, as shown in FIGS. **1** and **2**. For example, the plurality of trunk panels **80** may have a length **48** that is equivalent to a length **48** of the plurality of hood panels **20**.
[0039] In certain embodiments, the plurality of trunk panels **80** may further comprise a first trunk panel **84** that may be pivotably coupled to the second rear windshield panel **78**. The first trunk panel **84** may be hexagonal, although the shape of the individual trunk panels of the plurality of trunk panels **80** may vary to complement, or conform to, the shape of the vehicle **150**. A second trunk panel **86** may be pivotably coupled to the first trunk panel **84**. The second trunk panel **86** may be rectangular. A third trunk panel **88** may be pivotably coupled to the second trunk panel **86**. The third trunk panel **88** may be rectangular. A fourth trunk panel **90** may be pivotably coupled to the third trunk panel **88**. The fourth trunk panel **90** may be hexagonal. The fourth trunk panel **90** may have an outer edge **92** that is distal to the third trunk panel **88**. The outer edge **92** generally defines a rear edge **94** of the plurality of panels **12**.
[0040] The precise shape and number of trunk panels included in the plurality of trunk panels **80** may vary depending on the type of the vehicle **150** with which the protective vehicle cover device **10** is being used. For example, a smaller vehicle **150** may include fewer trunk panels in the plurality of trunk panels **80** than a larger vehicle **150**. Additionally, the shape of the plurality of trunk panels **80**, both individually and collectively, may be tailored to the shape of the rear end **82** of the vehicle **150** to offer adequate coverage and protection of the rear end **82** of the vehicle **150**.
[0041] Each trunk panel of the plurality of trunk panels **80** may further comprise a driver's side trunk panel piece **96** that is configured to be positioned over the driver's side **152** of the rear end **82** of the vehicle **150**. A top side trunk panel piece **98** may be pivotably coupled to and extend outwardly from the driver's side trunk panel piece **96**. The top side trunk panel piece **98** is generally configured to be positioned over the top side **154** of the rear end **82** of the vehicle **150**. A passenger's side trunk panel piece **100** may be pivotably coupled to and extend outwardly from the top side trunk panel piece **98**. The passenger's side trunk panel piece **100** is generally positioned distally to the driver's side trunk panel piece **96**, extending outwardly from the opposite side of the top side trunk panel piece **98**. The passenger's side trunk panel piece **100** is generally configured to be positioned over the passenger's side **156** of the rear end **82** of the vehicle **150**. The three pieces of each trunk panel of the plurality of trunk panels **80** facilitate wrapping the plurality of trunk panels **80** around the rear end **82** of the vehicle **150** to protect as much of the body of the vehicle **150** as possible.
[0042] The driver's side roof panel piece **66** of each roof panel of the plurality of roof panels **54** may have a length **48** exceeding a length **48** of the driver's side hood panel piece **34** of each hood panel of the plurality of hood panels **20**. The driver's side roof panel piece **66** of each roof panel of the plurality of roof panels **54** may have a length **48** exceeding a length **48** of the driver's side trunk panel piece **96** of each trunk panel of the plurality of trunk panels **80**.
[0043] The passenger's side roof panel piece **70** of each roof panel of the plurality of roof panels **54** may have a length **48** exceeding a length **48** of the passenger's side hood panel piece **38** of each hood panel of the plurality of hood panels **20**. The passenger's side roof panel piece **70** of each roof panel of the plurality of roof panels **54** may have a length **48** exceeding a length **48** of the passenger's side trunk panel piece **100** of each trunk panel of the plurality of trunk panels **80**.
[0044] The top side roof panel piece **68** of each roof panel of the plurality of roof panels **54** may have a length **48** that is equal to a length **48** of the top side hood panel piece **36** of each hood panel of the plurality of hood panels **20**. The top side roof panel piece **68** of each roof panel of the plurality of roof panels **54** may have a length **48** that is equal to a length **48** of the top side trunk panel piece **98** of each trunk panel of the plurality of trunk panels **80**.
[0045] The plurality of front windshield panels **44** is generally positioned between the plurality of hood panels **20** and the plurality of roof panels **54**. The plurality of roof panels **54** is generally positioned between the plurality of front windshield panels **44** and the plurality of rear windshield

