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Tailgate Deactivation System

Abstract

A tailgate deactivation system. A switch includes two terminals configured to be electrically coupled to a tailgate power circuit that supplies power to at least a portion of a tailgate of a vehicle, and an actuator configured to electrically couple the two terminals in an on state to allow power to flow in the tailgate power circuit, and to electrically decouple the two terminals in an off state to inhibit power from flowing in the tailgate power circuit.

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Background/Summary

RELATED APPLICATIONS [0001] This application is a continuation of prior U.S. patent application Ser. No. 18/944,073, filed Nov. 12, 2024, which is a continuation of U.S. patent application Ser. No. 18/816,813, filed on Aug. 27, 2024, issued as U.S. Pat. No. 12,240,533 on Aug. 27, 2024, which is a continuation of U.S. patent application Ser. No. 18/325,661, filed on May 30, 2023, which is a continuation of U.S. patent application Ser. No. 17/514,831, filed on Oct. 29, 2021, issued as U.S. Pat. No. 11,702,148 on Jul. 18, 2023, which is a continuation of U.S. patent application Ser. No. 16/816,441, filed on Mar. 12, 2020, issued as U.S. Patent No. 11,161,555 on Nov. 2, 2021, which claims the benefit of U.S. Provisional Application No. 62/896,878, filed on Sep. 6, 2019, and U.S. Provisional Application No. 62/935,231, filed on Nov. 14, 2019, the disclosures of all of which are hereby incorporated herein by reference in their entireties.

BACKGROUND

[0002] Tailgates of vehicles that are capable of pivoting below the bed of the vehicle may impact towing apparatus, and damage the tailgate and/or the towing apparatus.

SUMMARY

[0003] The embodiments disclosed herein include a tailgate deactivation system that deactivates the inner gate panel of a multi-panel tailgate to inhibit movement of the inner gate panel with respect to the primary gate panel, and thus prevent the inner gate panel from being inadvertently pivoted downward into a towing apparatus that is coupled to the vehicle.

[0004] In a first embodiment a tailgate deactivation system is provided. The tailgate deactivation system includes a switch, which includes two terminals configured to be electrically coupled to a tailgate power circuit that supplies power to at least a portion of a tailgate of a vehicle, and an actuator configured to electrically couple the two terminals in an on state to allow power to flow in the tailgate power circuit, and to electrically decouple the two terminals in an off state to inhibit power from flowing in the tailgate power circuit.

[0005] In another embodiment, a tailgate deactivation system is provided which includes a switch, the switch including two terminals configured to be electrically coupled to a tailgate power circuit that supplies power to an inner gate panel of a multi-panel tailgate that includes a primary gate panel and the inner gate panel, and an actuator configured to electrically couple the two terminals in an on state to allow power to flow in the tailgate power circuit to facilitate movement of the inner gate panel with respect to the primary gate panel, and to electrically decouple the two terminals in an off state to inhibit power from flowing in the tailgate power circuit to inhibit movement of the inner gate panel with respect to the primary gate panel.

[0006] Those skilled in the art will appreciate the scope of the disclosure and realize additional aspects thereof after reading the following detailed description of the embodiments in association with the accompanying drawing figures.

Description

BRIEF DESCRIPTION OF THE DRAWINGS

[0007] The accompanying drawing figures incorporated in and forming a part of this specification illustrate several aspects of the disclosure and, together with the description, serve to explain the principles of the disclosure.

[0008] FIG. 1 is a schematic block diagram of a vehicle with a multi-panel tailgate;

[0009] FIG. 2 illustrates a schematic of a tailgate deactivation system according to one embodiment;

[0010] FIGS. 3A-3C illustrate various example actuation surfaces according to different embodiments;

[0011] FIG. 4 is a perspective view of the tailgate deactivation system illustrated in FIG. 2;

[0012] FIG. 5 illustrates a schematic of a hitch pin installation according to one embodiment;

[0013] FIG. 6 is another perspective view of the tailgate deactivation system illustrated in FIG. 2.

[0014] FIG. 7 illustrates a schematic of a tailgate deactivation system according to another embodiment;

[0015] FIG. 8 is a perspective view of the tailgate deactivation system illustrated in FIG. 7; and

[0016] FIG. 9 illustrates a schematic of a hitch pin installation according to another embodiment.

[0017] FIG. 10 is another perspective view of the tailgate deactivation illustrated in FIG. 7.

