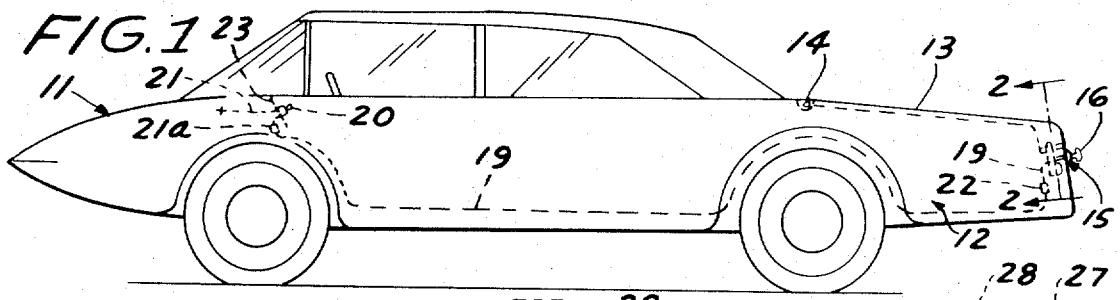
June 20, 1972 P. E. ALLEN Re. 27,390

ELECTRIC LOCK RELEASE

Original Filed March 4, 1968 2 Sheets-Sheet 1

FIG. 1



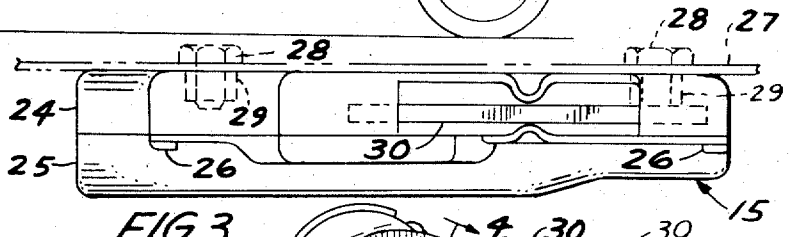


FIG. 3