panels **72**. The plurality of rear windshield panels **72** is generally positioned between the plurality of roof panels **54** and the plurality of trunk panels **80**.
[0046] A coupler material **102** may pivotably connect each panel of the plurality of panels **12** to an adjacent panel of the plurality of panels **12**. The coupler material **102** is generally positioned between each panel of the plurality of panels **12** and the adjacent panel of the plurality of panels **12**. For example, the coupler material **102** may comprise a fiber material that is flexible wherein the fiber material is configured to facilitate each panel of the plurality of panels **12** in pivoting upwardly and downwardly with respect to the adjacent panel of the plurality of panels **12**. In some embodiments, the fiber material may include synthetic polymers such as polyester and nylon, which are durable and capable of withstanding exposure to the outdoor elements where the protective vehicle cover device **10** is used.
[0047] A plurality of fasteners **104** may be coupled to the plurality of panels **12**. The plurality of fasteners **104** is generally configured to releasably affix the plurality of panels **12** to the vehicle **150**. The plurality of fasteners **104** may be coupled to the top surface **14**, adjacent to the peripheral edge **18** of the plurality of panels **12**.
[0048] The plurality of fasteners **104** may further comprise a hood fastener **116** that is configured to affix the plurality of hood panels **20** to the vehicle **150**. For example, the hood fastener **116** may be positioned on the third hood panel **28**. A front windshield fastener **118** may be configured to affix the plurality of front windshield panels **44** to the vehicle **150**. The front windshield fastener **118** may be positioned on the first front windshield panel **50**, for example adjacent to the second front windshield panel **52**. A first roof fastener **120** may be configured to affix the plurality of roof panels **54** to the vehicle **150**. The first roof fastener **120** may be positioned on the second roof panel **60**, for example adjacent to the first roof panel **58**. A second roof fastener **122** may also be configured to affix the plurality of roof panels **54** to the vehicle **150**. For example, the second roof fastener **122** may be positioned on the third roof panel **692** adjacent to the fourth roof panel **64**. A rear windshield fastener **124** may be configured to affix the plurality of rear windshield panels **72** to the vehicle **150**. The rear windshield fastener **124** may be positioned adjacent to a junction between the first rear windshield panel **76** and the second rear windshield panel **78**. A trunk fastener **126** may be configured to affix the plurality of trunk panels **80** to the vehicle **150**. For example, the trunk fastener **126** may be positioned on the second trunk panel **86** adjacent to the third trunk panel **88**.
[0049] The exact number and positioning of each fastener of the plurality of fasteners **104** may vary between embodiments. For example, some embodiments may only include two fasteners, such as the hood fastener **116** and the trunk fastener **126**, while others may include three or four fasteners of the plurality of fasteners **104**. The plurality of fasteners **104** should keep the plurality of panels **12** securely tied to the vehicle **150**. The plurality of fasteners **104** inhibit the plurality of panels **12** from flapping around or blowing off the vehicle **150** so that the plurality of panels **12** can cover the body of the vehicle **12** to inhibit impact damage. For example, the protective vehicle cover device **10** may be used during a thunderstorm or hailstorm, with high winds, so the plurality of fasteners **104** should include enough fasteners to keep the plurality of panels **12** secured over the vehicle **150** in such conditions.
[0050] Each fastener of the plurality of fasteners **104** may further comprise a first strap **106** that is coupled to and extends outwardly from a primary side **108** of an associated panel of the plurality of panels **12**. A second strap **110** may be releasably couplable to the first strap **106**. The second strap **110** may be coupled to and extend outwardly from a secondary side **112** of the associated panel of the plurality of panels **12**. The second strap **110** is generally aligned with the first strap **106** across the associated panel of the plurality of panels **12**.
[0051] A retainer **114** may be attached to the second strap **110**. The first strap **106** may be engaged by the retainer **114** to couple the second strap **110** to the first strap **106**. For example, the retainer **114** may comprising a pair of rings. In certain embodiments, each ring of the pair of rings may be a D-ring. In other examples, the retainer **114** may comprise a buckle, such as a slide buckle, a slide