DETAILED DESCRIPTION

[0018] The embodiments set forth below represent the information to enable those skilled in the art to practice the embodiments and illustrate the best mode of practicing the embodiments. Upon reading the following description in light of the accompanying drawing figures, those skilled in the art will understand the concepts of the disclosure and will recognize applications of these concepts not particularly addressed herein. It should be understood that these concepts and applications fall within the scope of the disclosure and the accompanying claims.

[0019] Any flowcharts discussed herein are necessarily discussed in some sequence for purposes of illustration, but unless otherwise explicitly indicated, the embodiments are not limited to any particular sequence of steps. The use herein of ordinals in conjunction with an element is solely for distinguishing what might otherwise be similar or identical labels, such as “first message” and “second message,” and does not imply a priority, a type, an importance, or other attribute, unless otherwise stated herein. The term “about” used herein in conjunction with a numeric value means any value that is within a range of ten percent greater than or ten percent less than the numeric value.

[0020] As used herein and in the claims, the articles “a” and “an” in reference to an element refers to “one or more” of the element unless otherwise explicitly specified. The word “or” as used herein and in the claims is inclusive unless contextually impossible. As an example, the recitation of A or B means A, or B, or both A and B.

[0021] Certain vehicles, including pickup trucks, utilize multi-panel tailgates that include a primary gate panel and an inner gate panel, which allow operators to quickly configure the tailgate into any of several different tailgate configurations. In certain configurations, when the primary gate panel is positioned in a substantially horizontal plane (e.g., the tailgate is open), the inner gate panel is capable of pivoting below the horizontal plane to a nearly vertical plane. If a towing apparatus, such as a ball mount system, has been installed on the vehicle, the inner gate panel is capable of impacting the towing apparatus and damaging the inner gate panel.

[0022] The embodiments disclosed herein include a tailgate deactivation system that deactivates the inner gate panel of a multi-panel tailgate to inhibit movement of the inner gate panel with respect to the primary gate panel, and thus prevent the inner gate panel from being inadvertently pivoted downward into a towing apparatus that is coupled to the vehicle.

[0023] FIG. 1 is a schematic block diagram of a vehicle **10** with a multi-panel tailgate **12**. The multi-panel tailgate **12** includes a primary gate panel **12-A** and an inner gate panel **12-B**, each of which may open (i.e., pivot) independently of one another. While for purposes of illustration the multi-panel tailgate **12** has only two panels, the embodiments herein apply to multi-panel tailgates that have more than two panels. The vehicle **10** may comprise any vehicle having a multi-panel tailgate in which at least one panel of the multi-panel tailgate, when opened, is capable of pivoting below the bed of the vehicle **10**. By way of non-limiting example, the multi-panel tailgate **12** may comprise a GMC® Sierra® brand pickup truck, such as Models 1500, 2500, and 3500, model years 2019, 2020, or the like, although the embodiments are not limited to any particular vehicle or to any particular multi-panel tailgate.

[0024] The vehicle **10** includes a hitch receiver tube **14**. A ball mount system **16** is mounted within the hitch receiver tube **14**. The ball mount system **16** includes a shaft **18** that has two opposing shaft openings **20** (only one shaft opening **20** seen in FIG. 1), and a trailer hitch ball **19**. To couple the ball mount system **16** to the hitch receiver tube **14**, the operator inserts the shaft **18** into the hitch receiver tube **14** until the shaft openings **20** align with two hitch pin openings **22** (only one hitch pin opening **22** seen in FIG. 1). A hitch pin (not illustrated) may then be installed into the hitch pin openings **22** and shaft openings **20** to lock the ball mount system **16** with respect to the hitch receiver tube **14**. The embodiments disclosed herein prevent the inner gate panel **12-B** of the multi-panel tailgate **12** from opening when a towing apparatus, such as the ball mount system **16**, is coupled to the hitch receiver tube **14** to prevent the inner gate panel **12-B** from impacting the ball mount system **16** and damaging the inner gate panel **12-B**.

[0025] FIG. 2 illustrates a schematic of a tailgate deactivation system **24-1** according to one embodiment. The tailgate deactivation system **24-1** includes a switch **26** coupled to a hitch receiver tube mount **28**. The hitch receiver tube mount **28** is configured to fix the switch **26** to the hitch receiver tube **14** of the vehicle **10** (FIG. 1). In this embodiment, the hitch receiver tube mount **28** comprises an L-bracket **30** that includes an adhesive (on the underside of the L-bracket **30**) for coupling the L-bracket **30** to the hitch receiver tube **14**. In other embodiments, the hitch receiver tube mount **28** may comprise a band that completely encircles the hitch receiver tube **14**, or may comprise any other mechanism suitable for fixing the switch **26** with respect to the hitch receiver tube **14**, such as simply an adhesive strip, or the like. The L-bracket **30** may comprise any suitably rigid material, such as metal, plastic, or the like.

