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Sims

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(54) **TRAILER HITCH SYSTEM AND METHOD**

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B60D 1/46 (2006.01)

(52) **U.S. Cl.**
USPC **280/490.1**; 280/511; 280/477; 254/420

(58) **Field of Classification Search**
USPC 280/490.1, 511, 477; 254/420
See application file for complete search history.

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Primary Examiner — Kevin Hurley

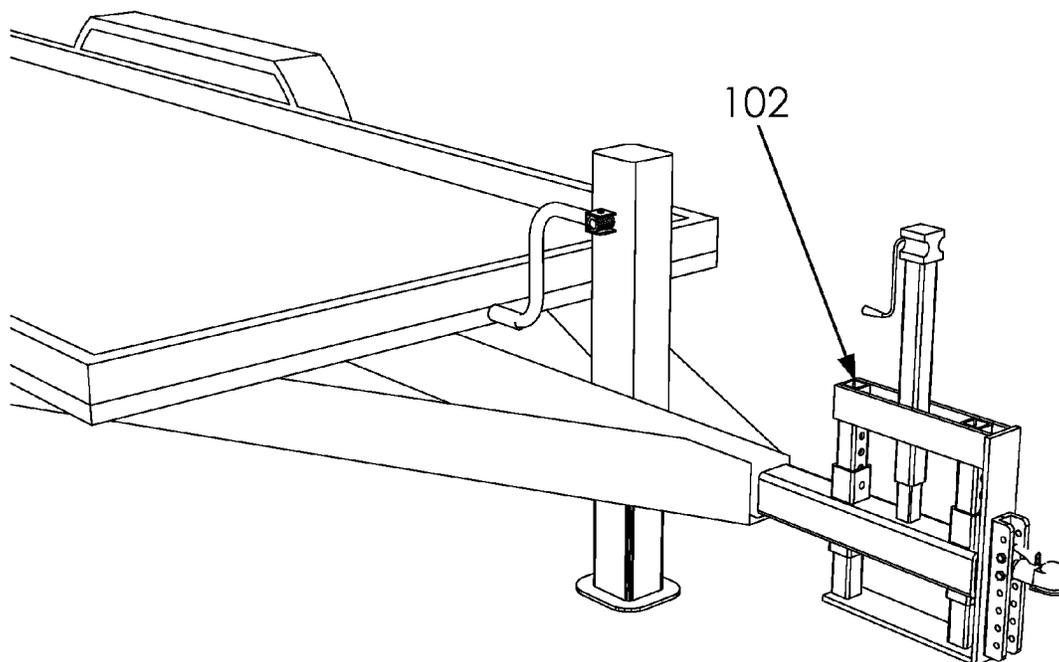
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(57) **ABSTRACT**

A trailer hitch is disclosed. Said trailer hitch comprises a first bracket assembly, a second bracket assembly, a coupler assembly, and a jack assembly. Said jack assembly is capable of mechanically adjusting first bracket assembly relative to second bracket assembly. Said coupler assembly is capable of releasably attaching to a hitch on a vehicle.