release buckle, a frame buckle, a ratchet buckle, or a snap buckle.
[0052] In embodiments, the first strap **106** may be run or snaked beneath the vehicle **150** to meet the second strap **110**. The first strap **106** may be coupled to the second strap **110** on one side of the vehicle **150** to facilitate the user in releasing the retainer **114** to remove the plurality of panels **12** from the vehicle **10**. Accordingly, the first strap **106** of each fastener of the plurality of fasteners **104** may have a length **48** exceeding a length **48** of the second strap **110** of each fastener of the plurality of fasteners **104**.
[0053] The plurality of fasteners **104** may further include a pair of front bumper fasteners **158**. The pair of front bumper fasteners **158** may be coupled to and extend outwardly from the forward edge **42** of the plurality of panels **12**. Embodiments of the pair of front bumper fasteners **158** may be positioned on the top side hood panel piece **36** of the first hood panel **24** to secure the plurality of panels **12** to the front end **22** of the vehicle **150**. For example, the pair of front bumper fasteners **158** may wrap around the tie-rods or another piece of the front suspension of the vehicle **150** to ensure that the first hood panel **24** remains securely positioned on the front end **22** of the vehicle **150**. The pair of front bumper fasteners **158** may help ensure the plurality of panels **12** does not fly away or become displaced on the vehicle **150** in high winds or other extreme weather conditions.
[0054] A pair of rear bumper fasteners **160** may be coupled to and extend outwardly from the rear edge **94** of the plurality of panels **12**. Embodiments of the pair of rear bumper fasteners **160** may be positioned on the top side trunk panel piece **98** of the fourth trunk panel **90** to secure the plurality of panels **12** to the rear end **82** of the vehicle **150**. For example, the pair of rear bumper fasteners **160** may wrap around the sway bar or another piece of the rear suspension of the vehicle **150** to ensure that the fourth trunk panel **90** remains securely positioned on the rear end **82** of the vehicle **150**. The pair of rear bumper fasteners **160** may help ensure the plurality of panels **12** does not fly away or become displaced on the vehicle **150** in high winds or other extreme weather conditions.
[0055] Each of the pair of front bumper fasteners **158** and the pair of rear bumper fasteners **160** may include an elongated band **162** and an attachment piece **164**. The attachment piece **164** may be coupled to the elongated band **162**. The attachment piece may be spaced from the plurality of panels **12** wherein the elongated band **162** is configured to wrap around a piece of the vehicle **150**, such as the front or rear suspension of the vehicle **150**, and engage the attachment piece **164**. Embodiments of the attachment piece **164** may comprise D-rings.
[0056] Each panel of the plurality of panels **12** may be pivotable toward the adjacent panel of the plurality of panels **12** such that the plurality of panels **12** are foldable together into a storage configuration. For example, the plurality of panels **12** may be folded together like an accordion, by stacking each panel of the plurality of panels **12** over the adjacent panel of the plurality of panels **12**. Folding the plurality of panels **12** together into the storage configuration will facilitate storage of the protective vehicle cover device **10**, for example in the trunk of the vehicle **150**.
[0057] A pair of sleeves **128** may be included in the protective vehicle cover device **10**. The pair of sleeves **128** is generally configured to be positionable over a pair of side mirrors **130** of the vehicle **150**. Each sleeve of the pair of sleeves **128** may comprise the resiliently compressible material to inhibit impact damage to the pair of side mirrors **130**.
[0058] Each sleeve of the pair of sleeves **128** may further comprise a base wall **132** and a perimeter wall **134** that is coupled to and extends outwardly from the base wall **132** to define an interior space **136**. The interior space **136** of each sleeve of the pair of sleeves **128** generally has a size that is configured to receive an associated side mirror of the pair of side mirrors **130** so that the associated side mirror can be positioned within one of the sleeves of the pair of sleeves **128**.
[0059] An outer edge **138** of the perimeter wall **134** of each sleeve of the pair of sleeves **128** defines an opening **140** into the interior space **136**. The opening **140** is generally configured to facilitate positioning the associated side mirror of the pair of side mirrors **130** within the interior space **136**.
[0060] The perimeter wall **134** may include a first pair of opposing lateral sides **142** and a second