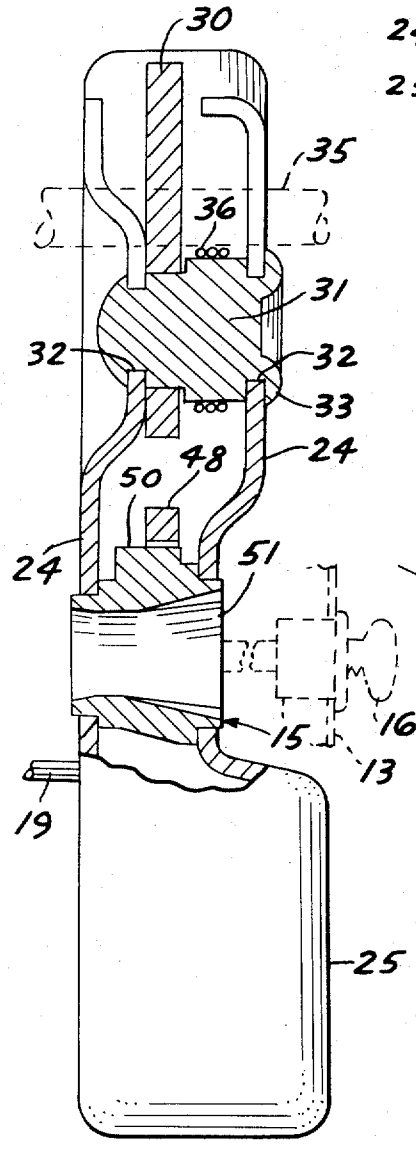


FIG. 4

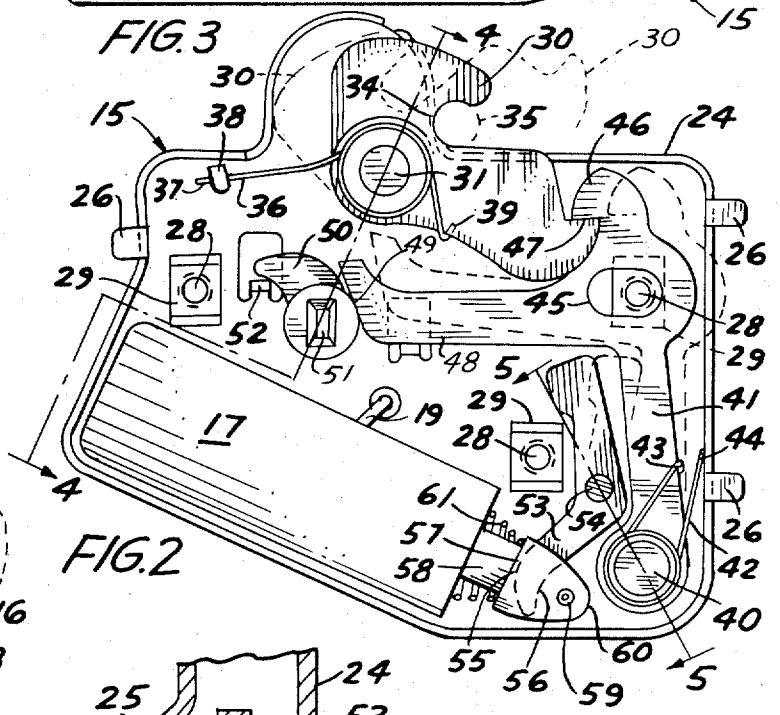


FIG. 2

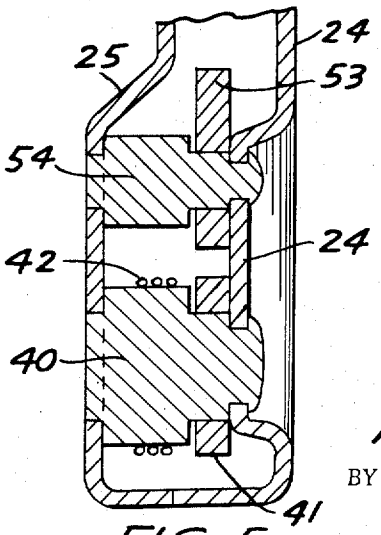


FIG. 5

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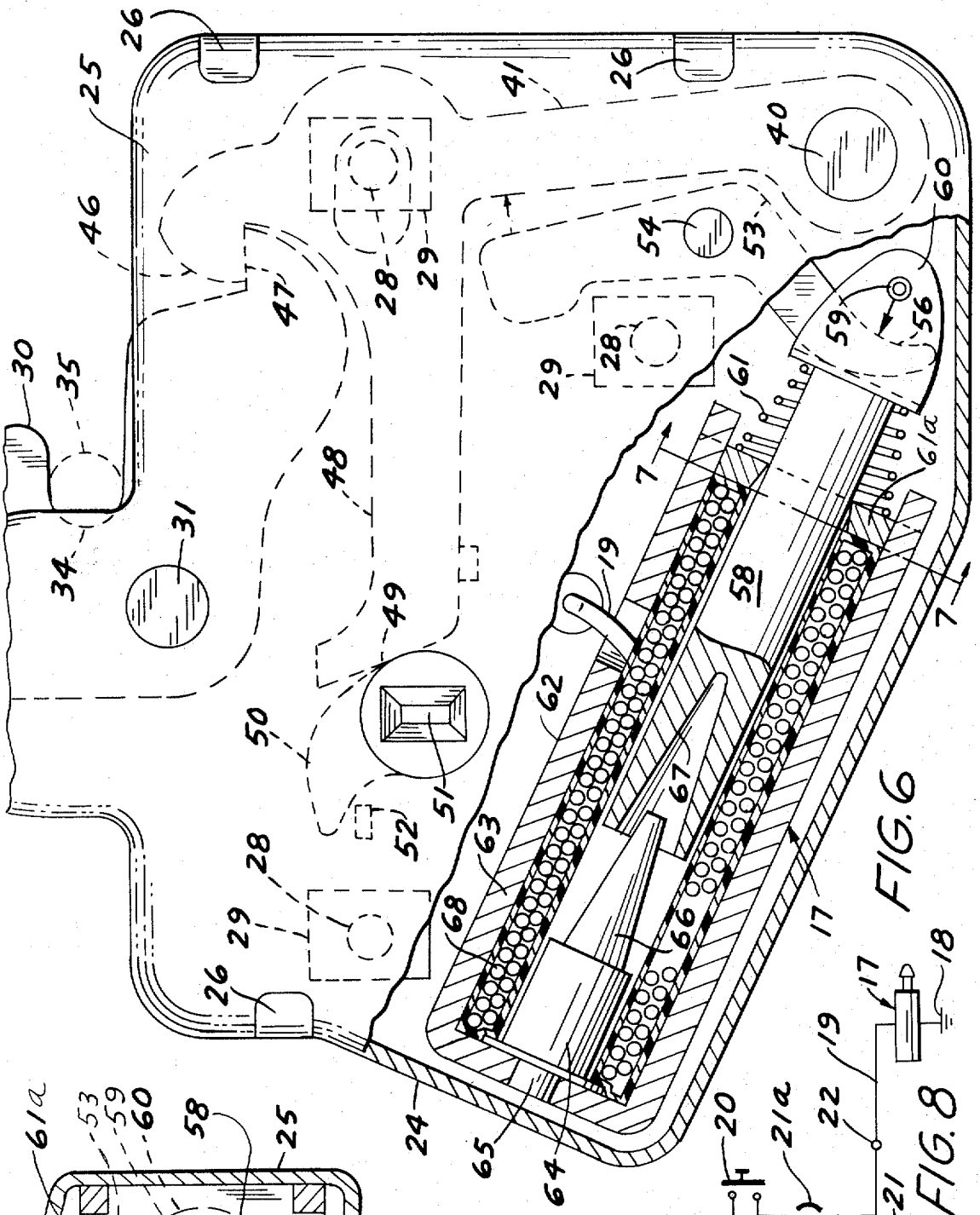