[0026] The switch **26** includes two terminals **32** configured to be electrically coupled to a tailgate power circuit **34** that supplies power to at least a portion of the multi-panel tailgate **12** (FIG. 1). The tailgate deactivation system **24-1** may include wires **36** coupled to the terminals **32** that terminate in a plug **38** that can be press-connected with a plug **40** of the tailgate power circuit **34**. In other embodiments, where the tailgate power circuit **34** does not include a suitable plug, or where a plug is not desired, the wires **36** may be electrically connected to corresponding wires of the tailgate power circuit **34** via any suitable mechanism, such as soldering, twist-on wire connectors, or the like. In some embodiments, where only the inner gate panel **12-B** is capable of impacting the ball mount system **16** (FIG. 1), the tailgate power circuit **34** supplies power to the inner gate panel **12-B**.

[0027] The switch **26** includes an actuator **42** configured to electrically couple the two terminals **32** in an on state to allow power to flow in the tailgate power circuit **34**, and thereby facilitate movement of the inner gate panel **12-B** with respect to the primary gate panel **12-A**. In an off state, the actuator **42** decouples the two terminals **32** to inhibit power from flowing in the tailgate power circuit **34** and to inhibit movement of the inner gate panel **12-B** with respect to the primary gate panel **12-A**.

[0028] The actuator **42** comprises an actuation surface **44** that is configured to cause the switch **26** to transition from the on state to the off state by the coupling of the ball mount system **16** to the hitch receiver tube **14**. Thus, an operator need only perform their normal process for coupling the

ball mount system **16** to the hitch receiver tube **14** to transition the switch **26** to the off state, and thereby disable the ability for the inner gate panel **12-B** to pivot below the primary gate panel **12-A** and accidentally contact the ball mount system **16**.

[0029] The actuation surface **44**, in this embodiment, is configured to transition the switch **26** from the on state to the off state in response to a hitch pin (sometimes referred to as a lock pin) being inserted through the hitch pin openings **22** of the hitch receiver tube **14** as the ball mount system **16** is coupled to the hitch receiver tube **14**. As illustrated, the hitch receiver tube mount **28** is positioned on the hitch receiver tube **14** to couple the actuation surface **44** with respect to the hitch pin opening **22**, such that installation of a hitch pin during the process of coupling the ball mount system **16** to the hitch receiver tube **14** causes the switch **26** to be placed in the off state.

[0030] In this particular embodiment, the actuation surface **44** is placed in a path of a shaft portion of a hitch pin, so that installation of the hitch pin causes the shaft portion of the hitch pin to contact the actuation surface **44**. In this embodiment, the tailgate deactivation system **24-1** includes a tab **46** that forms an opening **48**, which can be positioned during installation to be co-linear with one of the hitch pin openings **22** of the hitch receiver tube **14** to facilitate positioning the actuation surface **44** and the hitch receiver tube mount **28** at a proper location with respect to the hitch pin opening **22**. It will be apparent that the actuation surface **44** could be located at other locations on the hitch receiver tube **14** to cause the switch **26** to be activated during the coupling of the ball mount system **16** to the hitch receiver tube **14**. It will also be apparent that the actuation surface **44** could be activated by the installation of a hitch pin even if not located to be co-linear with the hitch pin openings **22** depending on the shape and configuration of the hitch pin. For example, the actuation surface **44** may be placed at a location to be contacted by a stop collar of a hitch pin, or placed at a location where a hitch pin accessory, such as a hitch pin lock, makes contact with the actuation surface **44**. It will also be appreciated that the switch **26** may comprise any suitable type of switch, such as a proximity switch or the like, that can be activated by the coupling of the ball mount system **16** to the hitch receiver tube **14**.

[0031] FIGS. 3A-3C illustrate various example actuation surfaces **44**, **44-1**, **44-2** that may be suitable for actuating the switch **26** during installation of a hitch pin, according to different embodiments.

[0032] FIG. 4 is a perspective view of the tailgate deactivation system **24-1** coupled to the hitch receiver tube **14** according to one embodiment.

