



US008136182B2

(12) **United States Patent**
Ellis

(10) **Patent No.:** **US 8,136,182 B2**
(45) **Date of Patent:** **Mar. 20, 2012**

(54) **AIR MATTRESS ASSEMBLY**

(76) Inventor: **John M. Ellis**, Mansfield, OH (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 862 days.

(21) Appl. No.: **12/174,057**

(22) Filed: **Jul. 16, 2008**

(65) **Prior Publication Data**

US 2009/0019638 A1 Jan. 22, 2009

Related U.S. Application Data

(60) Provisional application No. 60/959,502, filed on Jul. 16, 2007.

(51) **Int. Cl.**
A47C 27/08 (2006.01)

(52) **U.S. Cl.** **5/118; 5/706; 5/902**

(58) **Field of Classification Search** **5/118-119, 5/417, 420, 706, 902**

See application file for complete search history.

(56) **References Cited**

U.S. PATENT DOCUMENTS

D310,343 S 9/1990 Angerer
5,966,755 A 10/1999 Pittman
6,042,186 A * 3/2000 Kojic et al. 297/452.41

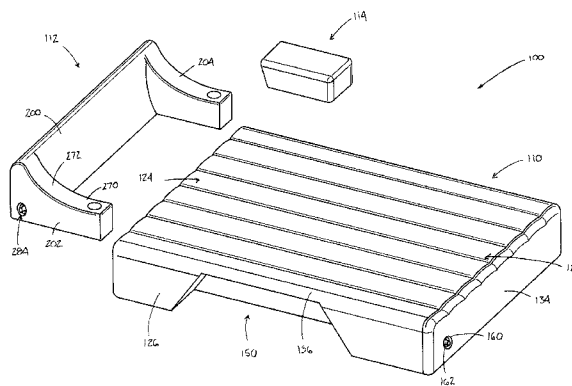
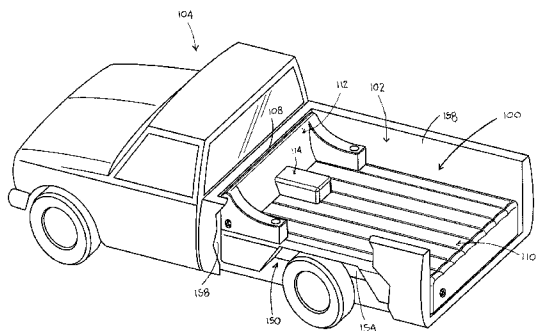
6,886,204 B2 * 5/2005 Kasatshko et al. 5/722
7,021,694 B1 4/2006 Roberts et al.
2001/0052153 A1 * 12/2001 Schwartz et al. 5/905
2002/0083528 A1 7/2002 Fisher et al.
2005/0099054 A1 5/2005 McCarthy et al.
2005/0120477 A1 6/2005 Kennan
2007/0107134 A1 * 5/2007 Pittman 5/713
* cited by examiner

Primary Examiner — Fredrick Conley
(74) *Attorney, Agent, or Firm* — Fay Sharpe LLP

(57) **ABSTRACT**

An inflatable air mattress assembly for use with a vehicle is provided. The vehicle includes a bed having protruding wheel well compartments, opposed sidewalls, a tailgate and a head-board. The air mattress assembly comprises and inflatable base, an inflatable first support and an inflatable second support. The inflatable base includes a top surface and a bottom surface. The base has lateral recesses formed therein which extend from the bottom surface towards the top surface and define a ledge over the recesses. The base is dimensioned and configured for placement in the vehicle bed with the recesses being disposed over the wheel well compartments protruding into the bed. A front portion of the base is adjacent the head-board. A rear portion of the base is adjacent a tailgate. The inflatable first support is releasably attached to the front portion of the base. The first support includes an inflatable back-rest and at least one inflatable armrest connected to the back-rest. The inflatable second support is releasably attached to one of the front portion of the base and the first support. The second support is spaced from the at least one armrest.