FIG. 6

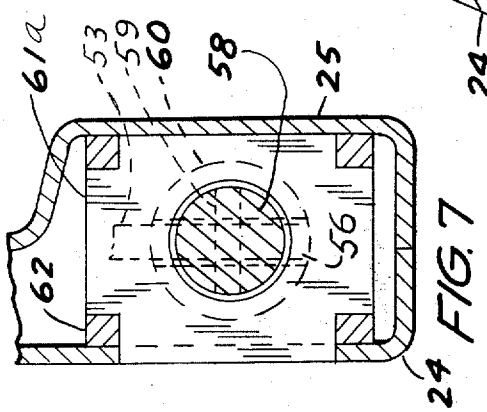


FIG. 7

FIG. 8

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27,390

ELECTRIC LOCK RELEASE

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Int. Cl. E05b *65/19*

U.S. Cl. 292—201 12 Claims

Matter enclosed in heavy brackets [ ] appears in the original patent but forms no part of this reissue specification; matter printed in italics indicates the additions made by reissue.

ABSTRACT OF THE DISCLOSURE

The application discloses a trunk lock and a remotely controlled, electrically operated, lock release mechanism for an automobile. The invention resides in the particular construction and arrangement of the elements, which enables the entire assembly, except the control harness, to be specified by the automobile manufacturer, for manually self-contained and to be mounted within the limitations specified by the automobile manufacturer, for manually operated locks of the same kind.

This invention relates to locks for automobiles, and has particular reference to a lock for the trunk of a vehicle and means to release the lock electrically, although it also may be used to lock and release other parts of the vehicle such as the hood, doors, etc.

An object of the invention is to generally improve devices of the character indicated and to provide a novel lock and a remote controlled lock release mechanism, which is simple in construction, economical to manufacture and efficient in operation.

Another object of the invention is to provide a lock and lock release mechanism which is self-contained, except for the control harness, in greatly confined space, which makes it adaptable for use as original equipment on new automobiles, or as a replacement item for old vehicles.

Another object of the invention is the provision of a device of the character indicated which is constructed with an integrated, improved solenoid and linkage, which gives the release mechanism a maximum torque.