pair of opposing lateral sides **144**. The first pair of opposing lateral sides **142** may be perpendicular to the second pair of opposing lateral sides **144**. A cutout **146** may extend into the outer edge **138** of each side of the second pair of opposing lateral sides **144**. The cutout **146** may define a square bracket shape that is configured to receive an arm **148** coupling each side mirror of the pair of side mirrors **130** to the vehicle **150**. For example, the square bracket shape may have rounded corners.
[0061] In use, the protective vehicle cover device **10** can be stored in the trunk interior of the vehicle **150**. Once the vehicle **150** is parked, the plurality of panels **12** can be unfolded and positioned over the vehicle **150**. The plurality of fasteners **104** can secure the plurality of panels **12** to the vehicle **150**. The pair of sleeves **128** can be positioned over the pair of side mirrors **130** of the vehicle **150**. The resiliently compressible material of the plurality of panels **12** and the pair of sleeves **128** can inhibit impact damage to the vehicle **150**, for example during hailstorms or thunderstorms, or from debris that is propelled through the air from nearby traffic.
[0062] With respect to the above description then, it is to be realized that the optimum dimensional relationships for the parts of an embodiment enabled by the disclosure, to include variations in size, materials, shape, form, function and manner of operation, assembly and use, are deemed readily apparent and obvious to one skilled in the art, and all equivalent relationships to those illustrated in the drawings and described in the specification are intended to be encompassed by an embodiment of the disclosure.
[0063] Therefore, the foregoing is considered as illustrative only of the principles of the disclosure. Further, since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the disclosure to the exact construction and operation shown and described, and accordingly, all suitable modifications and equivalents may be resorted to, falling within the scope of the disclosure. In this patent document, the word “comprising” is used in its non-limiting sense to mean that items following the word are included, but items not specifically mentioned are not excluded. A reference to an element by the indefinite article “a” does not exclude the possibility that more than one of the element is present, unless the context clearly requires that there be only one of the elements.

Claims

1. A protective cover assembly comprising: a plurality of panels being coupled together, each panel of the plurality of panels being pivotable with respect to an adjacent panel of the plurality of panels wherein a shape of the plurality of panels is configured to be complementary to a shape of a vehicle when the plurality of panels is positioned over the vehicle, each panel of the plurality of panels comprising a resiliently compressible material being configured to inhibit impact damage to the vehicle when the plurality of panels is positioned over the vehicle, the plurality of panels further comprising: a plurality of hood panels being configured to be positioned over a front end of the vehicle wherein the front end includes at least one of a hood, a grill, and a pair of headlights; a plurality of front windshield panels being configured to be positioned over a front windshield of the vehicle; a plurality of roof panels being configured to be positioned over a midsection of the vehicle wherein the midsection extends between the front windshield and a rear windshield of the vehicle; a plurality of rear windshield panels being configured to be positioned over the rear windshield of the vehicle; a plurality of trunk panels being configured to be positioned over a rear end of the vehicle wherein the rear end includes at least one of a trunk and a pair of taillights; a plurality of fasteners being coupled to the plurality of panels, the plurality of fasteners being configured to releasably affix the plurality of panels to the vehicle; and a pair of sleeves being configured to be positionable over a pair of side mirrors of the vehicle, each sleeve of the pair of sleeves comprising the resiliently compressible material.
2. The protective cover assembly of claim 1, the plurality of hood panels further comprising: a first hood panel; a second hood panel being coupled to the first hood panel; a third hood panel being

coupled to the second hood panel; a fourth hood panel being coupled to the third hood panel; and a fifth hood panel being coupled to the fourth hood panel.

3. The protective cover assembly of claim 1, each hood panel of the plurality of hood panels further comprising: a driver's side hood panel piece being configured to be positioned over a driver's side of the front end of the vehicle; a top side hood panel piece extending outwardly from the driver's side hood panel piece, the top side hood panel piece being configured to be positioned over a top side of the front end of the vehicle; and a passenger's side hood panel piece extending outwardly from the top side hood panel piece, the passenger's side hood panel piece being configured to be positioned over a passenger's side of the front end of the vehicle.

4. The protective cover assembly of claim 1, wherein each of the plurality of front windshield panels and the plurality of rear windshield panels has a length being smaller than a length of the plurality of hood panels.