17 Claims, 14 Drawing Sheets



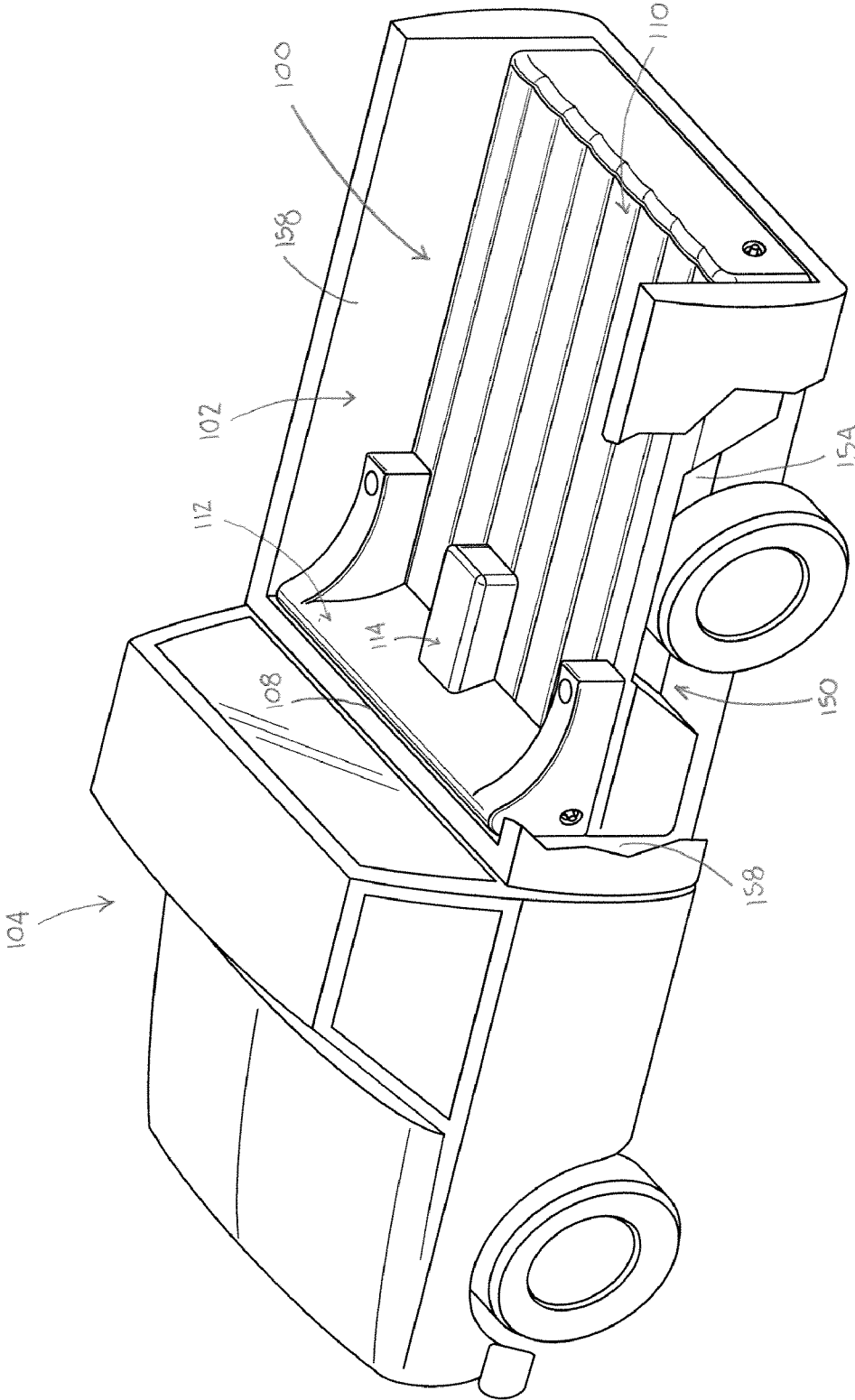


FIG. 1

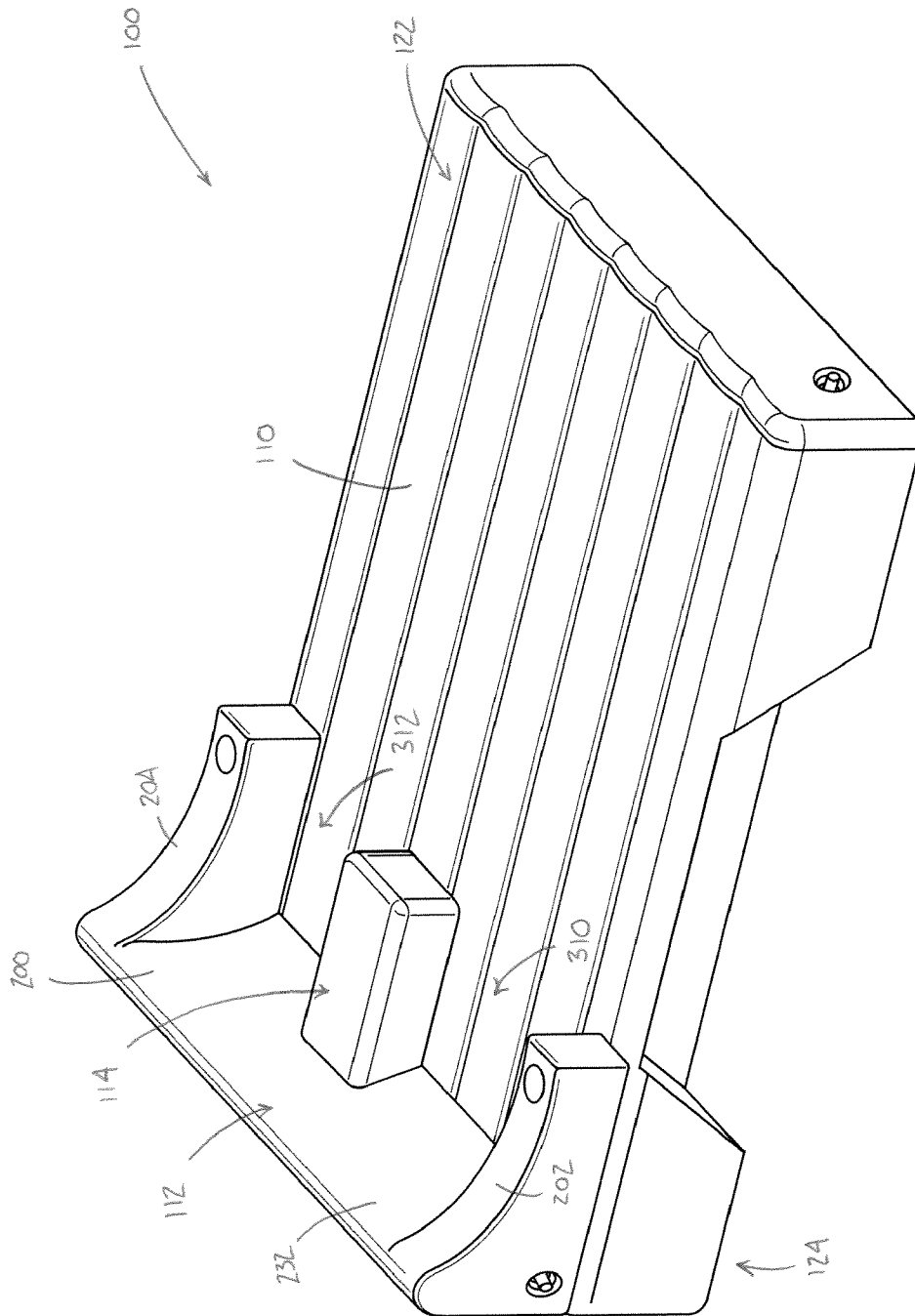


FIG. 2

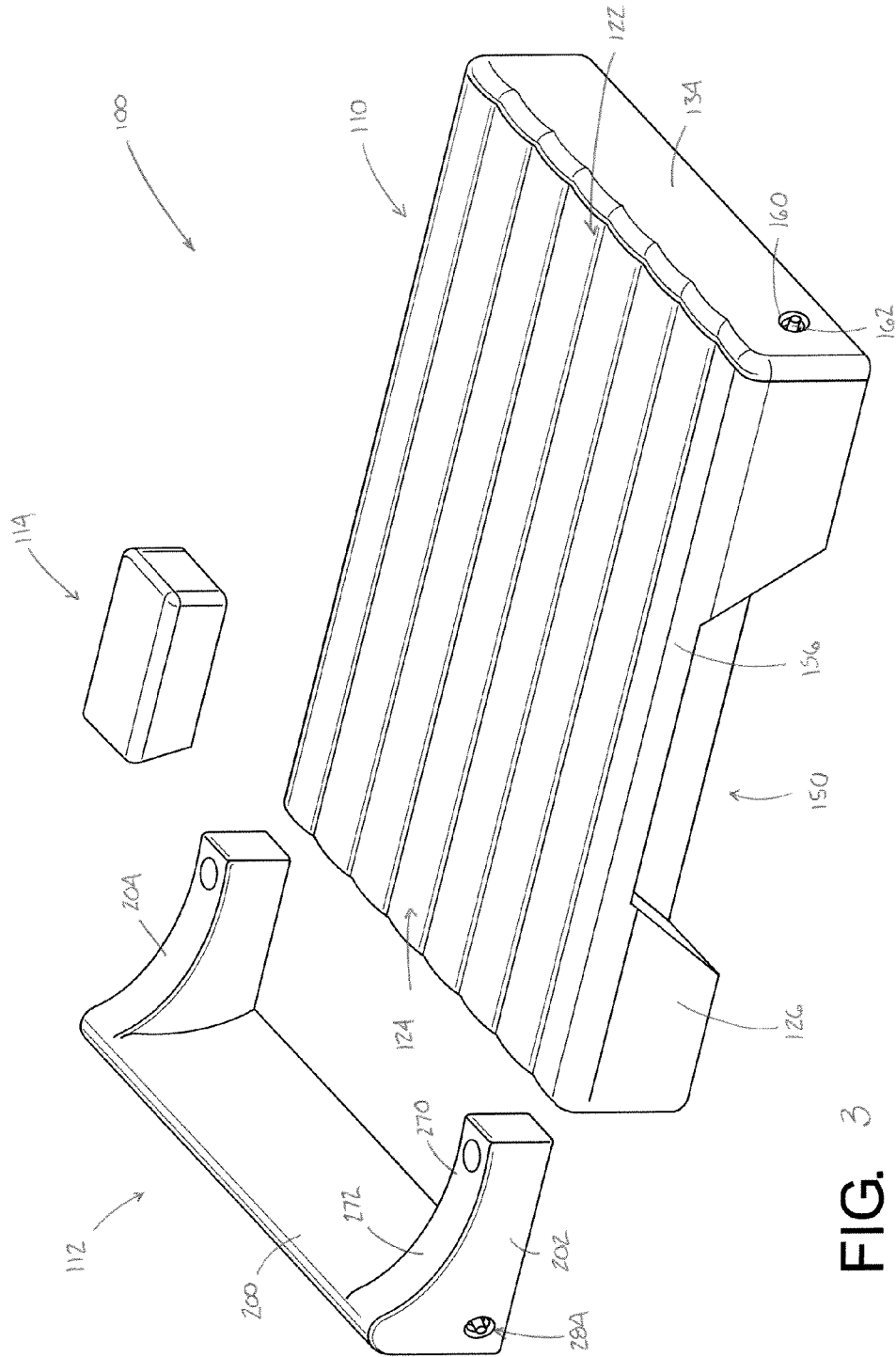


FIG. 3

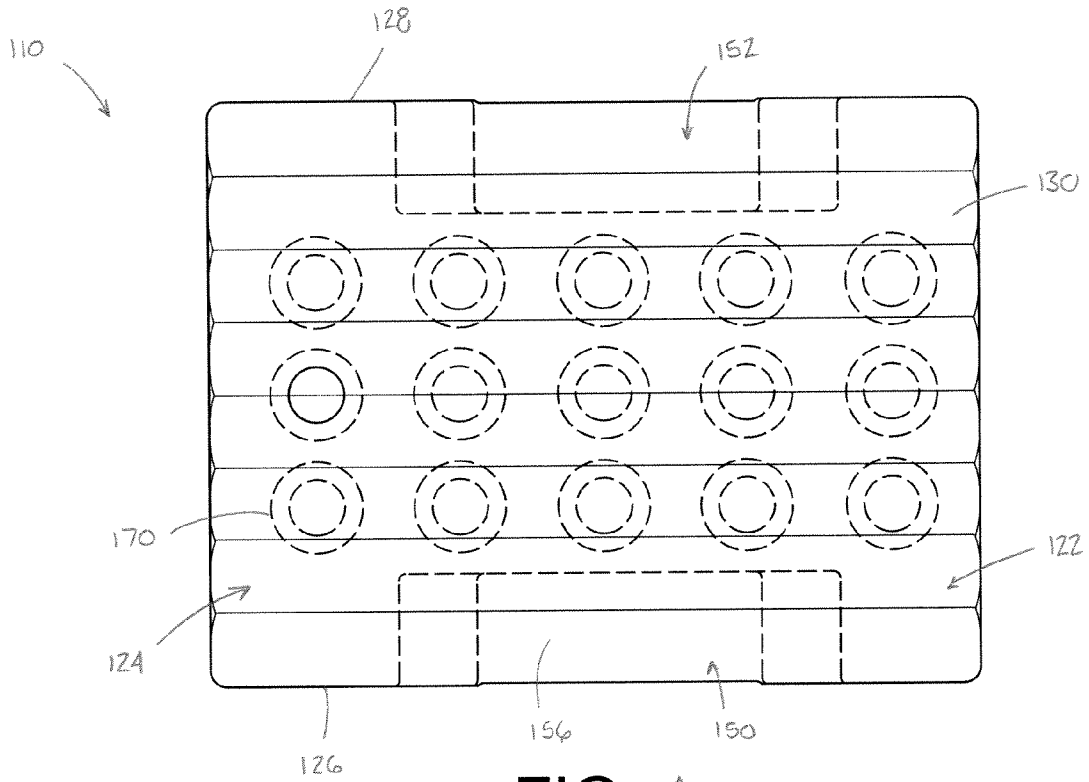


FIG. 4

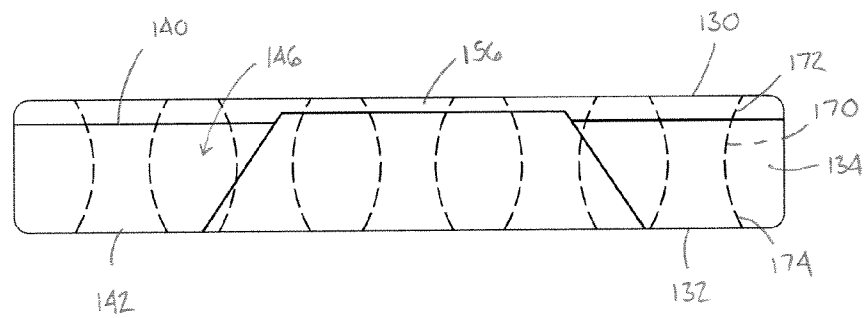


FIG. 5

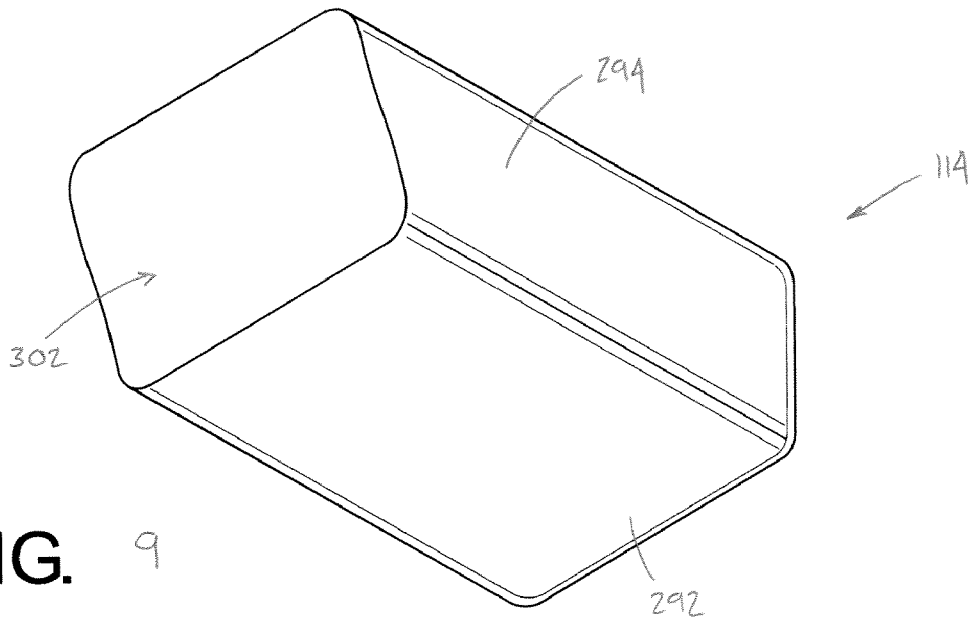


FIG. 9

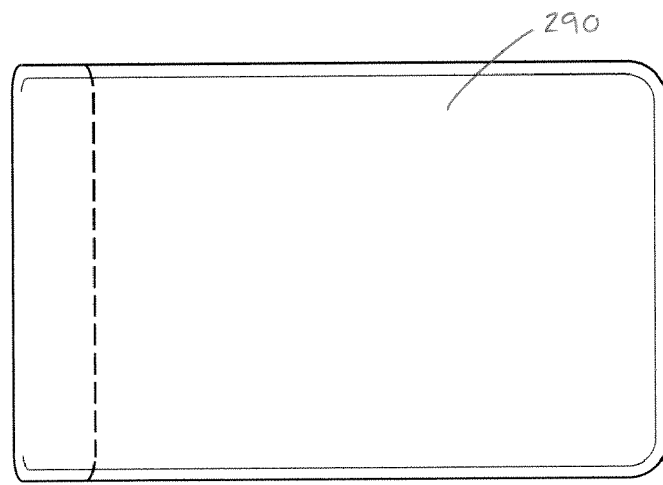


FIG. 10

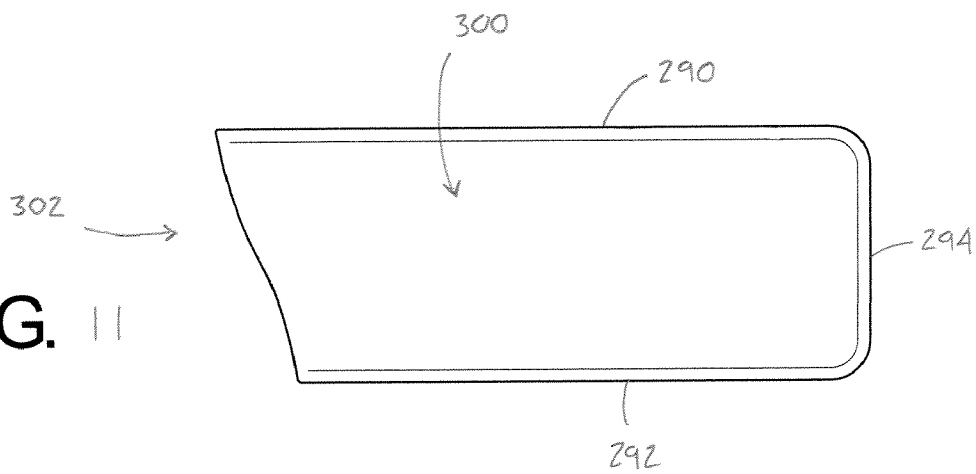


FIG. 11

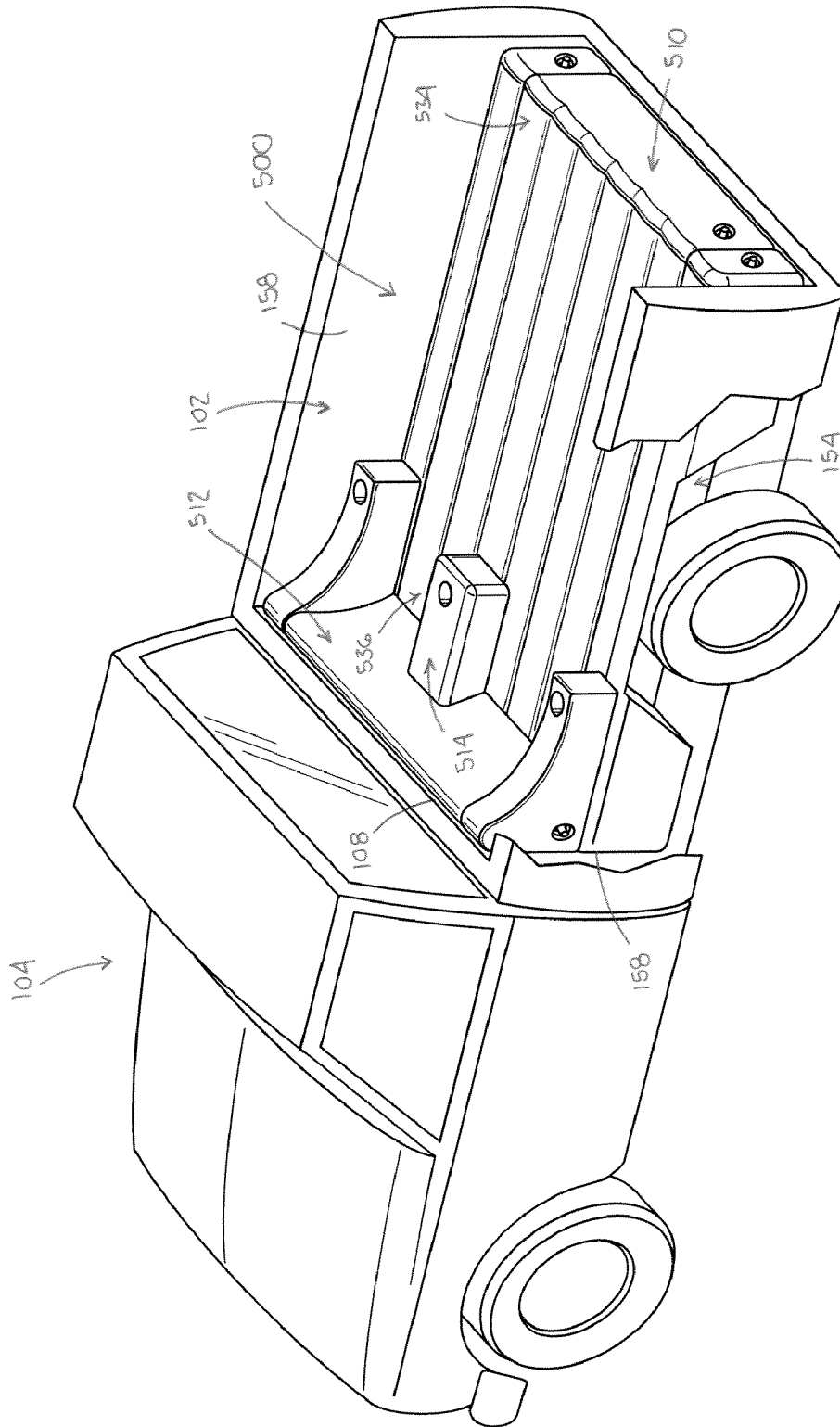


FIG. 12

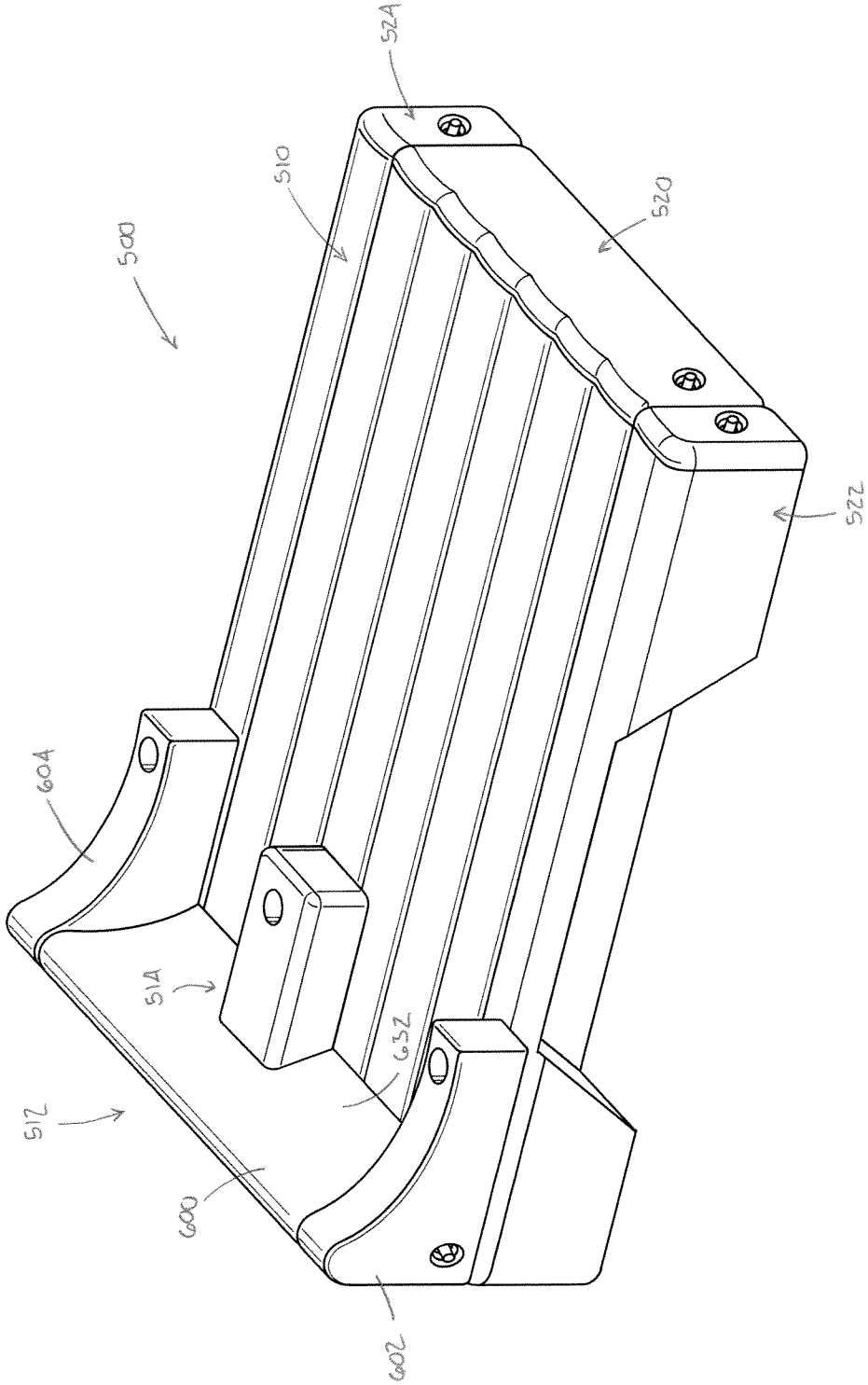


FIG. 13

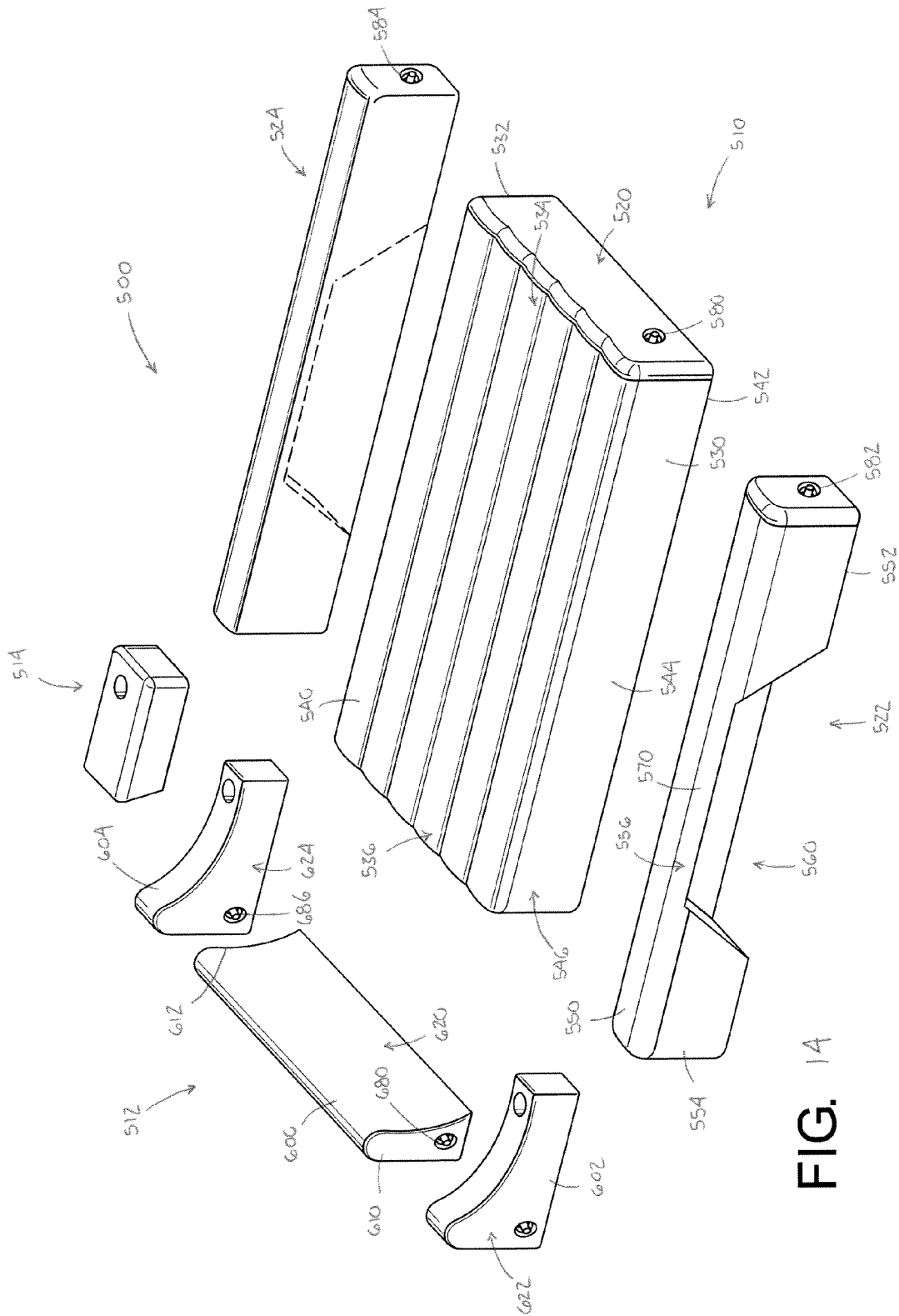


FIG. 14

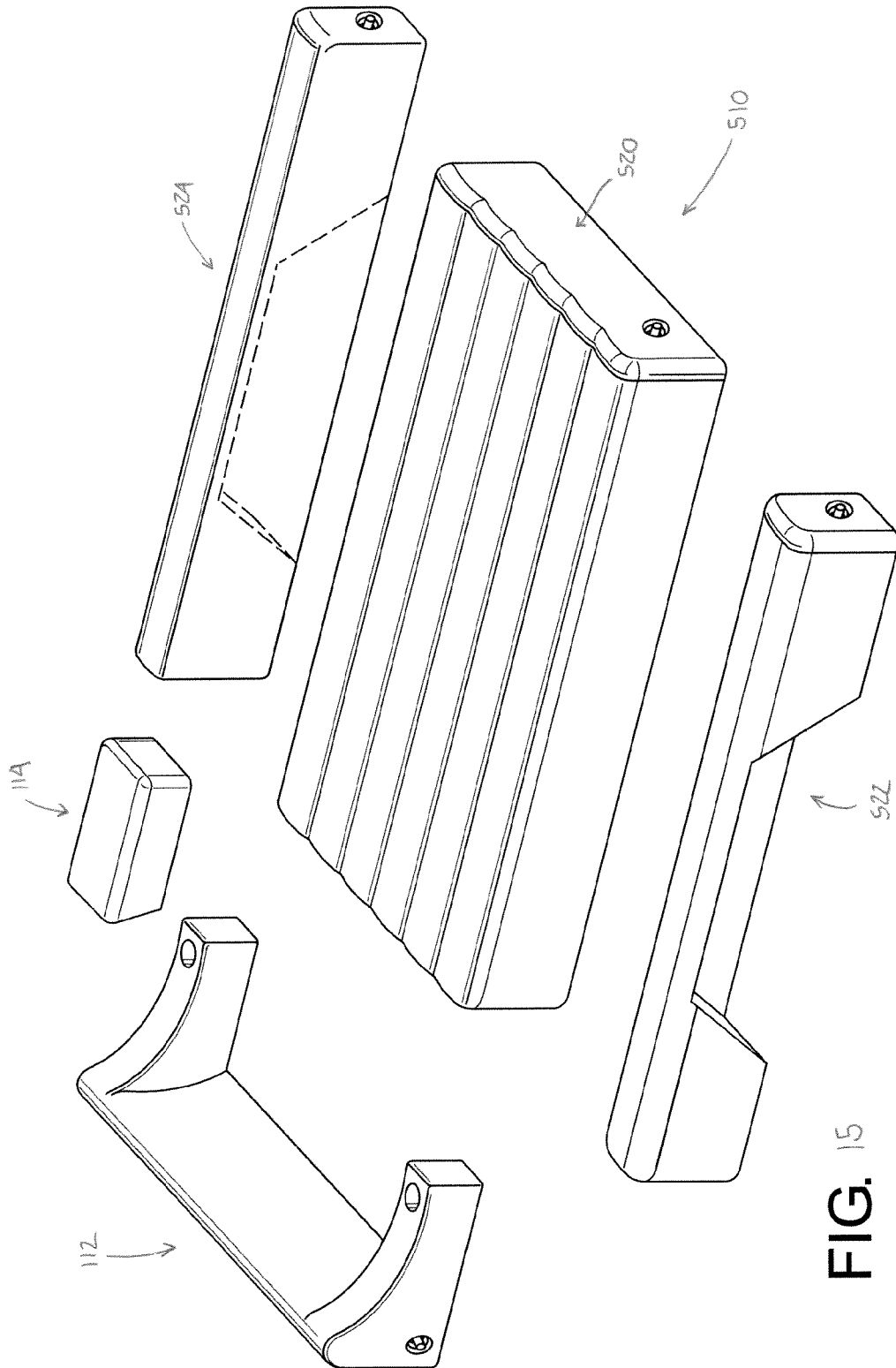


FIG. 15