Another object of the invention is the provision of a remote controlled lock release mechanism which is constructed and arranged so that dampness caused by condensation and the like cannot affect its operation.

Another object of the invention is to provide a trunk lock and release assembly which may be installed on a new or used automobile at a great saving in cost of labor and materials over any device now known to the public.

Another object of the invention is to provide a trunk lock and release mechanism which may be manually operated by a key or by remote control under all extremes of pressure exerted on the trunk lid because of body misalignment, variations in production tolerances, the durometer of the rubber seal due to temperature extremes and the like.

Automobile trunk locks now known to the public present various problems, first, because of limited space the mechanism is unable to develop sufficient torque to

actuate the release elements either manually, or with power, under extreme temperature and pressure conditions as indicated above, secondly, the automatic release mechanisms now employed use the vacuum developed by the running of the engine as the power source. This gives rise to many functional problems due to variations in engine speed, condensation and freezing in the vacuum lines and vacuum cylinder and loss of vacuum due to breaks in the line, etc.

It is, therefore, an object of the invention to obviate the foregoing difficulties and to provide a locking and release mechanism which will function under all conditions. The instant invention being particularly advantageous in the event of freezing of the lock, as the lock may be unfrozen quickly by allowing electric energy to flow through the solenoid for a longer time than it normally takes to operate the plunger of the solenoid, thereby heating up the assembly sufficiently to overcome the freezing.

The foregoing and other objects and advantages of the invention will become more apparent as the description proceeds, reference being made from time to time to the accompanying drawing, forming part of the within disclosure, in which drawing:

FIG. 1 is a side elevational view of a motor vehicle having a rear end trunk and mechanism for locking and unlocking the trunk lid and embodying the invention.

FIG. 2 is an enlarged plan view of the lock assembly with the cover removed.

FIG. 3 is a top elevational view of the device shown in FIG. 2.

FIG. 4 is an enlarged section, with parts broken away, taken substantially on the line **4**—**4** of FIG. 2. This view shows in dotted lines the manner in which the lock may be operated manually with a key.

FIG. 5 is a fragmentary section taken substantially on the line **5**—**5** of FIG. 2.

FIG. 6 is an enlarged elevational view of the lock with a portion of the housing broken away, and the solenoid shown in section.

FIG. 7 is a section taken on the line **7**—**7** of FIG. 6.

FIG. 8 is a schematic view of the electrical circuit employed in the device.

Referring now more particularly to the drawing, it will be understood that in the embodiment herein disclosed, the reference character **11** indicates, in general, a motor vehicle, having a rear trunk **12**, which has a lid **13**, which is hinged as at **14**, and is provided with the lock **15** embodying the invention.

The lock **15** is constructed and arranged so that is may be manually unlocked by means of a conventional key **16**, or may be remotely unlocked by means of the electrical elements hereinafter described.

The electrical elements include a solenoid **17**, which is enclosed within the housing of the lock **15**.

The solenoid **17** is grounded, as at **18** (FIG. 8) to the lock housing in any suitable manner, and is provided with a wire **19**, which is connected through a switch **20** to a hot line **21** of the automotive electrical circuit. Interposed between the solenoid **17** and the switch **20** (FIG. 8) is an overload circuit breaker **21A**, and a connector plug **22**, so that the solenoid may be quickly connected to the electrical circuit of the automobile through the harness illustrated in FIG. 8.

The switch **20** is preferably mounted on the instrument panel **23**, of the motor vehicle, within easy reach of the

driver of the vehicle, so that the lock may be released by remote control by the driver of the vehicle, as hereinafter described.

The mechanism of the lock **15** is enclosed in a housing, consisting of two stampings **24** and **25**, which are of the general shape and configuration as shown in FIGS. 2 and 3, and are secured together by means of a multiplicity of clinch tabs **26**, as in conventional practice.

The lock **15** is mounted to an element **27** (FIG. 3), comprising part of the vehicle body, by means of machine bolts **28** (FIGS. 2, 3, and 6), which threadedly engage nuts **29**, which are secured to the inside of the stamping **24**, by clinch on process, welding, or other suitable means.