12 Claims, 11 Drawing Sheets



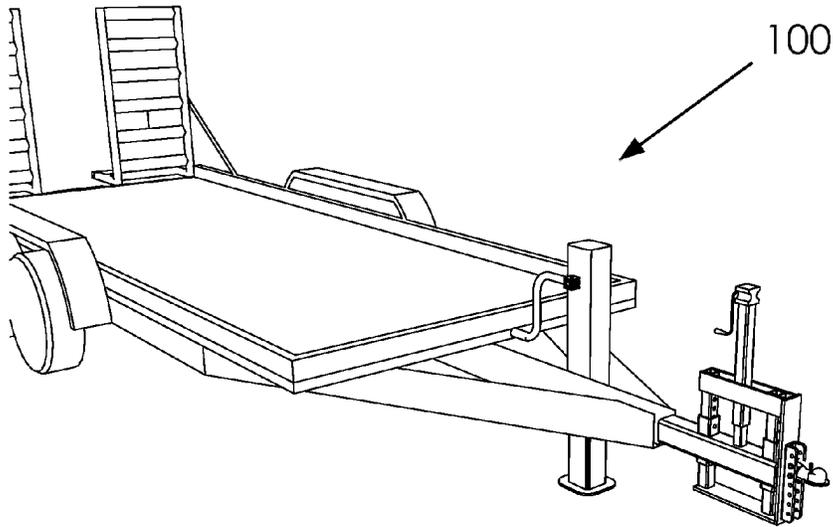


Fig. 1A

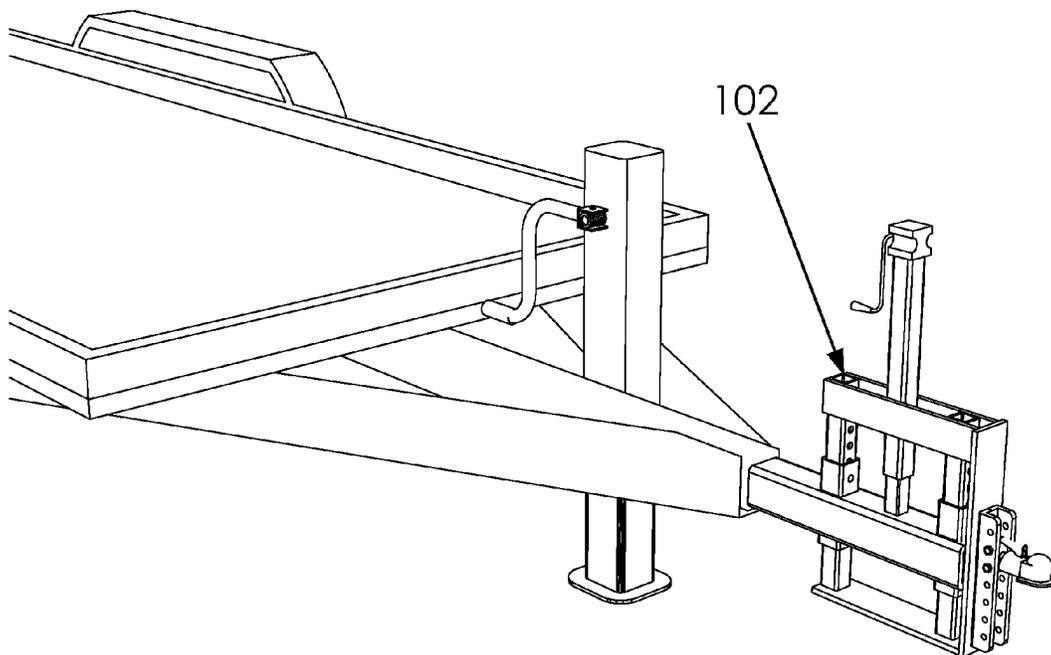


Fig. 1B

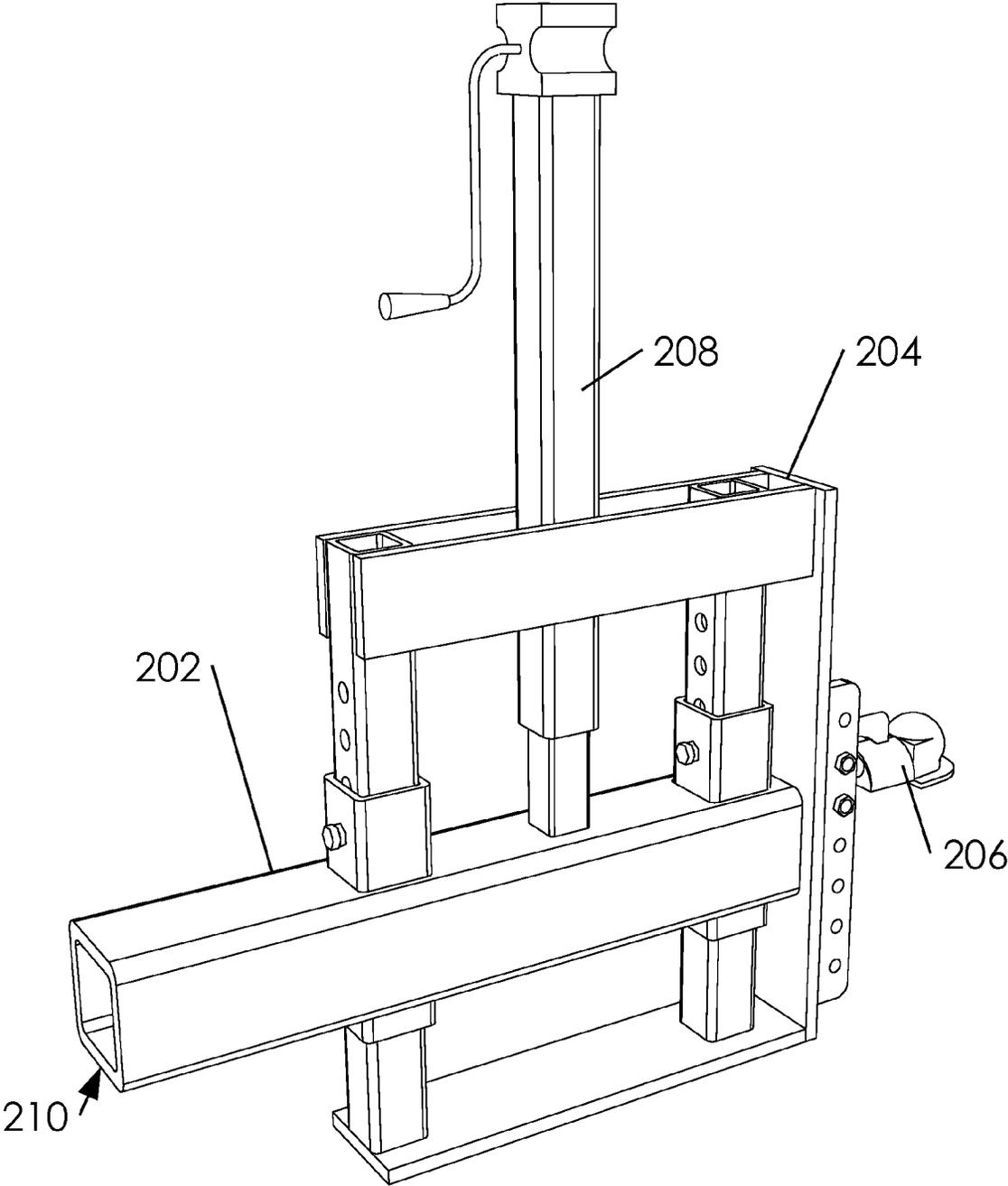


Fig. 2A

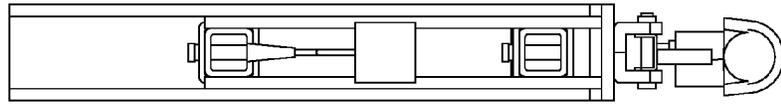


Fig. 2B

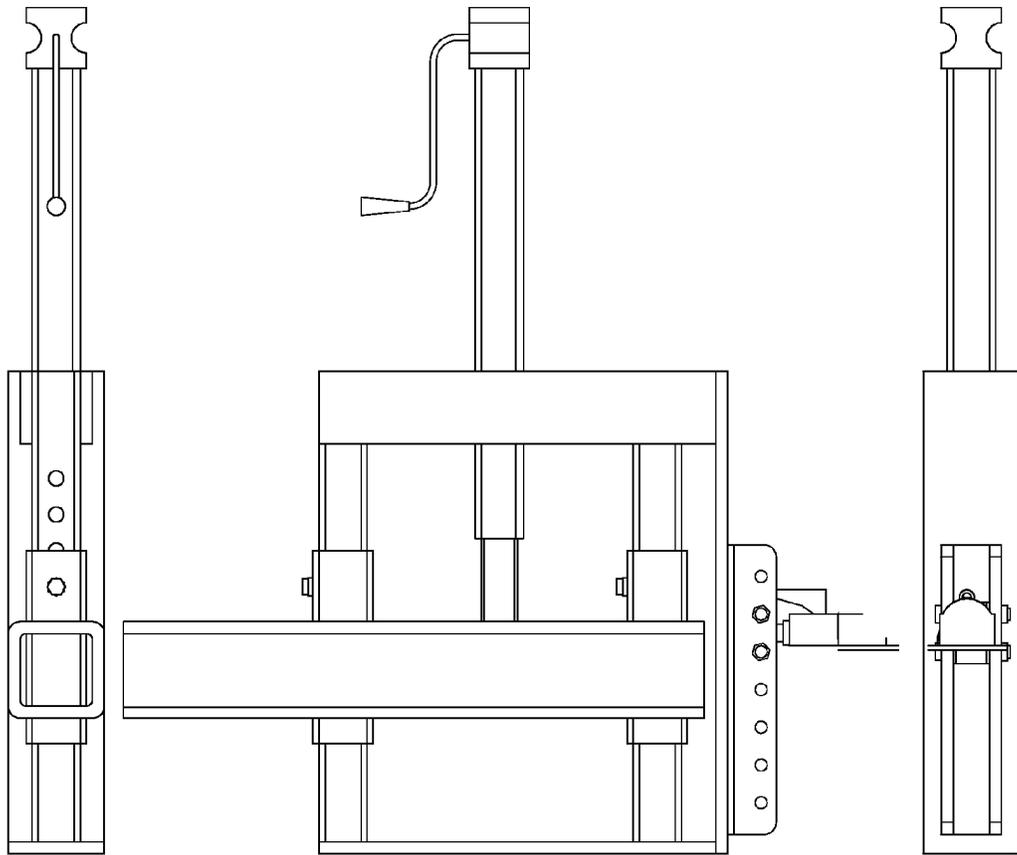


Fig. 2C

Fig. 2D

Fig. 2E

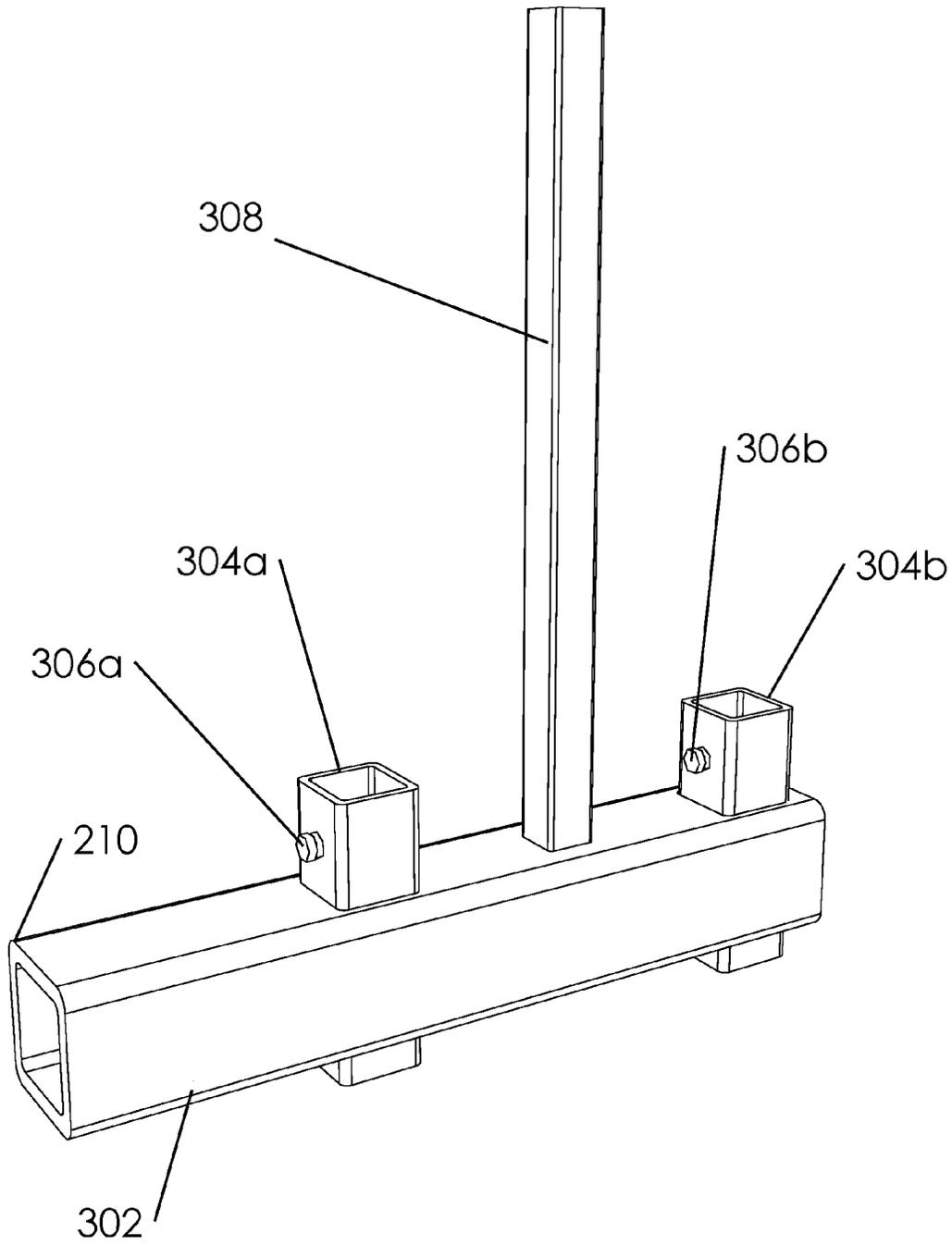


Fig. 3A

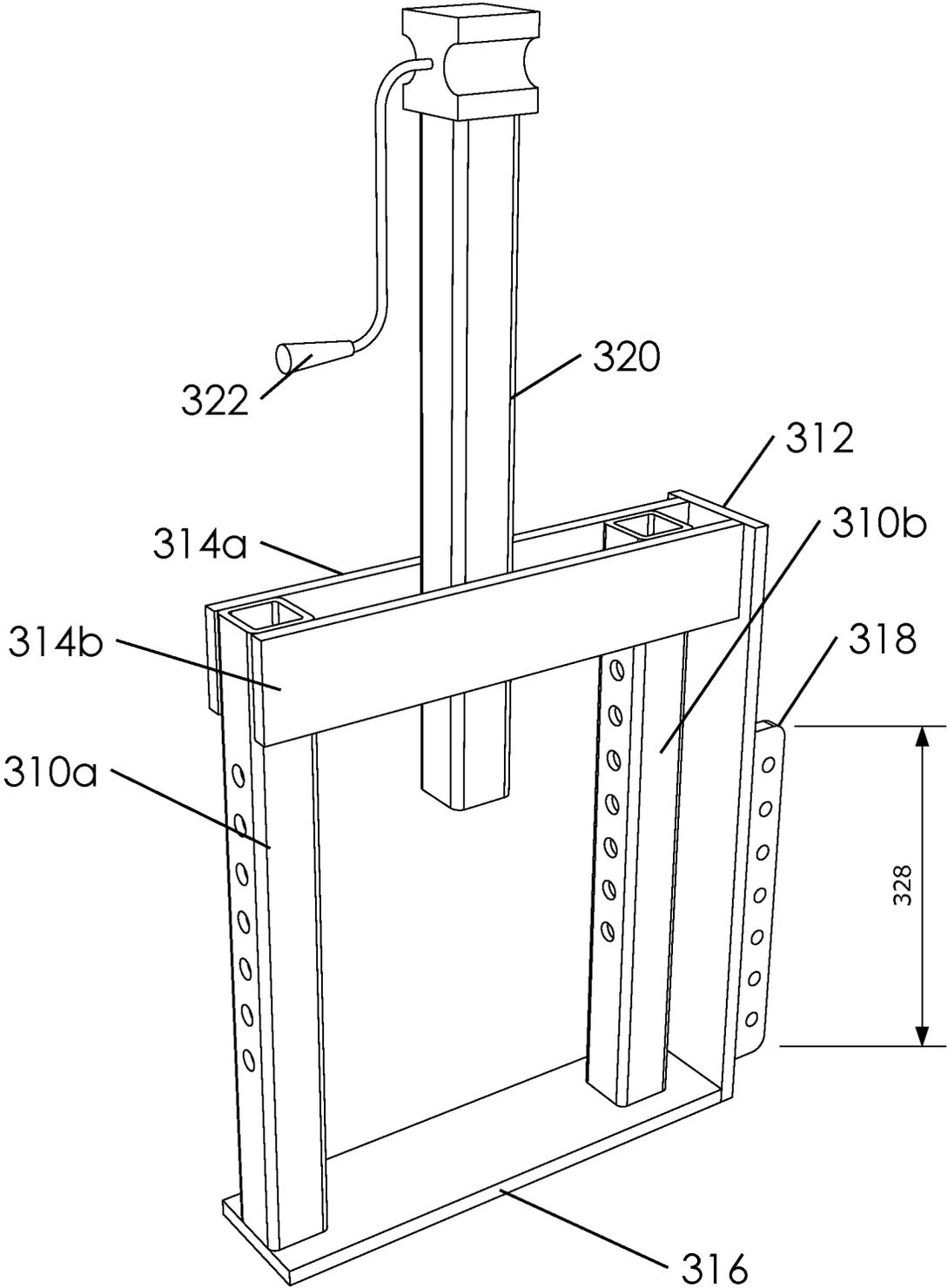


Fig. 3B

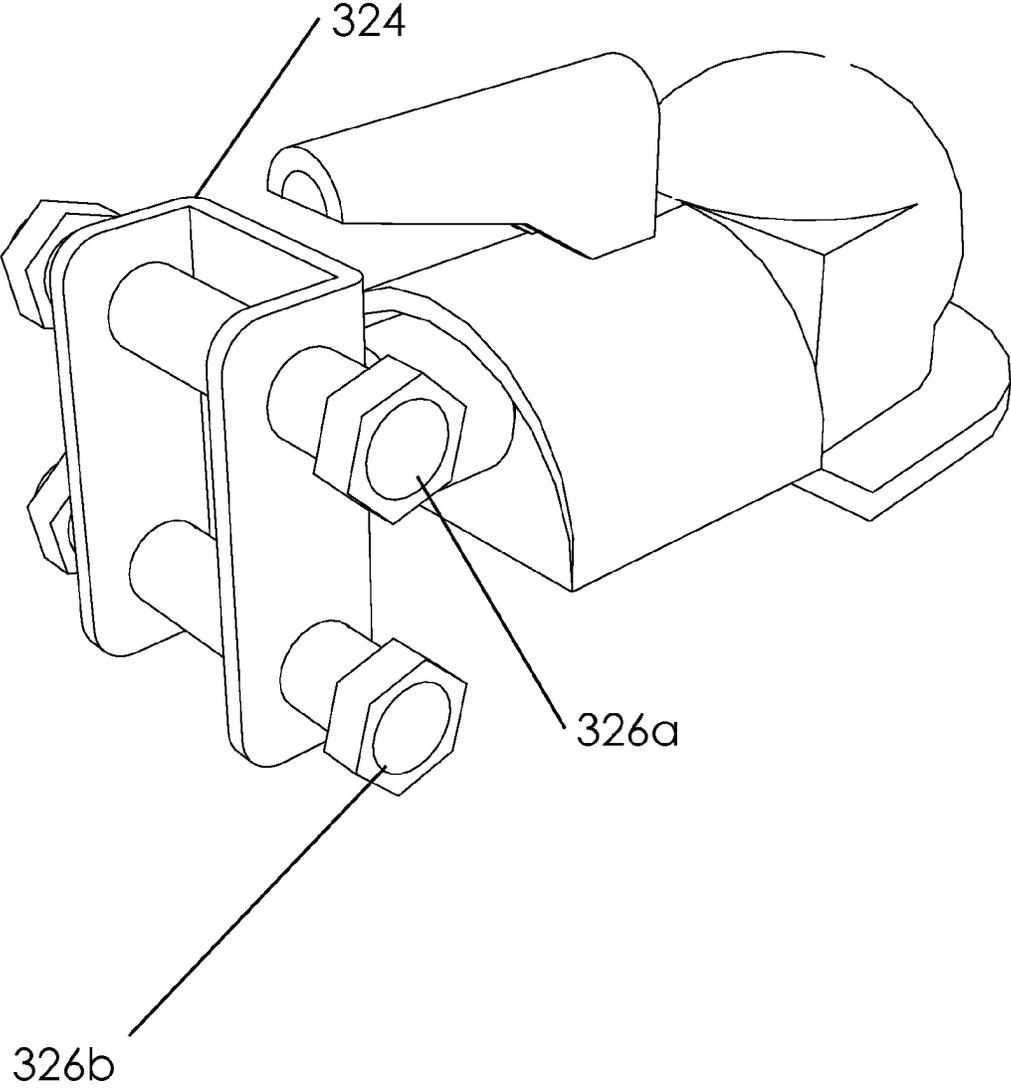


Fig. 3C

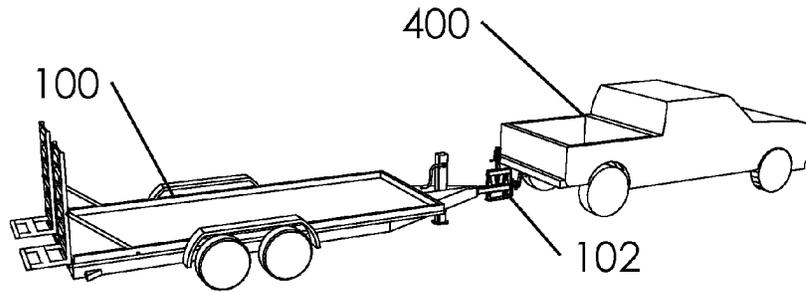


Fig. 4A

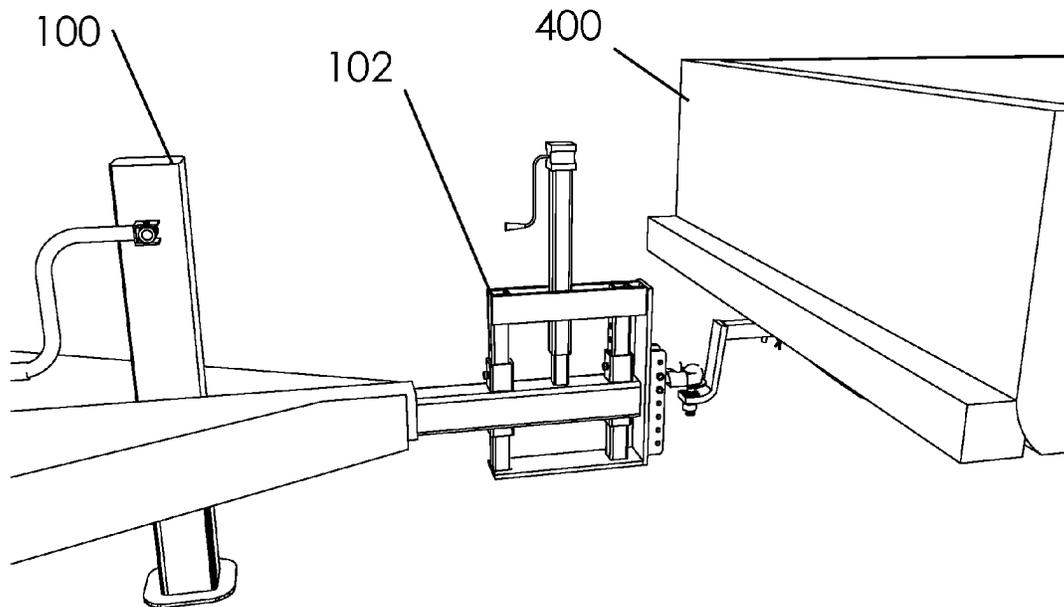


Fig. 4B

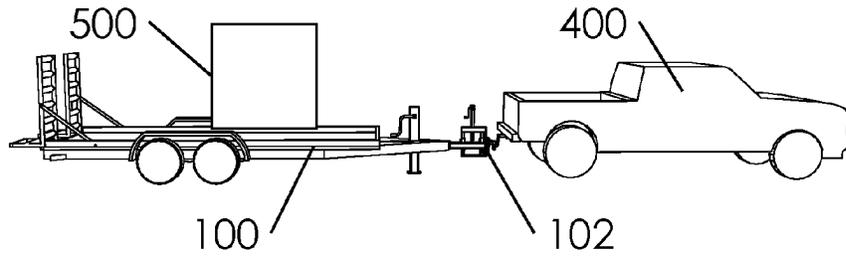


Fig. 5A

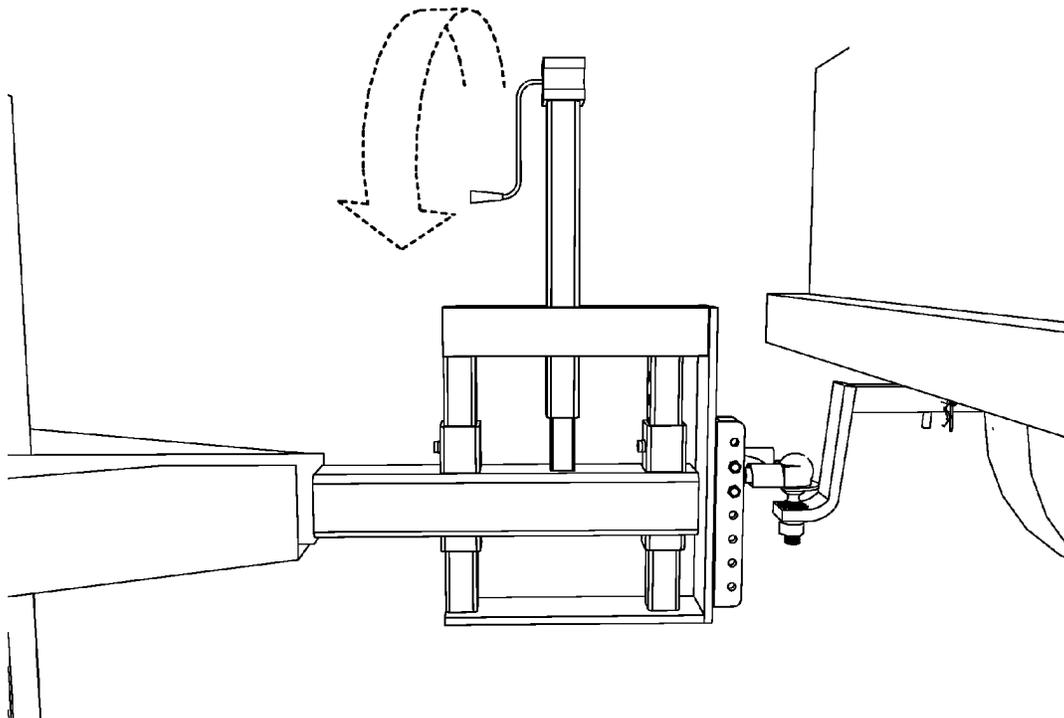


Fig. 5B

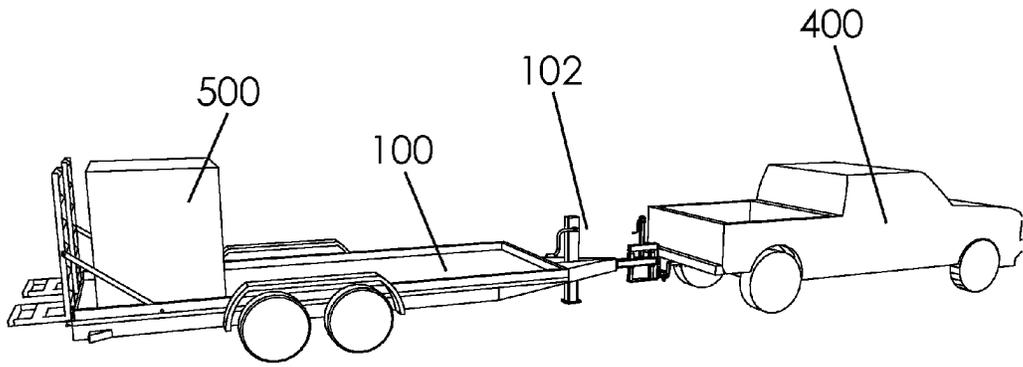


Fig. 5C

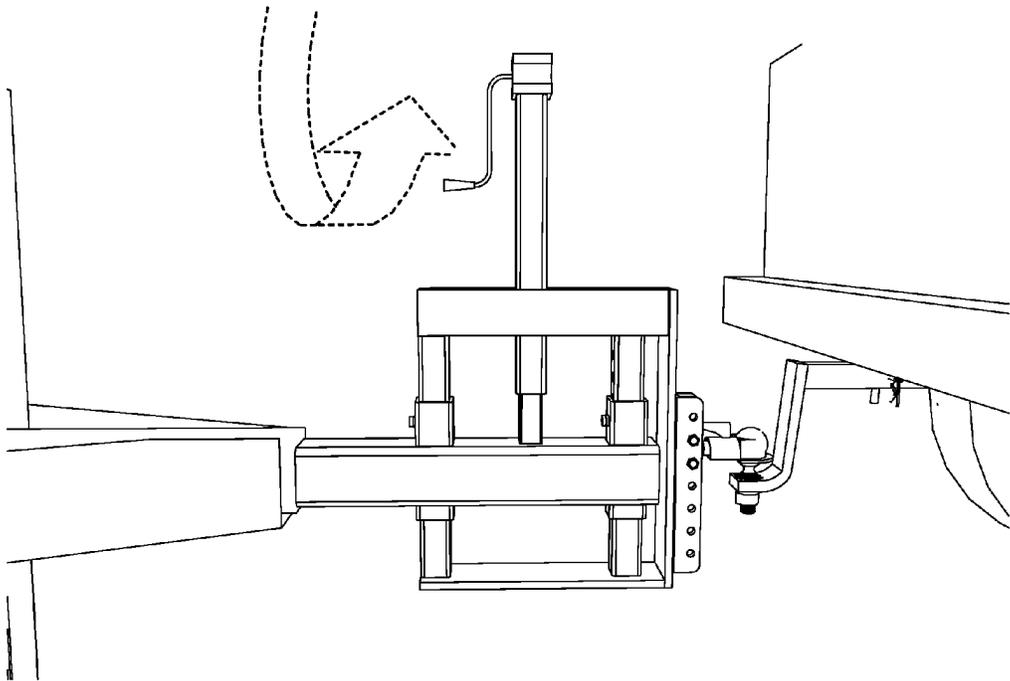


Fig. 5D

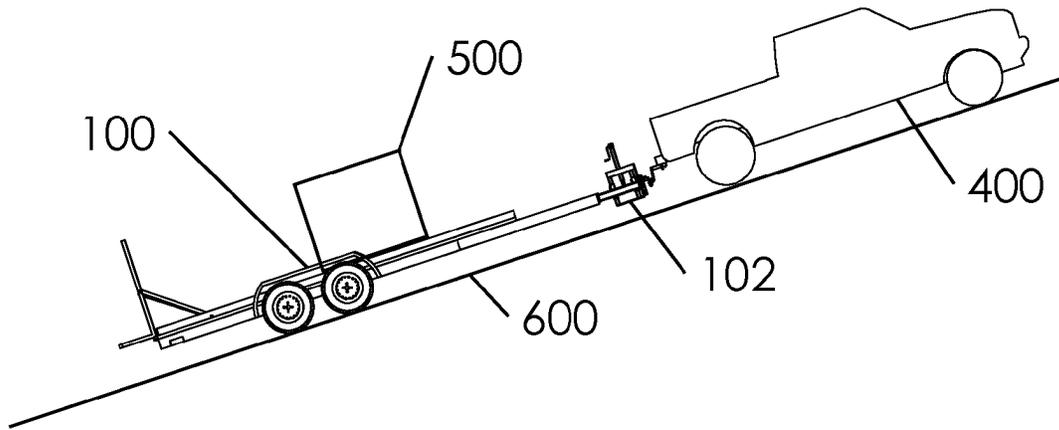


Fig. 6

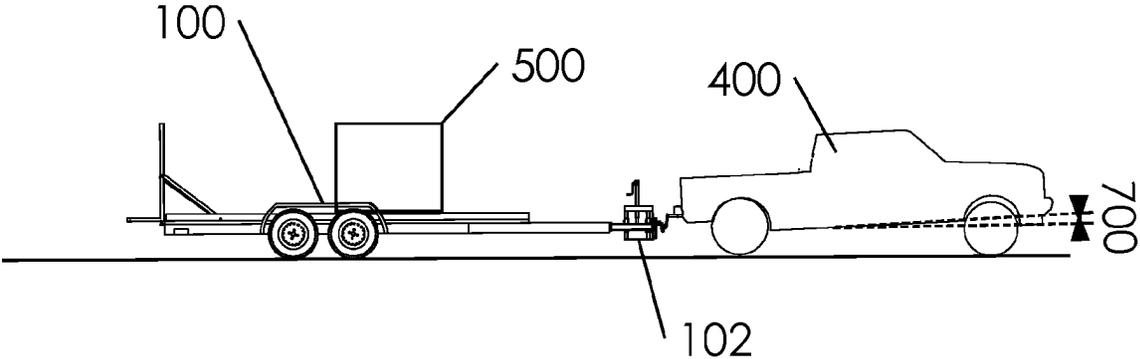


Fig. 7

TRAILER HITCH SYSTEM AND METHOD