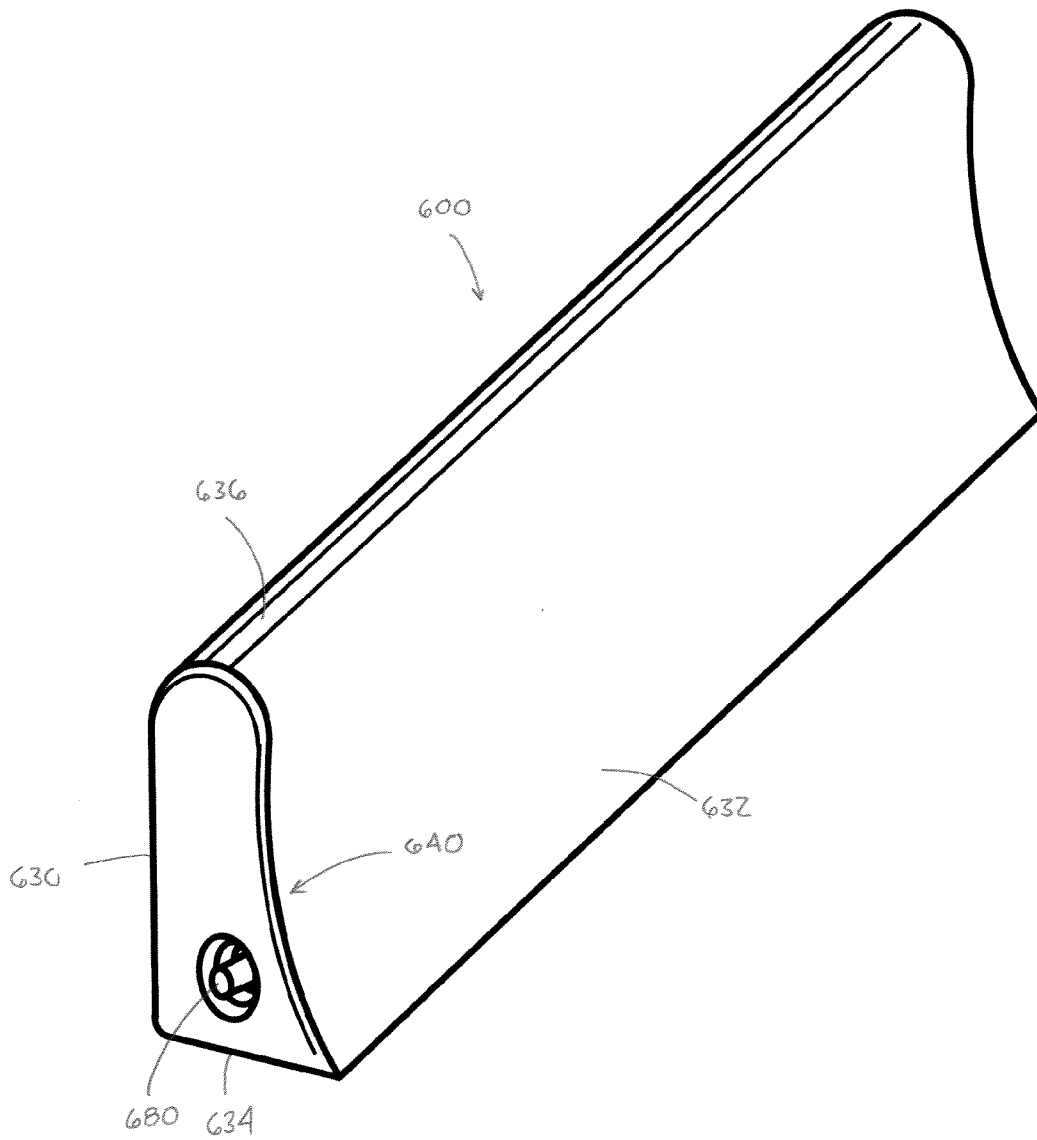


FIG. 16

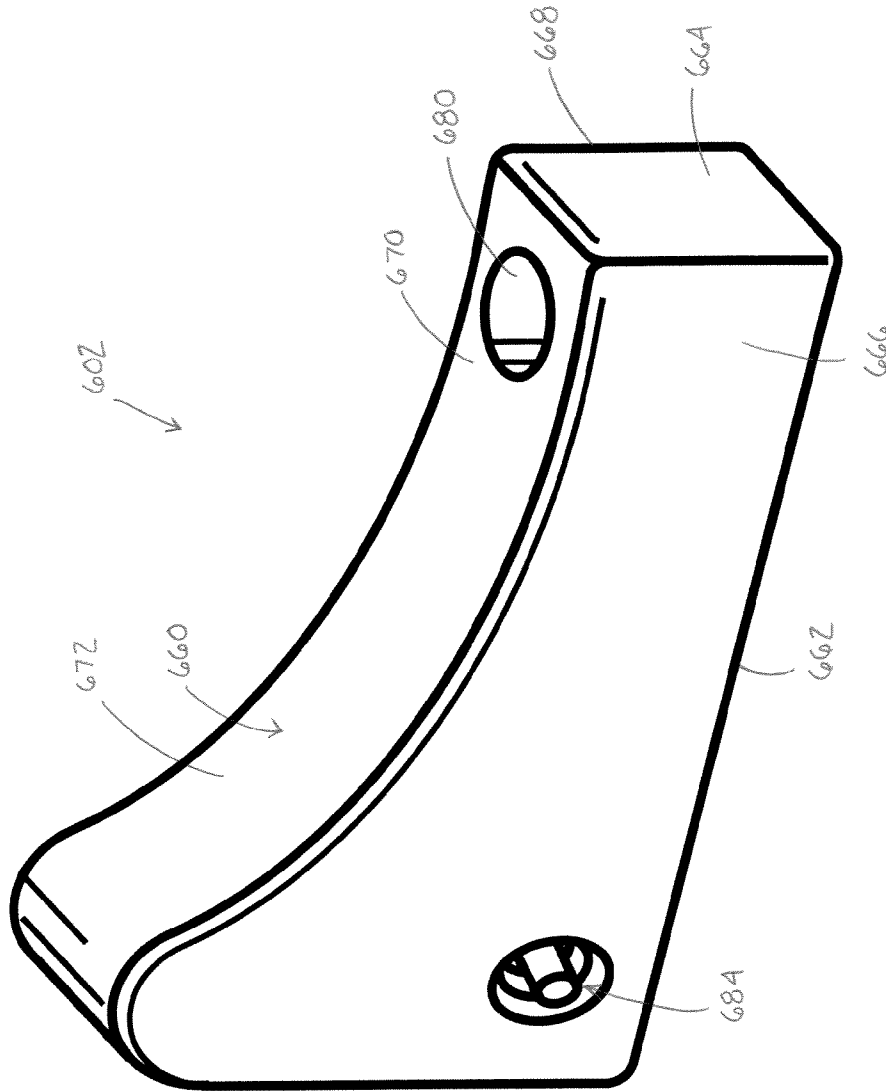


FIG. 17

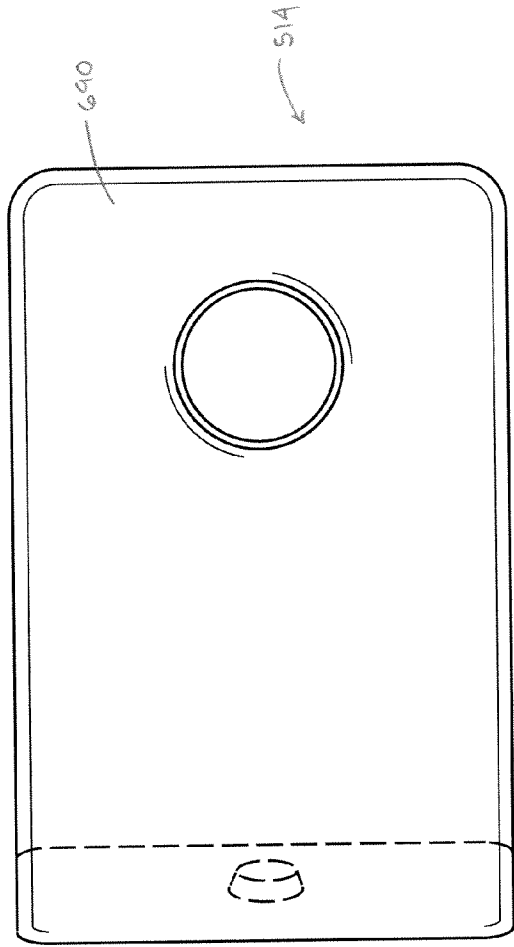


FIG. 18

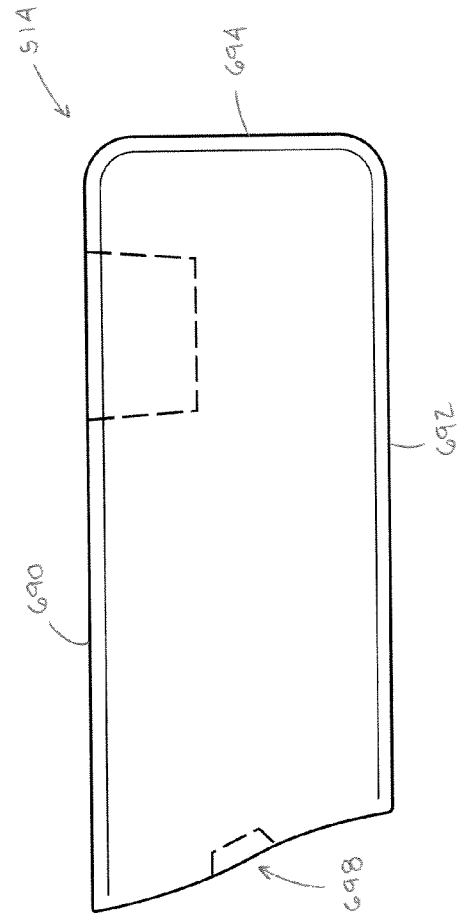


FIG. 19

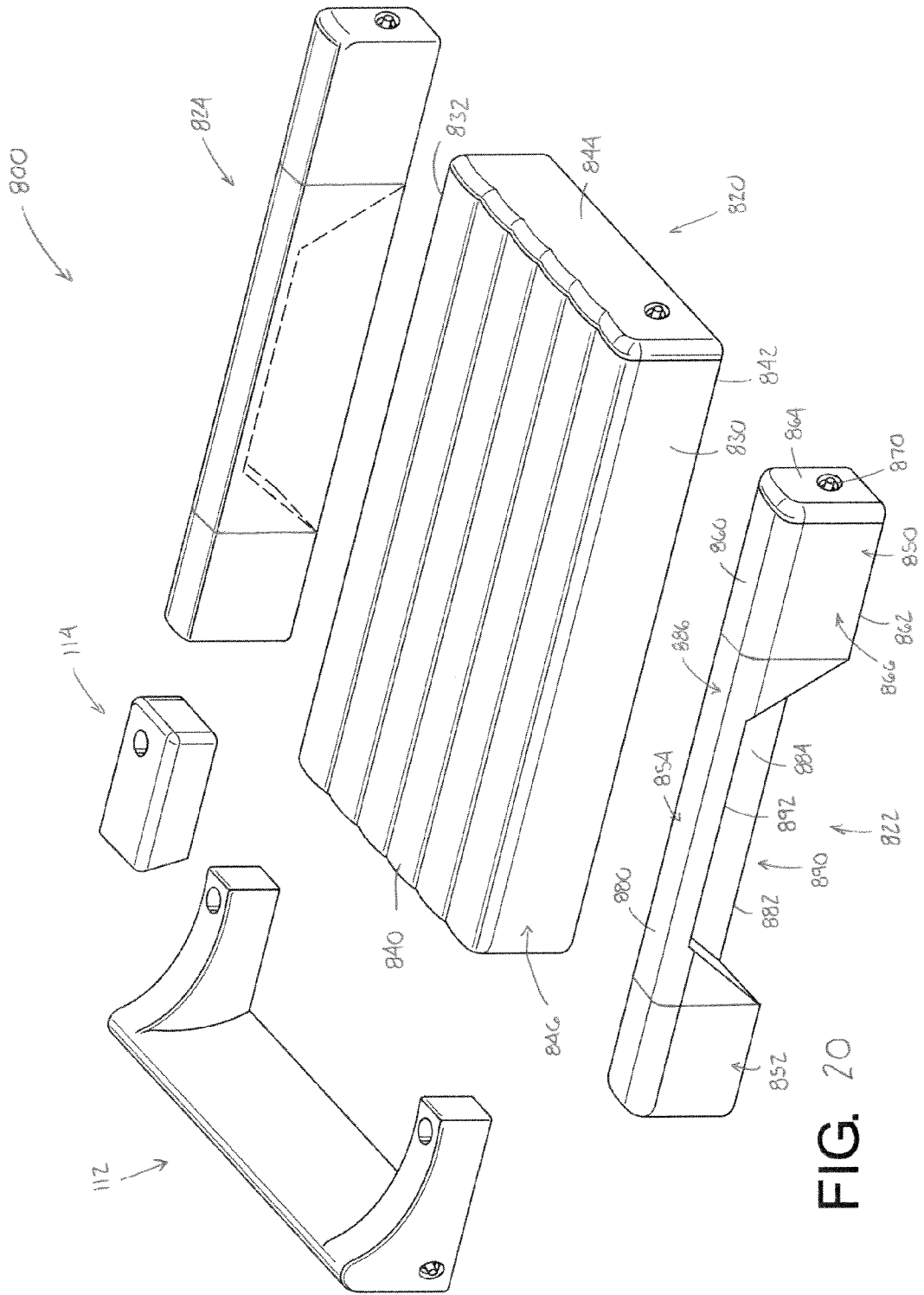


FIG. 20

AIR MATTRESS ASSEMBLY

CROSS REFERENCE TO RELATED APPLICATIONS

This application claims priority from U.S. Provisional Patent Application Ser. No. 60/959,502, filed 16 Jul. 2007, the disclosure of which is incorporated herein by reference.

BACKGROUND

The present disclosure generally relates to an air mattress assembly. More particularly, the present disclosure is directed to an air mattress assembly for use with a pickup truck, van, sports utility vehicle (SUV), station wagon and the like.

Certain types of vehicles such as pickup trucks, vans, SUVs and station wagons have flatbeds or beds that are normally used to carry cargo or the like. Flatbeds or beds, which are open containers formed within the structure of the vehicle for carrying cargo, generally contain cumbersome protruding wheel well compartments that can greatly impinge on the size and shape of the cargo that can fit in the flatbed. Furthermore, when such vehicles are changed over and utilized for the transportation of passengers, or used as sleeping quarters in the course of a trip requiring a prolonged or overnight stay, the transformation of the flatbed from a working storage area to a comfortable sleeping or reclining quarters can be problematic and uncomfortable at best. When attempting to accommodate passengers whom desire to use this converted space, the protruding wheel well compartments represent an inherent problem by getting in the way of and diminishing what limited comfort various types of coverings and padding, such as a conventional mattress, unable to fit around the wheel wells, can provide. Another inherent problem in this type of changeover is that flatbeds are frequently dirtied by use, are hard and uncomfortable.