A striker cam (FIGS. 2, 4, and 6) is mounted for pivotable action on a rivet **31**, which extends through suitable openings **32** (FIG. 4) formed in the stampings **24** and **25**.

The rivet **31** is clinched over the edge of the opening **32** in the stamping **24**, as at **33** (FIG. 4).

The striker cam **30** is provided with a recess **34** (FIGS. 2 and 6), which is arranged to receive the striker bolt **35**, which is permanently mounted in conventional manner on the trunk lid **13**, so that the trunk lid **13** is held in closed and locked position, as shown in FIG. 1, when the parts of the lock are in position shown by solid lines in FIG. 2.

The striker cam member **30** is normally urged to open position, as shown by the dotted lines (FIG. 2) by means of a spring **36**, which spring is wrapped around the rivet **31**, as shown in FIG. 4.

The end **37** of the spring **36** is secured to an element **38** formed on the stamping **24**, and the end **39** of the spring **36** is provided with a hook, which engages the lower edge of the striker cam **30**, so that the striker cam **30** is tensioned to rotate in an anti-clockwise direction, as shown in FIG. 2.

Mounted for pivotable action, on a rivet **40**, is a *latch holding* lever **41** which is under tension by means of the spring **42**, one end of which (as at **43**) engages the right edge of the lever **41** (FIG. 2), and the other end of which is secured to the stamping **24**, as at **44** (FIG. 2), so that the lever **41** is normally urged to the left, as shown by the solid lines (FIG. 2).

The lever **41** is provided with a slot **45**, the ends of which serve as limiting means for the travel of the lever **41** when they come in contact with the bolt **28**, which is extended therethrough.

The lever **41** is provided at the top with a shoulder portion **46** which is arranged to override a similar shoulder **47** formed on the end of the striker cam **30**, as shown in FIGS. 2 and 6. When the lever **41** is in the position shown in FIG. 2, the striker cam **43** will be held in locked position and will overcome the tension in the spring **36**.

The lever **41** is provided with an extended arm **48**, which terminates in a cam face **49**, which is adapted to be contacted by a cam **50**, which is arranged to be actuated by the rotation of the key **16**, which is insertable into the key slot **51**, as in conventional practice.

The key cam **50** is limited in its movement to the left (FIGS. 2 and 6) by means of a stop member **52**, which is secured to the inside of the stamping **24**, by any suitable means. When the cam **50** is rotated to the right (FIGS. 2 and 6) it rides on the cam face **49** of the arm **48**, causing the lever **41** to move to the right to unlock the shoulders **46** and **47**, so that the striker cam **30** is free to rotate to the left (FIG. 2), under the influence of the spring **36**, as shown by the dotted lines (FIG. 2), thereby releasing the striker bolt **35** to unlock the hinged trunk lid **13**. The trunk lid **13** is normally spring biased so that it will fly open upon the release of the lock mechanism.

It will be seen from the foregoing description that I have provided means for manually opening the trunk lid with a key, as in conventional practice. I will now describe the means for releasing the locking mechanism

by means of the solenoid **17** and the remote control electrical harness previously described.

The solenoid **17** actuates the lever **41** through a trigger lever **53**, which is pivoted on a rivet **54**, which is secured to the stampings **24** and **25**, as shown in FIG. 5.

The trigger lever **53** has cam surfaces **55** and **56** (FIG. 3) which respectively are arranged to engage a flat face **57** formed on the solenoid plunger **58** and a roll pin **59**, which extends through the bifurcated head **60** of the solenoid plunger **58**.

The solenoid plunger **58** is normally urged to the right (FIGS. 2 and 6) by means of the compression spring **61**, which is positioned between the head **60** of the plunger and the end plate **61A** (FIG. 6) of the solenoid frame **62**.

In FIG. 6, I show the construction of the solenoid **17**, which I employ in this combination, and which makes possible the compact assembly of the lock and release mechanism, and the efficient release of the lock mechanism by remote control.