5. The protective cover assembly of claim 1, the plurality of front windshield panels further comprising: a first front windshield panel; and a second front windshield panel being coupled to the first front windshield panel.

6. The protective cover assembly of claim 1, the plurality of roof panels further comprising: a first roof panel; a second roof panel being coupled to the first roof panel; a third roof panel being coupled to the second roof panel; and a fourth roof panel being coupled to the third roof panel.

7. The protective cover assembly of claim 1, each roof panel of the plurality of roof panels further comprising: a driver's side roof panel piece being configured to be positioned over a driver's side of the midsection of the vehicle; a top side roof panel piece extending outwardly from the driver's side roof panel piece, the top side roof panel piece being configured to be positioned over a top side of the midsection of the vehicle; and a passenger's side roof panel piece extending outwardly from the top side roof panel piece, the passenger's side roof panel piece being configured to be positioned over a passenger's side of the midsection of the vehicle.

8. The protective cover assembly of claim 1, the plurality of rear windshield panels further comprising: a first rear windshield panel; and a second rear windshield panel being coupled to the first rear windshield panel.

9. The protective cover assembly of claim 1, the plurality of trunk panels further comprising: a first trunk panel; a second trunk panel being coupled to the first trunk panel; a third trunk panel being coupled to the second trunk panel; and a fourth trunk panel being coupled to the third trunk panel.

10. The protective cover assembly of claim 1, each trunk panel of the plurality of trunk panels further comprising: a driver's side trunk panel piece being configured to be positioned over a driver's side of the rear end of the vehicle; a top side trunk panel piece being pivotably coupled to the driver's side trunk panel piece, the top side trunk panel piece being configured to be positioned over a top side of the rear end of the vehicle; and a passenger's side trunk panel piece being pivotably coupled to the top side trunk panel piece, the passenger's side trunk panel piece being configured to be positioned over a passenger's side of the rear end of the vehicle.

11. The protective cover assembly of claim 1, further comprising a coupler material pivotably connecting each panel of the plurality of panels to an adjacent panel of the plurality of panels, the coupler material being positioned between each panel of the plurality of panels and the adjacent panel of the plurality of panels.

12. The protective cover assembly of claim 1, each fastener of the plurality of fasteners further comprising: a first strap being coupled to and extending outwardly from a primary side of an associated panel of the plurality of panels; and a second strap being releasably couplable to the first strap, the second strap being coupled to and extending outwardly from a secondary side of the associated panel of the plurality of panels, the second strap being aligned with the first strap across the associated panel.

13. The protective cover assembly of claim 12, further comprising a retainer being attached to the second strap, the first strap being engaged by the retainer to couple the second strap to the first