Attempts have been made to use various cloth and/or plastic coverings for flatbeds but these solutions usually move or easily slide about, are unable to appropriately accommodate the protruding wheel well compartments and simply do not supply enough comfort for the flatbed. It would be desirable to provide an air mattress assembly specifically shaped and designed for the vehicle flatbed, allowing the user to comfortably use the air mattress assembly, despite the presence of the uncomfortable and intrusive wheel well compartments.

BRIEF DESCRIPTION

In accordance with one aspect, an inflatable air mattress assembly for use with a vehicle is provided. The vehicle includes a bed having protruding wheel well compartments, opposed sidewalls, a tailgate and a headboard. The air mattress assembly comprises an inflatable base, an inflatable first support and an inflatable second support. The inflatable base includes a top surface and a bottom surface. The base has lateral recesses formed therein which extend from the bottom surface towards the top surface and define a ledge over the recesses. The base is dimensioned and configured for placement in the vehicle bed with the recesses being disposed over the wheel well compartments protruding into the bed. A front portion of the base is adjacent the headboard. A rear portion of the base is adjacent a tailgate. The inflatable first support is releasably attached to the front portion of the base. The first support includes an inflatable backrest and at least one inflatable armrest connected to the backrest. The inflatable second

support is releasably attached to one of the front portion of the base and the first support. The second support is spaced from the at least one armrest.

In accordance with another aspect, an air mattress assembly for a pickup truck comprises an inflatable base, an inflatable first support and an inflatable second support. The inflatable base is configured for placement in a pickup bed. The base covers the substantially entire bed including wheel well compartments protruding therein. The inflatable first support is removably attached to the front portion of the base. The first support has a width approximately equal to a width of the base. The first support includes an inflatable backrest and first and second inflatable armrests. Each of the backrest and the first and second armrests define an air chamber. At least one of the first and second armrests includes a cup holder. The inflatable second support is removably attached to one of the first support and the base. The second support is positionable along the width of the first support and serves as an additional armrest.

In accordance with yet another aspect, an air mattress assembly for a pickup truck comprises an inflatable base, an inflatable first support and an inflatable second support. The inflatable base is dimensioned and configured for placement in a pickup bed. The base covers the substantially entire bed including wheel well compartments. The base includes a first member and a second member releasably connected to the first member. At least one of the first and second members is formed from a first inflatable component and a second inflatable component. One of the first and second components has a lateral recess formed therein. The recess is disposed over a wheel well compartment protruding into the bed. The inflatable first support is removably attached to the front portion of the base. The first support includes an inflatable backrest and first and second inflatable armrests. At least one of the first and second armrests includes a cup holder. The inflatable second support is removably attached to one of the first support and the base. The second support provides an additional armrest.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view, partially broken away of an air mattress assembly according to one aspect of the present disclosure positioned within a bed of a pickup truck.

FIG. 2 is a perspective view of the air mattress assembly of FIG. 1.

FIG. 3 is an exploded perspective view of the air mattress assembly of FIG. 1.

FIG. 4 is a top plan view of a base of the air mattress assembly of FIG. 1.

FIG. 5 is a side elevational view of the base of FIG. 4.

FIG. 6 is a front elevational view of a first support of the air mattress assembly of FIG. 1.

FIG. 7 is a top plan view of the first support of FIG. 6.

FIG. 8 is a cross-sectional view of the first support of FIG. 6 taken generally along line 8-8 of FIG. 6.

FIG. 9 is a perspective view of a second support of the air mattress assembly of FIG. 1.

FIG. 10 is a top plan view of the second support of FIG. 9.

FIG. 11 is a side elevational view of the second support of FIG. 9.

FIG. 12 is a perspective view, partially broken away of an air mattress assembly according to another aspect of the present disclosure positioned within a bed of a pickup truck.

FIG. 13 is a perspective view of the air mattress assembly of FIG. 12.

FIG. 14 is an exploded perspective view of the air mattress assembly of FIG. 12.

FIG. 15 is an exploded perspective view of the first and second supports of the air mattress assembly of FIG. 1 and a base of the air mattress assembly of FIG. 12.

FIG. 16 is a perspective view of a backrest of a first support of the air mattress assembly of FIG. 12.

FIG. 17 is a perspective view of an armrest of the first support of the air mattress assembly of FIG. 12.

FIG. 18 is a top plan view of a second support of the air mattress assembly of FIG. 12.

FIG. 19 is a side elevational view of the second support of FIG. 18.

FIG. 20 is an exploded perspective view of an air mattress assembly according to yet another aspect of the present disclosure.

DETAILED DESCRIPTION

It should, of course, be understood that the description and drawings herein are merely illustrative and that various modifications and changes can be made in the structures disclosed without departing from the present disclosure. It will also be appreciated that the various identified components of the air mattress assembly disclosed herein are merely terms of art that may vary from one manufacturer to another and should not be deemed to limit the present disclosure. Although the air mattress assembly is shown sized for a pickup truck bed, it should be appreciated that the air mattress assembly can be configured to accommodate any pickup-like vehicles (i.e., an El Camino), SUVs, vans, station wagons, mid-size or smaller vehicles. It should also be appreciated that the term air can include any conventional inflating substance. All references to direction and position, unless otherwise indicated, refer to the orientation of the air mattress assembly illustrated in the drawings and should not be construed as limiting the claims appended hereto.

Referring now to FIGS. 1-3, wherein like numerals refer to like parts throughout the several views, an air mattress assembly 100 according to one aspect of the present disclosure is illustrated. The air mattress assembly described herein can be utilized for many different purposes, such as to accommodate sleeping in the back or bed of a vehicle or providing a comfortable place to sit during outdoor sporting events. As shown, the air mattress assembly 100 is a custom fit, inflatable unit which substantially overlies a bed 102 of a vehicle, such as the illustrated pickup truck 104. The air mattress assembly 100 generally comprises a base 110, a first support 112, and a second support 114. The first and second supports 112 and 114 are configured to be removably attached to the base 110.

As shown in FIGS. 4 and 5, the base 110, which is in the form of a mattress, is substantially rectangular and has a rear portion 122, a front portion 124 and opposed side portions 126 and 128. The rear portion 122 is located nearest a tailgate (not shown) of the pickup 104, or a hatch or rear door of the vehicle. The front portion 124 is located adjacent to a headboard 108 of the pickup or front seats of the vehicle. Thus, the base has a length which allows substantially the entire space between the tailgate and headboard 108 of the bed 102, for example, to be available for sleeping. In the depicted embodiment, the base 110 has a unitary, single body construction and includes a top surface 130 and a bottom surface 132 connected to the top surface through a continuous vertical wall 134. In particular, the top surface 130 is connected to the vertical wall 134 throughout the upper periphery of the wall at an upper seal 140. Similarly, the bottom surface 132 is connected to the vertical wall 134 throughout the lower periphery

of the wall at a lower seal 142. As a result, the top surface 130, bottom surface 132 and vertical wall 134 together form the outer structure of the base 110 and define an air chamber 146. The side edges 140, 142 of the vertical wall can be fused with the top and bottom surfaces using a conventional sealing process known to one of ordinary skill in the art. Further, user-selectable indicia may be imprinted on one of the top surface and the bottom surface.

The base side portions 126 and 128 include respective lateral recesses 150 and 152. Each recess 150, 152 is dimensioned to snugly conform around a wheel well compartment 154 located in the bed 102 of the pickup truck 104. This allows the base 110 to conform precisely to the vehicle bed for which it is intended to be used. As shown in FIG. 1, the lateral recesses 150, 152 do not extend completely from the top surface 130 to the bottom surface 132, but define a ledge 156 that sits atop the wheel well compartments 154. Therefore, the base 110 has a width which allows substantially the entire space between sidewalls 158 of the bed 102 to be available for sleeping, for example, instead of only the space between the wheel well compartments.

With reference to FIG. 3, for inflating the air chamber 146 of the base 110, an air port 160 can be provided on the rear portion 122 of the base. An air valve 162 selectively seals the air port 160. A cap (not shown) can be provided for covering the air valve, thus preventing accidental leakage of air through the air port and the air valve. As shown, the air port 160 and air valve 162 are located on the vertical wall 134 in order to facilitate easy inflation of the base 110; although, it should be understood that the air port and air valve may be located on any suitable portion of the base, depending upon the needs and desires of the user. The air valve 160 can be mounted within a recessed area (not shown) formed into the vertical wall 134 such that the air valve does not project laterally beyond the vertical wall. The air valve allows the selective passage of air in and out of the air chamber 146 and can be a standard safety valve or any other suitable, user-adjustable fluid valve commercially available and known to those of skill in the art. In the depicted embodiment, the air valve 162 is a one-way valve, or self-sealing valve, including a check valve which allows air flow into the air chamber 146 but must be pinched to allow air flow out of the chamber. For deflating, the air chamber 146 can be in fluid communication with a separate air outlet (not shown) which is connected to the vertical wall 134. The air outlet can have a wide opening for fast deflation.

With continued reference to FIGS. 4 and 5, a plurality of collapsible support columns 170 are disposed within the air chamber 146 of the base 110. Each column 170 has an upper end 172 and a lower end 174, with the upper end of each column being sealed to the top surface 130, and the lower end being sealed to the bottom surface 132. This sealing can also create an appearance of a two-piece construction, with a pillow section being disposed on the top surface. The columns 170 provide resilient support for the user, additional stability to the base 110 and equalize downward forces exerted thereon during sleeping conditions. Each column 170 can be cylindrically shaped. As depicted, the columns have one of a barrel-like and hour-glass conformation. The columns can be covered springs, air cylinders, inflatable cylinders, plastic coils or any other suitable deformable support. The columns 170 also serve as retention members which limit the outward expansion of the top and bottom surfaces 130, 132 as the air chamber 146 is being inflated with air. Alternatively, although columns are shown, other support/retention members are contemplated, such as I-beams, coil-like beams, tube-like beams and the like. Rings (not shown) may be formed where

columns are sealed to the top and bottom surfaces, thus providing an alternative design or pattern in the outer surfaces **130, 132** of the base **110**.

With reference now to FIGS. **6-8**, the first support **112** is releasably secured to the front portion **124** of the base **110** and can extend the full width of the base. The first support includes a backrest **200** and first and second armrests **202** and **204**, respectively. The first and second armrests **202, 204** extend from respective end section **210** and **214** of the backrest **200**. The backrest and the armrests are integrally formed or connected together to form a single combined air chamber **220** so that air passes freely between the backrest and the armrests. The first support **112** is releasably connected to the base **110** through the use of conventional fasteners, such as zippers, snaps, hook and lock fasteners, clips, Velcro® and the like. Alternatively, the first support can be fixedly attached to the base **110** through use of high frequency welding or other conventional process.