In general, the solenoid **17** consists of a substantially U-shaped frame **63**, which is secured by any suitable means to the stamping **24**. The frame **63** and the stampings **24** and **25** provide superior means for the magnetic flux of the solenoid.

The core **64** of the solenoid is secured, as at **65**, to the frame **63** and is provided with a truncated cone like extension **66**, which is received in a conical cut out **67** formed in the end of the plunger **58**. This arrangement provides increasing torque as the plunger **58** moves toward the core **64**.

The solenoid is provided with conventional windings **68**, which are connected to the electrical harness **19**, as shown in FIG. 8.

When the solenoid **17** is energized, the plunger **58** will move to the left (FIG. 6), overcoming the compression of the spring **61**.

It will be noted that at the instant the solenoid is energized there is a considerable clearance *or lost motion* between the roll pin **59** and the cam face **56**, formed on the end of the trigger lever **53**, and because of the weight of the end **60** of the plunger I have a highly accelerated mass in motion before the roll pin **59** of the plunger is engaged by the trigger lever **53**. This effects a hammer like action on the lower end of the trigger lever **53**.

It will be noted that the upper end of the trigger lever **53** is also spaced from the lever **41** when the solenoid is at rest, so that I get *additional lost motion and* a second hammer action between the levers **53** and **41** upon the energization of the solenoid.

This is an important feature of the invention, which coupled with the fact that there is a four to one ratio in the leverage action of the member **41**.

It will be understood that I can develop a terrific torque in the lever **41**, so that I can remotely release the locking striker cam **30** against any counter pressure that may develop in the trunk lid.

After the striker cam **30** is released from the striker bolt **35** and the lid is unlocked it may readily be relocked by the simple expedient of vigorously lowering the lid **13**, so that the striker bolt **35** strikes the striker cam **30** to return it to a locking position, as shown in FIGS. 2 and 6.

It is believed that the operation of the device is obvious from the foregoing description.

Having described my invention, what I claim and desire to secure by Letters Patent is:

1. The combination with a motor vehicle having a hinged member, of a housing secured to the body of said vehicle, a locking mechanism within said housing, [including] a latch element extending to the exterior of said housing *adapted to be releasably engaged by said locking mechanism* and cooperating with an element on said hinged member to lock said hinged element in closed position, *and* a solenoid encased in and grounded to said latch housing, said solenoid being electrically connected

to the electrical system of said vehicle and having a reciprocable plunger with associated means for effecting a double hammer action to trip said locking mechanism *so as to disengage the latter from said latch element* when said solenoid is energized.

2. The combination defined in claim 1, in which the said locking mechanism includes a spring biased striker cam pivoted for engagement with an element on said hinged member, a spring biased lever pivoted at its end removed from said striker cam and having a shoulder arranged to override a shoulder on said striker cam to hold said cam in locking position, a trigger arm pivoted intermediate its ends and having one end normally spaced from said lever and having its other end normally spaced from a drive pin carried by the said solenoid plunger, where upon energization of said solenoid said pin will actuate said trigger arm and said trigger arm will actuate said lever to unlock said striker cam.

3. The combination with a motor vehicle having a hinged member, of a housing secured to the body of said vehicle, a locking mechanism within said housing, including a latch element extending to the exterior of said housing and cooperating with an element on said hinged member to lock said hinged element in closed position, a solenoid encased in and grounded to said latch housing, said solenoid being electrically connected to the electrical system of said vehicle and having a reciprocable plunger with associated means for effecting a double hammer action to trip said locking mechanism when said solenoid is energized, the said locking mechanism including a spring biased striker cam pivoted for engagement with an element on said hinged member, a spring biased lever pivoted at its end removed from said striker cam and having a shoulder arranged to override a shoulder on said striker cam to hold said cam in locking position, a trigger arm pivoted intermediate its ends and having one end normally spaced from said lever and having its other end normally spaced from a drive pin carried by the said solenoid plunger, where upon energization of said solenoid said pin will actuate said trigger arm and said trigger arm will actuate said lever to unlock said striker cam, the plunger of said solenoid being arranged to travel a predetermined distance before said pin contacts said trigger arm, and the opposite end of said trigger arm being arranged to travel a predetermined distance before it strikes said lever, whereby the said double hammer action is effected.