[0033] FIG. 5 is a schematic illustrating a hitch pin installation according to one embodiment. In this embodiment, the tailgate deactivation system **24-1** is configured such that the actuation surface **44** is placed in a path **50** of a hitch pin **52** during installation of the hitch pin **52** in the hitch pin openings **22** of the hitch receiver tube **14** and the shaft openings **20** of the shaft **18** of the ball mount system **16**. As the hitch pin **52** is installed, a portion of the hitch pin **52**, in this example a shaft portion of the hitch pin **52**, contacts the actuation surface **44** and thereby causes the switch **26** to be placed into the off state, thereby inhibiting power from flowing to the tailgate power circuit **34** of the multi-panel tailgate **12**. It will be apparent that, in this embodiment, the hitch pin **52** may also be inserted into the hitch pin openings **22** from the opposite direction of that shown in FIG. 5 to thereby contact the actuation surface **44**.

[0034] FIG. 6 is a perspective view, rendered from a photograph, of the tailgate deactivation system **24-1** coupled to the hitch receiver tube **14** of a pickup truck, according to one embodiment. FIG. 6 shows a hitch pin **52** depressing the actuation surface **44** of the actuator **42**. In this position, the actuator **42** decouples the switch terminals **32** (FIG. 2) to inhibit power from flowing in the tailgate power circuit **34** (FIG. 2) and to inhibit movement of the inner gate panel **12-B** with respect to the primary gate panel **12-A** (FIG. 1).

[0035] FIG. 7 illustrates a schematic of a tailgate deactivation system **24-2** according to another embodiment. The tailgate deactivation system **24-2** is substantially similar to the tailgate deactivation system **24-1**, except as otherwise discussed herein. The tailgate deactivation system

24-2 includes the hitch receiver tube mount **28** which is configured to fix a switch **26-1** to the hitch receiver tube **14** of the vehicle **10** (FIG. 1). In this embodiment, the hitch receiver tube mount **28** comprises the L-bracket **30** that includes an adhesive (on the underside of the L-bracket) for coupling the L-bracket **30** to the hitch receiver tube **14**. In other embodiments, the hitch receiver tube mount **28** may comprise a band that completely encircles the hitch receiver tube **14**, or any other mechanism suitable to fixing the switch **26-1** with respect to the hitch receiver tube **14**, such as simply an adhesive strip, or the like.

[0036] The switch **26-1** includes the two terminals **32** configured to be electrically coupled to the tailgate power circuit **34** that supplies power to at least a portion of the multi-panel tailgate **12** (FIG. 1). The tailgate deactivation system **24-2** may include the wires **36** coupled to the terminals **32** that terminate in the plug **38** that can be press-connected with the plug **40** of the tailgate power circuit **34**. In other embodiments, where the tailgate power circuit **34** does not include a suitable plug, the wires **36** may be electrically connected to corresponding wires of the tailgate power circuit **34** via any suitable mechanism, such as soldering, twist-on wire connectors, or the like. In some embodiments, where only the inner gate panel **12-B** is capable of impacting the ball mount system **16** (FIG. 1), the tailgate power circuit **34** supplies power to the inner gate panel **12-B**.

[0037] The switch **26-1** includes an actuator **42-1** configured to, in an on state, electrically couple the two terminals **32** to allow power to flow in the tailgate power circuit **34**, and thereby facilitate movement of the inner gate panel **12-B** with respect to the primary gate panel **12-A**. In an off state, the actuator **42-1** decouples the two terminals **32** to inhibit power from flowing in the tailgate power circuit **34**, and thereby inhibit movement of the inner gate panel **12-B** with respect to the primary gate panel **12-A**. In this embodiment, the actuator **42-1** is configured to be actuated by the exertion of physical force by an operator or other individual against the actuator **42-1** to manually depress the actuator **42-1**. In this example, the actuator **42-1** includes an actuation surface in the form of a manual push-button **54**, and the operator urges the manual push-button **54** to cause the switch **26-1** to be in the on state to allow power to flow in the tailgate power circuit **34**. Pressing the manual push-button **54** a second time causes the switch **26-1** to be in the off state to inhibit power from flowing in the tailgate power circuit **34**. Note that the L-bracket **30**, in this example, positions the push-button **54** to face in a direction behind the vehicle.

[0038] FIG. 8 is a perspective view of the tailgate deactivation system **24-2** illustrated in FIG. 7. The tailgate deactivation system **24-2** may include an adhesive strip **56** coupled to the underside of the L-bracket **30** to facilitate attachment of the L-bracket **30** to the hitch receiver tube **14**.