The backrest **200** includes a back wall **230** and a front wall **232** which are connected to each other by a bottom wall **234** and a top wall **236**. The back wall **230** extends substantially normal from the bottom wall and is supported by the headboard **108** of the bed **102** of the pickup truck **104** (see FIG. **1**). The bottom wall **234** can be shaped to mate with the contour of the top surface **130** of the base **110**. The top wall **236** can have an arcuate shape; although, this is not required. The front wall **232** can include a lumbar support section **240**. As shown, the lumbar support section is at least partially defined by a convex portion **242** and a concave portion **244**. The convex portion extends generally from the top wall **236** and the concave portion extends generally between the convex portion and the bottom wall **234**. The lumbar support section **240** is configured to bring the lower back of the user naturally against the backrest **200**.

As will also be understood and appreciated by those skilled in the art, the first and second armrests **202, 204** can be generally identical, except that they are axially mirrored relative to one another, and thus only the first armrest **202** will be described in further detail herein. In the illustrated embodiment, the first armrest **202** includes a top surface **260**, a bottom surface **262**, a front surface **264** and opposed side surfaces **266** and **268**. The top surface includes a planar portion **270** and an arcuate portion **272** which connects the planar portion to one of the front wall **232** and top wall **236** of the backrest **200**. The arcuate portion **272** extends a substantial length of the first armrest **202** thereby providing a gradual transition from the backrest **200** to the planar portion **270**. A cup holder **280** can be located on the planar portion **270** adjacent to the front surface **264**. In the depicted embodiment, the cup holder **280** is defined by a circular shaped recess **282**. The top surface **260** can have a length about two-thirds the length of the first support **112**; although, this is not required. The front surface **264** can have a height about equal to one-half the height of the backrest **200**; although, this is not required. It will be appreciated that the above dimensions may vary widely within the scope of the present disclosure, depending in part upon the size of the desired air mattress assembly **100**.

To inflate the first support **112**, one of the backrest **200** and first and second armrests **202, 204** includes an inflation aperture or air valve **284** (FIG. **3**). Similar to the air valve of the base **110**, the air valve allows the selective passage of air in and out of the air chamber **220** and can be a standard safety valve or any other suitable, user-adjustable fluid valve commercially available and known to those of skill in the art.

With reference again to FIG. **2**, the second support **114** is releasably secured to the front portion **124** of the base **110**

adjacent to the front wall **232** of the first support **112**. As shown in FIGS. **9-11**, the second support, which can serve as an additional armrest for the user of the air mattress assembly **100**, is substantially rectangular in shape and includes a top surface **290** and a bottom surface **292** connected to the top surface through a continuous vertical wall **294**. The top surface **290**, bottom surface **292** and vertical wall **294** together form the outer structure of the second support **114** and define an air chamber **300**. Similar to the base **110**, the side edges of the vertical wall can be fused with the top and bottom surfaces using a conventional sealing process known to one of ordinary skill in the art. A rear section **302** of the vertical wall **294** is configured to mate with the contour of the front wall **232** of the backrest **200**, particularly a portion of the lumbar support section **240**. The second support **114** can have a width about equal to one-fourth the width of the first support **112**, a length about equal to the length of the first and second armrests **202, 204**, and a height substantially equal to the height of the armrest front surface **264**. Again, it will be appreciated that the above dimensions may vary widely within the scope of the present disclosure, depending in part upon the size of the desired air mattress assembly **100**.

The second support **114** is releasably connected to one of the first support **112** and the base **110** through the use of conventional fasteners, such as zippers, snaps, hook and lock fasteners, clips, Velcro® and the like. Alternatively, the second support can be fixedly attached to the base **110** through use of high frequency welding or other conventional process. The second support **114** can be selectively positioned along the width of the first support **112** such that first and second separated seating areas **310, 312** (see FIG. **2**) having varying widths can be defined by the first and second supports **112, 114**. The second support can include a cup holder (see FIG. **12**) similar to the cup holder **280** of the armrest **202**.

To inflate the second support **114**, the vertical wall **294** can include an inflation aperture or air valve (not shown). Again, the air valve allows the selective passage of air in and out of the air chamber **300** and can be a standard safety valve or any other suitable, user-adjustable fluid valve commercially available and known to those of skill in the art.

The components of the air mattress assembly **100** can be selectively inflated via an air pump (not shown). The air pump may be any conventional portable air pump and may be powered by the vehicle's battery, a separate portable battery, a standard outdoor 110-volt or 220-volt ac power supply, such as are often found in camping grounds and trailer parks, or by any other suitable power source, including any standard indoor or outdoor AC or DC electrical sources. A cavity (not shown) can be formed on the base **110**, the cavity being sized and shaped to receive the air pump. The air pump can be fixed within the cavity, or can be removable, allowing for separate storage and transport.

The components of the air mattress assembly **100** can be made from a conventional vinyl material, rubber material or other suitable, pliable, durable plastic. The thickness of the base **110** may vary according to the vehicle for which it is intended to be used with and based upon the desired amount of cushioning and support that the base is to demonstrate. The other dimensions of the custom fit air mattress assembly **100** will depend upon the make and model of vehicle with which it is to be used with because these dimensions vary from vehicle to vehicle. While the base **110** and second support **114** of the air mattress assembly **100** has been referred to as having a substantially rectangular shape, it should be noted that the base **110** and second support **114** may have another desired shape, dependent upon the structure that the air mattress assembly is to be used with, so long as the air mattress

assembly **100** is custom fit to be snugly received within the desired area of the vehicle, and in the case of the pickup **104**, with the bed **102** and over the protruding wheel well compartments **154**.

The components of the air mattress assembly **100** have been described as each component defining a separate air chamber. It should also be appreciated that the respective air chambers **146**, **220** and **300** of the base **110**, first support **112** and second support **114** can be in fluid communication with each other. In that instance, the air mattress assembly **100** would be a unitary one-piece inflatable assembly having a single air valve for inflating each air chamber.

With reference now to FIGS. **12-14**, an air mattress assembly **500** according to another aspect of the present disclosure is illustrated. Similar to air mattress assembly **100**, air mattress assembly **500** is a custom fit, inflatable unit which substantially overlies the bed **102** of the illustrated pickup truck **104** (see FIG. **1**). The air mattress assembly **500** generally comprises a base **510**, a first support **512**, and a second support **514**, the first and second supports being configured to be removably attached to the base.

As shown in FIGS. **13** and **14**, the base **510** includes a first inflatable member **520**, which is in the form of a mattress, and second and third inflatable members **522** and **524**, respectively, which are selectively attached to opposed side portions **530** and **532** of the first member **520**. The first member is substantially rectangular in shape and has a rear portion **534**, which is located nearest the tailgate of the pickup **104**, and a front portion **536**, which is located adjacent to the headboard **108** of the pickup. The side portions are located adjacent the wheel well compartment **154** located in the bed **102** of the pickup **104**. Thus, the first member has a length and width which allows substantially the entire space between the tailgate and headboard **108** and wheel well compartments **154** of the bed **102**, for example, to be available for sleeping. In the depicted embodiment, the first member **520** has a unitary, single body construction and includes a top surface **540** and a bottom surface **542** connected to the top surface through a continuous vertical wall **544**. The top surface, bottom surface and vertical wall together define an air chamber **546**.

As will also be understood and appreciated by those skilled in the art, the second and third inflatable members **522** and **524** can be generally identical, except that they are axially mirrored relative to one another. By having the second and third members **522** and **524** being generally identical, the cost of manufacturing the base **510** is significantly reduced (e.g., only a single mold is required to manufacture the second and third members). Further, by having a multiple member base **510**, a consumer can replace one of the members of the base if that member is damaged without having to replace the entire base **510** (as compared to replacing the unitary base **110**). Thus, the multiple member base provides cost savings to the consumer.

Only the second member **522** will be described in further detail herein. In the illustrated embodiment, the second member includes a top surface **550** and a bottom surface **552** connected to the top surface through a continuous vertical wall **554**. The top surface, bottom surface and vertical wall together define an air chamber **556**. The second member **522** has a length approximately equal to the length of the first support **520** and width approximately equal to a width of the wheel well compartment **154**. As shown, the second member **522** includes a lateral recess **560** that is dimensioned to snugly conform around the wheel well compartment **154**. As shown in FIG. **14**, the lateral recess **560** does not extend completely from the top surface **552** to the bottom surface **552**, but defines a respective ledge **570** that sits atop the wheel well

compartments **154**. The second inflatable member **522** is releasably connected to the first member **520** through the use of conventional fasteners, such as zippers, snaps, hook and lock fasteners, clips, Velcro® and the like. With the second and third members **522** and **524** selectively attached to the opposed side portions **530** and **532** of the first member **520**, the base **110** can have a width which allows substantially the entire space between sidewalls **158** of the bed **102** to be available instead of only the space between the wheel well compartments.

To inflate the first member **520**, second member **522** and third member **524**, each member includes a respective inflation aperture or air valve **580**, **582**, **584**. Similar to the air valve of the base **110**, the air valve allows the selective passage of air in and out of the respective air chamber of each member and can be a standard safety valve or any other suitable, user-adjustable fluid valve commercially available and known to those of skill in the art.

With continued reference to FIGS. **13** and **14**, the first support **512** is releasably secured to the base **510** and can extend the full width of the base. The first support includes a backrest **600** and first and second armrests **602** and **604**, respectively. The first and second armrests **602**, **604** extend from respective end section **610** and **614** of the backrest **600**. In this embodiment, the backrest **600** and the first and second armrests **602** and **604** are separate members, each defining a separate air chamber **620**, **622** and **624**, respectively. Alternatively, as shown in FIG. **15**, the first support **112** can be used with the base **510**.

As shown in FIG. **16**, the backrest **600** includes a back wall **630** and a front wall **632** which are connected to each other by a bottom wall **634** and a top wall **636**. The back wall **630** extends substantially normal from the bottom wall and is supported by the headboard **108** of the bed **102** of the pickup truck **104**. The bottom wall **634** can be shaped to mate with the contour of the top surface of the base **510**. The front wall **232** can include a lumbar support section **640**, which is similar to lumbar support section **240**.

As will also be understood and appreciated by those skilled in the art, the first and second armrests **602**, **604** can be generally identical, except that they are axially mirrored relative to one another. As indicated previously with respect to the multiple member base **510**, by having the first and second armrests **602**, **604** being generally identical, the cost of manufacturing the first support **512** is also significantly reduced (e.g., only a single mold is required to manufacture the first and second armrests). Further, a consumer can easily replace an armrest if that armrest is damaged without having to replace the entire first support **512** (as compared to replacing the unitary first support **112**). Again, this provides cost savings to the consumer.

Only the first armrest **602** will be described in further detail herein. In the illustrated embodiment of FIG. **17**, the first armrest **602** includes a top surface **660**, a bottom surface **662**, a front surface **664** and opposed side surfaces **666** and **668**. The top surface includes a planar portion **670** and an arcuate portion **672** which connects the planar portion to one of the front wall **632** and top wall **636** of the backrest **600**. A cup holder **680** can be located on the armrest adjacent to the front wall.