This disclosure relates generally to a system and method for adjusting a trailer hitch system. Further, it claims priority to provisional patent application No. 61/607,692.

BACKGROUND

Said trailer hitch systems can be used as an addition to or as a part of a trailer for adjusting the height and leverage of said trailer while attached to a vehicle. Previous systems for adjusting said trailer hitch systems comprise rudimentary approaches such as unloading and reloading said trailer or removing said trailer from said vehicle to make adjustments.

None of the above inventions and patents, taken either singularly or in combination, is seen to describe the instant disclosure as claimed. Accordingly, an improved system and method for adjusting a trailer hitch system would be advantageous.

SUMMARY

A trailer hitch system and method are disclosed. Said trailer hitch system comprises a first bracket assembly, a second bracket assembly, a coupler assembly, and a jack assembly. Said jack assembly is capable of mechanically adjusting first bracket assembly relative to second bracket assembly. Said coupler assembly is capable of releasably attaching to a hitch on a vehicle.

Said method of using a trailer hitch comprising: adjustably attaching a first bracket assembly to a second bracket assembly, moving said first bracket assembly in a vertical direction relative to said second bracket assembly, and releasably attaching a coupler assembly to a hitch on a vehicle. Said trailer hitch comprises said first bracket assembly, said second bracket assembly and said coupler assembly.

BRIEF DESCRIPTION OF THE DRAWINGS

FIGS. 1A and 1B illustrate a perspective overview and an elevated front view of a trailer having a trailer hitch.

FIGS. 2A, 2B, 2C, 2D, and 2E illustrate a back perspective overview, top view, back view, side view, and front view, respectively, of trailer hitch.