[0039] FIG. 9 illustrates a schematic of a hitch pin installation according to another embodiment. In this embodiment, the tailgate deactivation system **24-2** is configured such that the push-button **54** faces a direction behind the vehicle to facilitate easy actuation by an operator.

[0040] FIG. 10 is a perspective view, rendered from a photograph, of the tailgate deactivation system **24-2** coupled to the hitch receiver tube **14** of a pickup truck, according to the embodiment of FIG. 7. FIG. 10 shows the switch **26-1** mounted to the hitch receiver tube **14** with the manual push-button **54** facing the rear of the vehicle, where it is readily accessible by an operator installing a ball mount system **16** into the hitch receiver tube **14**. FIG. 10 does not show the ball mount system **16** installed, for clarity. However, FIG. 10 does show the hitch pin **52** installed in the hitch pin openings **22** in the receiver tube **14**, so show that in this embodiment, the placement of the switch **26-1** is independent of the location of the hitch pin **52**.

[0041] Those skilled in the art will recognize improvements and modifications to the preferred embodiments of the disclosure. All such improvements and modifications are considered within the scope of the concepts disclosed herein and the claims that follow.

Claims

- 1.** An apparatus, comprising: a tailgate assembly coupled to a rear portion of a vehicle, the tailgate assembly including a first gate panel and a second gate panel; a tailgate power circuit coupled to the tailgate assembly and configured to supply power to at least a portion of the tailgate assembly to cause the second gate panel to pivot with respect to the first gate panel; and a switch configured to override operation of the tailgate power circuit to disable the second gate panel from pivoting with respect to the first gate panel, the switch comprising: a proximity switch; and an actuator having an actuator surface facing outwardly from the rear portion of the vehicle, wherein the actuator is configured to cause the switch to transition between a first state, in which the switch is configured to allow power to flow in the tailgate power circuit, and a second state, in which the switch is configured to inhibit power from flowing in the tailgate power circuit.
 - 2.** The apparatus of claim 1, wherein: the switch includes two terminals; and the actuator is configured to electrically couple the two terminals in response to being depressed.
 - 3.** The apparatus of claim 1, wherein the actuation surface is configured to be manually depressed.
 - 4.** The apparatus of claim 1, wherein the proximity switch is activated in response to an article being coupled to a hitch receiver of the vehicle.
 - 5.** The apparatus of claim 1, wherein the proximity switch is activated in response to movement of a hitch pin relative to a hitch receiver of the vehicle.
 - 6.** The apparatus of claim 1, wherein the proximity switch is activated in response to an article being in proximity to a hitch receiver of the vehicle.
 - 7.** An apparatus, comprising: a tailgate assembly coupled to a rear portion of a vehicle, the tailgate assembly including a first gate panel and a second gate panel; a tailgate power circuit coupled to the tailgate assembly and configured to supply power to at least a portion of the tailgate assembly to cause the second gate panel to pivot with respect to the first gate panel; and a tailgate deactivation system configured to override operation of the tailgate power circuit to disable the second gate panel from pivoting with respect to the first gate panel, the tailgate deactivation system including a switch and an actuator, wherein the switch and actuator are configured to cause the tailgate deactivation system to transition between a first state, in which the tailgate deactivation system is configured to allow power to flow in the tailgate power circuit, and a second state, in which the tailgate deactivation system is configured to inhibit power from flowing in the tailgate power circuit; wherein the actuator is disposed at the rear portion of the vehicle.
 - 8.** The apparatus of claim 7, wherein the actuator includes an actuation surface that faces outwardly from the rear portion of the vehicle.
 - 9.** The apparatus of claim 8, wherein the actuation surface is configured to be manually depressed to cause the tailgate deactivation system to transition between the first state and the second state.
 - 10.** The apparatus of claim 8, wherein: the rear portion of the vehicle includes a hitch receiver; and the switch is a proximity switch configured to be activated in response to an article being in proximity to the hitch receiver of the vehicle.
 - 11.** The apparatus of claim 10, wherein the proximity switch is activated in response to an article being coupled to the hitch receiver of the vehicle.
 - 12.** The apparatus of claim 10, wherein the proximity switch is activated in response to movement of a hitch pin relative to the hitch receiver of the vehicle.
 - 13.** The apparatus of claim 7, wherein the tailgate deactivation system includes wiring disposed under a bumper at the rear portion of the vehicle.
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