To inflate the backrest **600** and first and second armrests **602** and **604**, each component includes an inflation aperture or air valve **682**, **684** and **686**. The air valve allows the selective passage of air in and out of the respective air chamber of each member and can be a standard safety valve or any other suitable, user-adjustable fluid valve commercially available and known to those of skill in the art.

The backrest **600** is releasably connected to the base **510** through the use of conventional fasteners. The first and second armrests **602**, **604** are releasably connected to at least one of the backrest and base through the use of conventional fasteners. Alternatively, the first and second armrests can be fixedly attached to the backrest through use of high frequency welding or other conventional process.

With continued reference to FIG. **13**, and additional reference to FIGS. **18** and **19**, the second support **514**, which is similar to second support **114**, is releasably secured to the base **510** adjacent to the front wall **632** of the first support **512**. The second support, which can serve as an additional armrest for the user of the air mattress assembly **500**, includes a top surface **690** and a bottom surface **692** connected to the top surface through a continuous vertical wall **694**. The second support **114** is releasably connected to one of the first support **512** and the base **510** through the use of conventional fasteners. To inflate the second support **514**, the vertical wall **694** can include an inflation aperture or air valve **698**. Again, the air valve allows the selective passage of air in and out of an air chamber **700** defined by the second support and can be a standard safety valve or any other suitable, user-adjustable fluid valve commercially available and known to those of skill in the art.

With reference now to FIG. **20**, an air mattress assembly **800** according to yet another aspect of the present disclosure is illustrated. Similar to air mattress assembly **500**, air mattress assembly **800** is a custom fit, inflatable unit which substantially overlies the bed **102** of the illustrated pickup truck **104** (see FIG. **1**). The air mattress assembly **800** generally comprises a base **810**, the first support **112**, and the second support **114**, the first and second supports being configured to be removably attached to the base.

Similar to base **510**, base **810** includes a first inflatable member **820**, which is in the form of a mattress, and second and third inflatable members **822** and **824**, respectively, which are selectively attached to opposed side portions **830** and **832** of the first member **820**. In the depicted embodiment, the first member **820** has a unitary, single body construction and includes a top surface **840** and a bottom surface **842** connected to the top surface through a continuous vertical wall **844**. The top surface, bottom surface and vertical wall together define an air chamber **846**. The first member **820** is substantially identical to first member **520** so that further discussion herein is deemed unnecessary.

The second and third members **822** and **824** have a length approximately equal to the length of the first member **820** and width approximately equal to a width of the wheel well compartment **154**. The second and third members are releasably connected to the first member **820** through the use of conventional fasteners, such as zippers, snaps, hook and lock fasteners, clips, Velcro® and the like. With the second and third members **822** and **824** selectively attached to the opposed side portions **830** and **832** of the first member **820**, the base **810** can have a width which allows substantially the entire space between sidewalls **158** of the bed **102** to be available instead of only the space between the wheel well compartments.

As will also be understood and appreciated by those skilled in the art, the second and third inflatable members **822** and **824** can be generally identical, except that they are axially mirrored relative to one another. Again, this can reduce the costs of manufacturing. Only the second member **822** will be described in further detail herein. In the illustrated embodiment, the second member is a multiple component member that can include first and second end components **850** and **852**, respectively, and a center, wheel well component **854**. In the illustrated embodiment, the first and second end compo-

ponents and center components are separate, inflatable components. Each end component **850** and **852** is releasably connected to an end section of the center component **854** through the use of conventional fasteners, such as zippers, snaps, hook and lock fasteners, clips, Velcro® and the like. Alternatively, it should be appreciated that one of the first and second end components can be integrally connected to the center component.

As shown in FIG. **20**, the first end component includes a top surface **860** and a bottom surface **862** connected to the top surface through a continuous wall **864**. The top surface, bottom surface and vertical wall together define an air chamber **866**. To inflate the first end component, an inflation aperture or air valve **870** is provided. As will be appreciated, depending on the length of the truck bed **102**, the first and second end components **850**, **852** can be generally identical. Thus, further discussion of the second component **852** is deemed unnecessary.

The center component includes a top surface **880** and a bottom surface **882** connected to the top surface through a continuous vertical wall **884**. The top surface, bottom surface and vertical wall together define an air chamber **886**. As shown, the center component includes a lateral recess **890** that is dimensioned to snugly conform around the wheel well compartment **154**. As shown in FIG. **20**, the lateral recess **890** does not extend completely from the top surface **880** to the bottom surface **882**, but defines a respective ledge **892** that sits atop the wheel well compartments **154**. To inflate the center component, an inflation aperture or air valve (not visible) **870** is provided.

By having generally identical first and second end components **850** and **852**, the cost to manufacture the second member **822** is significantly reduced (e.g., only a single mold is required to manufacture the first and second end components). Further, first and second end components of varying lengths can be manufactured. For example, the first end component **850** can have one of a first length and a second length and the second end component **852** can have one of the first length and the second length. This allows for use of a common length center component **854** regardless of the length of the truck bed. Further because the second and third members **822** and **824** are generally identical, the cost of manufacturing the base **810** is significantly reduced. Again, by having a multiple member base **810**, a consumer can replace one of the base members without having to replace the entire base **810**.

It will be appreciated that various of the above-disclosed and other features and functions, or alternatives thereof, may be desirably combined into many other different systems or applications. Also that various presently unforeseen or unanticipated alternatives, modifications, variations or improvements therein may be subsequently made by those skilled in the art which are also intended to be encompassed by the following claims.

What is claimed is:

1. An inflatable air mattress assembly for use with a vehicle including a bed having protruding wheel well compartments, opposed sidewalls, a tailgate and a headboard, the air mattress assembly comprising:

an inflatable base including a top surface and a bottom surface, the base having lateral recesses formed therein which extend from the bottom surface towards the top surface and define a ledge over the recesses, wherein the base is dimensioned and configured for placement in a vehicle bed with the recesses being disposed over wheel well compartments protruding into the bed, a front portion of the base being adjacent a headboard, a rear portion of the base being adjacent a tailgate, wherein the

11

base member includes a first member and a second member releasably connected to the first member, the second member including one of the lateral recesses; an inflatable first support releasably attached to the front portion of the base, the first support including an inflatable backrest and at least one inflatable armrest connected to the backrest; and an inflatable second support releasably attached to one of the front portion of the base and the first support, the second support being spaced from the at least one armrest.

2. The air mattress assembly of claim 1, further comprising a plurality of collapsible support columns disposed within the base, each of the columns extending between the top surface and bottom surface of the base, the collapsible columns having a substantially hour-glass configuration.

3. The air mattress assembly of claim 1, wherein the first support includes a first armrest and a second armrest, the first and second armrests extending from respective first and second end sections of the backrest.

4. The air mattress assembly of claim 3, wherein at least one of the first and second armrests includes a cup holder.

5. The air mattress assembly of claim 1, wherein the second support is configured to be selectively positioned along a width of the first support such that first and second separated seating areas having varying widths can be defined by the first and second supports.

6. The air mattress assembly of claim 1, wherein the second member includes a first inflatable component and a separate second inflatable component releasably connected to the first component, wherein at least one of the first and second components includes the lateral recess.

7. The air mattress assembly of claim 1, wherein the second member includes first, second and third separate inflatable components, the first and second components being releasably connected to respective end sections of the third component, wherein the third component includes a lateral recess.

8. The air mattress assembly of claim 1, wherein the backrest includes a back wall and a front wall, the back wall being supported by the headboard, the front wall including a lumbar support section.

9. The air mattress assembly of claim 1, wherein the backrest and the at least one armrest are integrally connected and together define an air chamber, wherein air passes freely between the backrest and the at least one armrest.

10. The air mattress assembly of claim 1, wherein the at least one armrest includes a top surface having a planar portion and an arcuate portion which connects the planar portion to the backrest, the arcuate portion extending a substantial length of the at least one armrest thereby providing a gradual transition from the backrest to the planar portion.

11. The air mattress assembly of claim 1, wherein the at least one armrest includes a length and a height and the second support includes a length and a height, wherein the length of the second support is about equal to the length of the at least one armrest, wherein the height of the second support is about equal to the height of the at least one armrest, the second support providing an additional armrest for the user of the air mattress assembly.

12. A custom fit inflatable air mattress assembly for use with a pickup including a bed having protruding wheel well compartments, opposed sidewalls, a tailgate and a headboard, the air mattress assembly comprising:

an inflatable base dimensioned and configured for placement in a pickup bed, the base covering the entire bed

12

including wheel well compartments, the base including a first member and a second member releasably connected to the first member, at least one of the first and second members being formed from a first inflatable component and a second inflatable component, wherein one of the first and second components has a lateral recess formed therein, the recess being disposed over a wheel well compartment protruding into the bed, wherein the base includes a third member releasably connected to one of the first and second members, the third member having a lateral recess formed therein, wherein the recess is disposed over a wheel well compartment protruding into the bed;

an inflatable first support removably attached to the front portion of the base, the first support including an inflatable backrest and first and second inflatable armrests, at least one of the first and second armrests including a cup holder; and

an inflatable second support removably attached to one of the first support and the base, the second support providing an additional armrest.

13. A custom fit inflatable air mattress assembly for use with a pickup including a bed having protruding wheel well compartments, opposed sidewalls, a tailgate and a headboard, the air mattress assembly comprising:

an inflatable base configured for placement in a pickup bed, the base covering substantially the entire bed including wheel well compartments, wherein the base includes a first member having first and second side portions, and a second member releasably connected to one of the side portions of the first member, the second member having a lateral recess formed therein which extends from a bottom surface towards a top surface and defines a ledge over the recess, wherein the recess is disposed over a wheel well compartment protruding into the bed;

an inflatable first support removably attached to the front portion of the base, the first support having a width approximately equal to the width of the base, the first support including an inflatable backrest and first and second inflatable armrests, at least one of the first and second armrests including a cup holder; and

an inflatable second support removably attached to one of the first support and the base, the second support being positionable along the width of the first support and serves as an additional armrest.

14. The air mattress assembly of claim 13, wherein each of the first and second armrests includes a cup holder.

15. The air mattress assembly of claim 13, wherein the second member is formed of a first inflatable component and a second inflatable component releasably connected to the first component, wherein at least one of the first and second components includes the lateral recess.

16. The air mattress assembly of claim 15, wherein the base includes a third member releasably connected the other side portion of the first member, the third member having a lateral recess formed therein which extends from a bottom surface towards a top surface and defines a ledge over the recess, wherein the recess is disposed over a wheel well compartment protruding into the bed.

17. The air mattress assembly of claim 16, wherein the third member is formed of a first inflatable component and a second inflatable component releasable (sp.) connected to the first component, wherein at least one of the first and second components includes the lateral recess.