strap.
14. The protective cover assembly of claim 13, the retainer further comprising a pair of rings.
15. The protective cover assembly of claim 1, the plurality of fasteners further comprising: a hood fastener being positioned on the plurality of hood panels; and a trunk fastener being positioned on the plurality of trunk panels.
16. The protective cover assembly of claim 1, each sleeve of the pair of sleeves further comprising: a base wall; and a perimeter wall being coupled to and extending outwardly from the base wall to define an interior space, the interior space of each sleeve of the pair of sleeves having a size being configured to receive an associated side mirror of the pair of side mirrors.
17. The protective cover assembly of claim 16, wherein an outer edge of the perimeter wall defines an opening into the interior space.
18. The protective cover assembly of claim 16, wherein the perimeter wall having a first pair of opposing lateral sides and a second pair of opposing lateral sides, the first pair of opposing lateral sides being perpendicular to the second pair of opposing lateral sides.
19. The protective cover assembly of claim 18, further comprising a cutout extending into the outer edge of each side of the second pair of opposing lateral sides of the perimeter wall of each sleeve of the pair of sleeves, the cutout defining a square bracket shape being configured to receive an arm coupling each side mirror of the pair of side mirrors to the vehicle.
20. A protective cover assembly comprising: a plurality of panels being coupled together, each panel of the plurality of panels being pivotable upward and downward with respect to an adjacent panel of the plurality of panels wherein a shape of the plurality of panels is configured to be complementary to a shape of a vehicle when the plurality of panels is positioned over the vehicle, each panel of the plurality of panels comprising a resiliently compressible material being configured to inhibit impact damage to the vehicle when the plurality of panels is positioned over the vehicle, the resiliently compressible material comprising one of a high-density foam material and a sponge rubber material, each panel of the plurality of panels having a top surface, a bottom surface, and a peripheral edge being coupled to and extending between the top surface and the bottom surface, each panel of the plurality of panels having a thickness between 0.25 inch and 1.5 inch, the plurality of panels further comprising: a plurality of hood panels being configured to be positioned over a front end of the vehicle wherein the front end includes at least one of a hood, a grill, and a pair of headlights, the plurality of hood panels further comprising: a first hood panel; a second hood panel being pivotably coupled to the first hood panel; a third hood panel being pivotably coupled to the second hood panel; a fourth hood panel being pivotably coupled to the third hood panel; a fifth hood panel being pivotably coupled to the fourth hood panel; each hood panel of the plurality of hood panels further comprising: a driver's side hood panel piece being configured to be positioned over a driver's side of the front end of the vehicle; a top side hood panel piece being pivotably coupled to and extending outwardly from the driver's side hood panel piece, the top side hood panel piece being configured to be positioned over a top side of the front end of the vehicle; a passenger's side hood panel piece being pivotably coupled to and extending outwardly from the top side hood panel piece, the passenger's side hood panel piece being positioned distally to the driver's side hood panel piece, the passenger's side hood panel piece being configured to be positioned over a passenger's side of the front end of the vehicle; a plurality of front windshield panels being configured to be positioned over a front windshield of the vehicle, the plurality of front windshield panels being coupled to and extending outwardly from the plurality of hood panels, the plurality of front windshield panels further comprising: a first front windshield panel being pivotably coupled to the fifth hood panel; a second front windshield panel being pivotably coupled to the first front windshield panel; a plurality of roof panels being configured to be positioned over a midsection of the vehicle wherein the midsection extends between the front windshield and a rear windshield of the vehicle, the plurality of roof panels being coupled to and extending outwardly from the plurality of front windshield panels, the plurality of

roof panels further comprising: a first roof panel being pivotably coupled to the second front windshield panel; a second roof panel being pivotably coupled to the first roof panel; a third roof panel being pivotably coupled to the second roof panel; a fourth roof panel being pivotably coupled to the third roof panel; each roof panel of the plurality of roof panels further comprising: a driver's side roof panel piece being configured to be positioned over the driver's side of the midsection of the vehicle; a top side roof panel piece being pivotably coupled to and extending outwardly from the driver's side roof panel piece, the top side roof panel piece being configured to be positioned over the top side of the midsection of the vehicle; a passenger's side roof panel piece being pivotably coupled to and extending outwardly from the top side roof panel piece, the passenger's side roof panel piece being positioned distally to the driver's side roof panel piece, the passenger's side roof panel piece being configured to be positioned over the passenger's side of the midsection of the vehicle; a plurality of rear windshield panels being configured to be positioned over the rear windshield of the vehicle, the plurality of rear windshield panels being coupled to and extending outwardly from the plurality of roof panels, the plurality of rear windshield panels further comprising: a first rear windshield panel being pivotably coupled to the fourth roof panel; a second rear windshield panel being pivotably coupled to the first rear windshield panel; a plurality of trunk panels being configured to be positioned over a rear end of the vehicle wherein the rear end includes at least one of a trunk and a pair of taillights, the plurality of trunk panels being coupled to and extending outwardly from the plurality of rear windshield panels, the plurality of trunk panels further comprising: a first trunk panel being pivotably coupled to the second rear windshield panel; a second trunk panel being pivotably coupled to the first trunk panel; a third trunk panel being pivotably coupled to the second trunk panel; a fourth trunk panel being pivotably coupled to the third trunk panel; each trunk panel of the plurality of trunk panels further comprising: a driver's side trunk panel piece being configured to be positioned over the driver's side of the rear end of the vehicle; a top side trunk panel piece being pivotably coupled to and extending outwardly from the driver's side trunk panel piece, the top side trunk panel piece being configured to be positioned over the top side of the rear end of the vehicle; a passenger's side trunk panel piece being pivotably coupled to and extending outwardly from the top side trunk panel piece, the passenger's side trunk panel piece being positioned distally to the driver's side trunk panel piece, the passenger's side trunk panel piece being configured to be positioned over the passenger's side of the rear end of the vehicle; wherein the driver's side roof panel piece of each roof panel of the plurality of roof panels has a length exceeding a length of the driver's side hood panel piece of each hood panel of the plurality of hood panels, and wherein the driver's side roof panel piece of each roof panel of the plurality of roof panels has a length exceeding a length of the driver's side trunk panel piece of each trunk panel of the plurality of trunk panels; wherein the passenger's side roof panel piece of each roof panel of the plurality of roof panels has a length exceeding a length of the passenger's side hood panel piece of each hood panel of the plurality of hood panels and wherein the passenger's side roof panel piece of each roof panel of the plurality of roof panels has a length exceeding a length of the passenger's side trunk panel piece of each trunk panel of the plurality of trunk panels; wherein the top side roof panel piece of each roof panel of the plurality of roof panels has a length being equal to a length of the top side hood panel piece of each hood panel of the plurality of hood panels and wherein the top side roof panel piece of each roof panel of the plurality of roof panels has a length being equal to a length of the top side trunk panel piece of each trunk panel of the plurality of trunk panels; a coupler material pivotably connecting each panel of the plurality of panels to an adjacent panel of the plurality of panels, the coupler material being positioned between each panel of the plurality of panels and the adjacent panel of the plurality of panels, the coupler material comprising a fiber material being flexible wherein the fiber material is configured to facilitate each panel of the plurality of panels in pivoting upwardly and downwardly with respect to the adjacent panel of the plurality of panels; a plurality of fasteners being coupled to the plurality of panels, the plurality of fasteners being configured to releasably affix the plurality of panels to the