FIGS. 3A, 3B, and 3C illustrate a series of back perspective overviews illustrating the portions of trailer hitch.

FIGS. 4A and 4B illustrate a perspective overview and an elevated side view of said trailer comprising said trailer hitch attached to vehicle.

FIGS. 5A, 5B, 5C, and 5D illustrate a series of views illustrating a method of adjusting said trailer hitch based on load.

FIG. 6 illustrates a perspective side view of said load on said trailer while attached to said vehicle while traveling on a slope.

FIG. 7 illustrates a perspective side view of said load on said trailer causing said vehicle to ride at an angle.

DETAILED DESCRIPTION

Described herein is a system and method for adjusting a trailer hitch system. The following description is presented to enable any person skilled in the art to make and use the invention as claimed and is provided in the context of the particular examples discussed below, variations of which will be readily apparent to those skilled in the art. In the interest of clarity, not all features of an actual implementation are

described in this specification. It will be appreciated that in the development of any such actual implementation (as in any development project), design decisions must be made to achieve the designers' specific goals (e.g., compliance with system- and business-related constraints), and that these goals will vary from one implementation to another. It will also be appreciated that such development effort might be complex and time-consuming, but would nevertheless be a routine undertaking for those of ordinary skill in the field of the appropriate art having the benefit of this disclosure. Accordingly, the claims appended hereto are not intended to be limited by the disclosed embodiments, but are to be accorded their widest scope consistent with the principles and features disclosed herein.