4. The structure of claim 3, in which said lever is provided with a lateral extension which terminates in a cam, a key actuated cam pivoted near said first cam and arranged to contact said first cam to move said lever out of locking position with said striker cam.

5. The structure of claim 3, in which said solenoid is provided with an elongated U-shaped frame which is secured to said housing and supports said plunger, said plunger having an enlarged, bifurcated head which is traversed by a drive pin, the latter being normally spaced from one end of a trigger arm, the other end of which arm is arranged to strike a locking lever comprising part of the locking mechanism.

6. The structure of claim 1, in which said solenoid is provided with an elongated U-shaped frame, which together with said latch housing carries the magnetic flux of said solenoid, said frame supporting a core and plunger of said solenoid, said core having a truncated cone like extension and said plunger having a conical recess for receiving said core extension.

7. The structure of claim 1, in which said plunger is supported in a U-shaped frame having an end closure member with an opening therein for receiving said plunger, an enlarged bifurcated head on said plunger and a spring concentric with said plunger and positioned between said end closure member and said head and arranged to return said plunger to a position of rest after said solenoid has been energized.

8. The structure of claim 1, in which said locking mechanism includes a striker cam arranged for holding in locked condition said hinged member, an elongated lever *interengaging said latch element and* having [at least] *approximately* a four to one *ratio of movement at the point of engagement thereof with said latch element as compared with the travel of said solenoid plunger* and having means thereon for holding said striker cam in locked condition, and a trigger arm actuable by said plunger for kicking said lever out of locking position with said striker cam.

9. The combination with a motor vehicle having an electrical system, a hinged member, a body member attached hereto, and a bolt element on one of said members of

a housing secured to the other of said members;

a movable latch element extending exteriorly of said housing and adapted to engage said bolt element to lock said hinged member in closed position, and

a locking mechanism within said housing including

a solenoid encased in said housing electrically connected to the electrical system of said vehicle and having a reciprocable plunger

a pivoted lever detachably engageable with said latch element at a point remote from its pivot to hold the latter engaged with said bolt element, and

a pivoted trigger lever actuated by said solenoid plunger and spaced from said latch holding lever when the plunger is at the limit of its travel in one direction but engageable with said latch holding lever intermediate its pivot and its point of engagement with said bolt element with a hammer action at the end of the initial free movement of the plunger to disengage said latch holding lever from said latch element.

10. The combination as set forth in claim 9 wherein said latch element is pivotally mounted within said housing and is spring biased to disengage and release said bolt element; and wherein said latch holding lever also is pivotally mounted within said housing and is spring biased in a direction to engage and hold said latch element in locking engagement with said bolt element.

11. A self-contained latch mechanism comprising

a housing,

a movable latch element in said housing having

a bolt engaging portion extending exteriorly thereof, and

a locking mechanism within said housing releasably engageable with said latch element to hold the latter in a bolt engaging or locked position,

said locking mechanism including a solenoid having a reciprocable plunger with associated lost motion means permitting limited initial free movement of said plunger in a direction to trip said locking mechanism when said solenoid is energized said lost motion means comprising

adjacent parts of said locking mechanism,

one of said parts being operatively connected with said solenoid plunger and the other of said parts having a mounting pivot and means adapted for holding engament with said latch element,

said one part being spaced from the other part when said solenoid plunger is positioned to begin said initial free movement and engagebale with said other part between said mounting pivot and said holding means with a hammer action at the end of said initial free movement, whereby to permit an essentially small solenoid encased substantially entirely within said housing effectively to trip said locking mechanism.

12. The combination as set forth in claim 11 wherein said latch element is pivoted to said housing and is spring biased in a direction to hold the mentioned portion thereof from the bolt engaging position, and wherein both said

one part and said other part of said locking mechanism are pivoted to said housing, said one part being operatively connected directly to said solenoid plunger and said other part being directly coactive with said latch element and spring biased to hold the latter locked in said bolt engaging position.

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U.S. Cl. X.R.

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