vehicle, the plurality of fasteners being coupled to the top surface adjacent to the peripheral edge of the plurality of panels, each fastener of the plurality of fasteners further comprising: a first strap being coupled to and extending outwardly from a primary side of an associated panel of the plurality of panels; a second strap being releasably couplable to the first strap, the second strap being coupled to and extending outwardly from a secondary side of the associated panel of the plurality of panels, the second strap being aligned with the first strap across the associated panel; a retainer being attached to the second strap, the first strap being engaged by the retainer to couple the second strap to the first strap, the retainer comprising a pair of rings, each ring of the pair of rings being a D-ring; the plurality of fasteners further comprising: a hood fastener being configured to affix the plurality of hood panels to the vehicle, the hood fastener being positioned on the third hood panel; a front windshield fastener being configured to affix the plurality of front windshield panels to the vehicle, the front windshield fastener being positioned on the first front windshield panel adjacent to the second front windshield panel; a first roof fastener being configured to affix the plurality of roof panels to the vehicle, the first roof fastener being positioned on the second roof panel adjacent to the first roof panel; a second roof fastener being configured to affix the plurality of roof panels to the vehicle, the second roof fastener being positioned on the third roof panel adjacent to the fourth roof panel; a rear windshield fastener being configured to affix the plurality of rear windshield panels to the vehicle, the rear windshield fastener being positioned adjacent to a junction between the first rear windshield panel and the second rear windshield panel; a trunk fastener being configured to affix the plurality of trunk panels to the vehicle, the trunk fastener being positioned on the second trunk panel adjacent to the third trunk panel; a pair of sleeves being configured to be positionable over a pair of side mirrors of the vehicle, each sleeve of the pair of sleeves comprising the resiliently compressible material, each sleeve of the pair of sleeves further comprising: a base wall; a perimeter wall being coupled to and extending outwardly from the base wall to define an interior space, the interior space of each sleeve of the pair of sleeves having a size being configured to receive an associated side mirror of the pair of side mirrors; an outer edge of the perimeter wall defining an opening into the interior space; the perimeter wall having a first pair of opposing lateral sides and a second pair of opposing lateral sides, the first pair of opposing lateral sides being perpendicular to the second pair of opposing lateral sides; and a cutout extending into the outer edge of each side of the second pair of opposing lateral sides, the cutout defining a square bracket shape being configured to receive an arm coupling each side mirror of the pair of side mirrors to the vehicle, the square bracket shape having rounded corners.