FIGS. 1A and 1B illustrate a perspective overview and a perspective detailed view of a trailer **100** having a trailer hitch **102**. In one embodiment, trailer hitch **102** can attach to trailer **100** or comprise a component of trailer **100**. In one embodiment, trailer hitch **102** can be used for adjusting the height of trailer **100** without detaching trailer **100** from a vehicle or adjusting the trailer height to maintain proper leverage. In one embodiment, trailer **100** with trailer hitch **102** can be useful for private uses as well as within agricultural, industrial, and construction industries.

FIGS. 2A, 2B, 2C, 2D, and 2E illustrate a perspective overview, an elevated top view, an elevated back view, an elevated side view, and an elevated front view, respectively, of said trailer hitch **102**. In one embodiment, said trailer hitch **102** can comprise a first bracket assembly **202**, a second bracket assembly **204**, a coupler assembly **206**, and a jack assembly **208**. In one embodiment, an end portion **210** can attach to said trailer **100**.

FIGS. 3A, 3B, and 3C illustrate a series of perspective overviews illustrating the portions of trailer hitch **102**. FIG. 3A illustrates a perspective overview of said first bracket assembly **202**. FIG. 3B illustrates a perspective overview of said second bracket assembly **204**. FIG. 3C illustrates a perspective overview of said coupler assembly **206**. In one embodiment, said first bracket assembly **202** can comprise a horizontal member **302**. In one embodiment, said horizontal member **302** can comprise one or more vertical sleeves. In one embodiment, said one or more sleeves can comprise a first sleeve **304a** and a second sleeve **304b**. In one embodiment, said one or more sleeves can slide around a one or more rails of said second bracket assembly **204**. Thus, in one embodiment, first bracket assembly **202** can slide along a path defined by said one or more rails of said second bracket assembly **204**. In one embodiment, said one or more sleeves can comprise one or more set bolt assemblies. In one embodiment, said one or more set bolt assemblies can comprise a first set bolt assembly **306a** and a second set bolt assembly **306b**. In one embodiment, said one or more set bolt assemblies can hold said first bracket assembly **202** in a position on said one or more rails by releasably attaching said one or more sleeves to said one or more rails.

In one embodiment, said horizontal member **302** can be attached to a vehicle trailer (such as a boat trailer, a horse trailer, a cargo trailer, or similar) or can be an integral part of said vehicle trailer. In one embodiment, said trailer hitch **102** can be attached to said vehicle trailer with an adapter. In one embodiment, said trailer hitch **102** can attach to said vehicle trailer at said end portion **210**.

In one embodiment, said second bracket assembly **204** can comprise said one or more rails. In one embodiment, said one or more rails can comprise a first rail **310a** and a second rail **310b**. Said second bracket assembly **204** can comprise a frame capable of holding said one or more rails. In one

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embodiment, said frame can comprise a vertical plate **312**, a first top plate **314a**, a second top plate **314b**, and a bottom plate **316**. In one embodiment, said frame can comprise a “C” shape wherein said vertical plate **312** can comprise a substantially vertical portion of said “C” shape; said bottom plate **316** can comprise a bottom portion of said “C” shape; and said first top plate **314a** and said second top plate **314b** can comprise a top portion of said “C” shape. In one embodiment, a top end of said one or more rails can be held between said first top plate **314a** and said second top plate **314b**; and a bottom end of said one or more rails can be attached to said bottom plate **316**.

In one embodiment, said coupler assembly **206** can attach to said second bracket assembly **204**. In one embodiment, said coupler assembly **206** can attach to an exterior portion of said vertical plate **312**. In one embodiment, said coupler assembly **206** can comprise an adjustable trailer hitch coupler comprising a bracket **318** and a coupler **324**. In one embodiment, said coupler **324** can attach to said bracket **318** at a range of positions; wherein, a vertical height **328** of said coupler **324** can be adjusted along said bracket **318**. In one embodiment, said range of positions on said bracket **318** can be demarcated by a plurality of sockets capable of receiving bolt assemblies **326a** and **326b** capable of holding said coupler **324** to said bracket **318**.

In one embodiment, said first bracket assembly **202** and said second bracket assembly **204** can comprise a jack assembly **208**. In one embodiment, said jack assembly **208** can comprise an external sleeve **320**, an internal sleeve **308**, and a jack arm **322**. In one embodiment, said internal sleeve **308** can attach to a portion of said horizontal member **302**. In one embodiment, a substantially vertical position of said external sleeve **320** relative to said internal sleeve **308** can be adjusted by turning said jack arm **322**, as is common in the art.

In one embodiment, a vertical position of said one or more sleeves relative to said one or more rails can be adjusted by rotating said jack arm **322**. In one embodiment, the vertical position of a vehicle trailer to a vehicle can be adjusted without removing said trailer (having said trailer hitch **102**) from said vehicle.

FIGS. **4A** and **4B** illustrate a perspective overview and an elevated side view of said trailer **100** comprising said trailer hitch **102** attached to a vehicle **400**. In one embodiment, said vehicle **400** can comprise a truck, tractor, or other similar purpose vehicle that can be used for pulling or towing said trailer **100**.

FIGS. **5A**, **5B**, **5C**, and **5D** illustrate a series of views illustrating a method of adjusting said trailer hitch **102** based on a load **500**. In one embodiment, said load **500** can be placed on the front half of said trailer **100** and said jack arm **322** rotated to adjust the height of said trailer hitch **102** that would maintain proper leverage. In one embodiment, said load **500** can be placed on the back half of said trailer **100** and said jack arm **322** rotated to adjust the height of said trailer hitch **102** that would maintain proper leverage. In one embodiment, said load **500** can be shifted and said trailer hitch **102** can be adjusted while still attached to said vehicle **400** to compensate.

FIG. **6** illustrates a perspective side view of said load **500** on said trailer **100** while attached to said vehicle **400** while traveling on a slope **600**. In one embodiment, trailer hitch **102** can be adjusted to maintain proper leverage while traveling on said slope **600**. In one embodiment, said trailer hitch **102** can be adjusted while still attached to vehicle **400** while said trailer **100** and said vehicle **400** are on said slope **600**.

FIG. **7** illustrates a perspective side view of said load **500** on said trailer **100** causing said vehicle **400** to ride at an angle

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700. In one embodiment, said trailer **100** can stay level by adjusting said trailer hitch **102** despite the reverse rake of said vehicle **400**. In one embodiment, said angle **700** can vary depending on said load **500** on said trailer **100**. In one embodiment, said trailer hitch **102** permits adaptive adjustment of said trailer **100** leverage in response to any addition, removal, or shifting of said load **500**.

Various changes in the details of the illustrated operational methods are possible without departing from the scope of the following claims. Some embodiments may combine the activities described herein as being separate steps. Similarly, one or more of the described steps may be omitted, depending upon the specific operational environment the method is being implemented in. It is to be understood that the above description is intended to be illustrative, and not restrictive. For example, the above-described embodiments may be used in combination with each other. Many other embodiments will be apparent to those of skill in the art upon reviewing the above description. The scope of the invention should, therefore, be determined with reference to the appended claims, along with the full scope of equivalents to which such claims are entitled. In the appended claims, the terms “including” and “in which” are used as the plain-English equivalents of the respective terms “comprising” and “wherein.”

The invention claimed is:

1. A trailer hitch comprising:

a first bracket assembly,
a second bracket assembly, and
a coupler assembly;
said first bracket assembly adjustably attaches to said second bracket assembly;
said first bracket assembly moves in a substantially vertical direction relative to said second bracket assembly;
said coupler assembly attaches to said second bracket assembly;
said coupler assembly releasably attaches to a hitch on a vehicle;
a jack assembly capable of mechanically adjusting said first bracket assembly in a vertical direction relative to said second bracket assembly;
said first bracket assembly comprises a one or more horizontal portions and a one or more vertical portions;
said second bracket assembly comprises a one or more horizontal portions and a one or more vertical portions;
said one or more vertical portions of said first bracket assembly are capable of slidably attaching to said one or more vertical portions of said second bracket assembly;
said one or more vertical portions of second bracket assembly slidably attaches to said first bracket assembly as a guide;
said one or more vertical portions of second bracket assembly are supported by a horizontal top component, a one or more vertical components, and a horizontal bottom component; and
said horizontal top component attaches to said jack assembly.

2. The trailer hitch of claim **1** wherein:

said jack assembly comprises a first portion, a second portion, and a crank assembly;
said first portion attaches to said first bracket assembly;
said second portion attaches to said second bracket assembly; and
said crank assembly is capable of moving said first portion of said jack assembly relative to said second portion of said jack assembly.

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3. The trailer hitch of claim 2 wherein:
 said crank assembly adjusts a screw thread portion of said
 jack assembly, and
 said screw thread portion adjusts said first portion of said
 jack assembly relative to said second portion of said jack
 assembly. 5

4. The trailer hitch of claim 1 wherein:
 said one or more horizontal portions of said first bracket
 assembly attaches to a portion of said trailer. 10

5. A method of using a trailer hitch comprising:
 adjustably attaching a first bracket assembly to a second
 bracket assembly,
 moving said first bracket assembly in a vertical direction
 relative to said second bracket assembly, and
 releasably attaching a coupler assembly to a hitch on a
 vehicle; wherein, 15

said trailer hitch comprises said first bracket assembly,
 said second bracket assembly and said coupler assembly,
 said coupler assembly attaches to said second bracket
 assembly; 20

a jack assembly capable of mechanically adjusting said
 first bracket assembly in a vertical direction relative to
 said second bracket assembly; 25

said first bracket assembly comprises one or more hori-
 zontal portions and one or more vertical portions;
 said second bracket assembly comprises one or more
 horizontal portions and one or more vertical portions;
 said one or more vertical portions of said first bracket
 assembly are capable of slidably attaching to said one
 or more vertical portions of said second bracket
 assembly; 30

said one or more vertical portions of second bracket
 assembly slidably attaches to first bracket assembly as
 a guide; 35

said one or more vertical portions of second bracket
 assembly are supported by a horizontal top compo-
 nent, one or more vertical components, and a horizon-
 tal bottom component; and 40

said horizontal top component attaches to said jack
 assembly.

6. The method of claim 5 further comprising:
 placing a load on the front half of said trailer,
 adjusting said first bracket assembly higher relative to sec-
 ond bracket assembly, and 45

maintaining balanced load leverage on said coupler assem-
 bly.

7. The method of claim 5 further comprising:
 placing a load on the back half of said trailer, 50

adjusting said first bracket assembly lower relative to sec-
 ond bracket assembly, and

maintaining balanced load leverage on said coupler assem-
 bly.

8. The method of claim 5 further comprising: 55

placing a load on said trailer,
 shifting said load on said trailer,
 leaving the trailer attached to a vehicle,
 performing adjustments on first bracket assembly height
 relative to second bracket assembly, and 60

balancing said load on coupler assembly.

9. The method of claim 5 wherein:
 placing a load on said trailer,
 operating said trailer on a slope,
 adjusting said first bracket assembly relative to said second
 bracket assembly, and 65

maintaining proper leverage on said coupler assembly.

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10. A trailer hitch comprising:
 a first bracket assembly, a second bracket assembly, and a
 coupler assembly;
 said first bracket assembly adjustably attaches to said sec-
 ond bracket assembly;
 said first bracket assembly moves in a substantially vertical
 direction relative to said second bracket assembly;
 said coupler assembly attaches to said second bracket
 assembly;
 said coupler assembly releasably attaches to a hitch on a
 vehicle;
 said coupler assembly comprises a bracket portion and a
 coupler portion;
 said bracket portion attaches to said second bracket assem-
 bly; and
 said coupler portion can releasably attach to said bracket
 portion at a plurality of vertical positions.

11. A trailer hitch comprising:
 a first bracket assembly, a second bracket assembly, and a
 coupler assembly;
 said first bracket assembly adjustably attaches to said sec-
 ond bracket assembly;
 said first bracket assembly moves in a substantially vertical
 direction relative to said second bracket assembly;
 said coupler assembly attaches to said second bracket
 assembly;
 said coupler assembly releasably attaches to a hitch on a
 vehicle;
 a jack assembly capable of mechanically adjusting said
 first bracket assembly in a vertical direction relative to
 said second bracket assembly;
 said first bracket assembly comprises a one or more hori-
 zontal portions and a one or more vertical portions;
 said second bracket assembly comprises a one or more
 horizontal portions and a one or more vertical portions;
 said one or more vertical portions of said first bracket
 assembly are capable of slidably attaching to said one or
 more vertical portions of said second bracket assembly;
 said one or more horizontal portions of said first bracket
 assembly comprises a portion of said trailer; and
 said jack assembly attaches to said one or more horizontal
 portions of said first bracket assembly.

12. A trailer hitch comprising:
 a first bracket assembly, a second bracket assembly, and a
 coupler assembly;
 said first bracket assembly adjustably attaches to said sec-
 ond bracket assembly;
 said first bracket assembly moves in a substantially vertical
 direction relative to said second bracket assembly;
 said coupler assembly attaches to said second bracket
 assembly;
 said coupler assembly releasably attaches to a hitch on a
 vehicle;
 a jack assembly capable of mechanically adjusting said
 first bracket assembly in a vertical direction relative to
 said second bracket assembly;
 said first bracket assembly is capable of securely fixating at
 a one or more vertical positions on said second bracket
 assembly;
 said first bracket assembly contains a plurality of sockets;
 said second bracket assembly contains a plurality of sock-
 ets;
 said sockets align at said one or more vertical positions;
 said sockets are capable of receiving a bolt assembly when
 aligned; and
 said bolt assembly securely fixates said first bracket assem-
 bly relative to said second bracket assembly.

* * * * *