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Frazier

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(54) **VARIABLE LOAD ASSIST MECHANISM FOR AN OVERHEAD BIN**

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(51) **Int. Cl.⁷** **B64D 11/00**

(52) **U.S. Cl.** **244/118.1; 312/347**

(58) **Field of Search** **244/118.1, 118.5; 312/247, 248**

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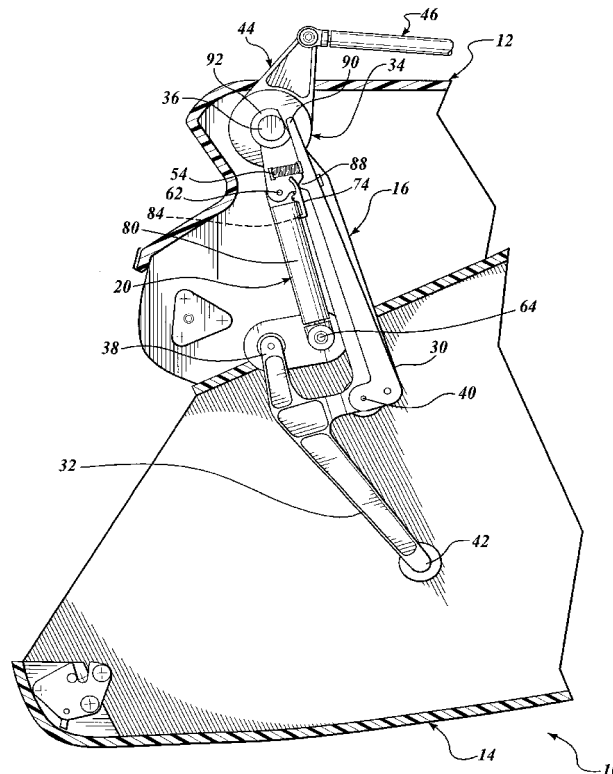
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(57) **ABSTRACT**

A luggage bin assembly adapted to be disposed within a vehicle. The luggage bin assembly includes a bin (203) reciprocally mounted for movement between an opened position and a closed position. The luggage bin assembly also includes a linkage assembly (232) adapted to be hingedly mounted to the bin for swinging movement with the bin as the bin is reciprocated between the open and closed positions. A reciprocating assist mechanism (216) is coupled to the linkage mechanism to selectively apply an assist load to the linkage assembly when the bin is reciprocated between the opened and closed positions.

10 Claims, 13 Drawing Sheets



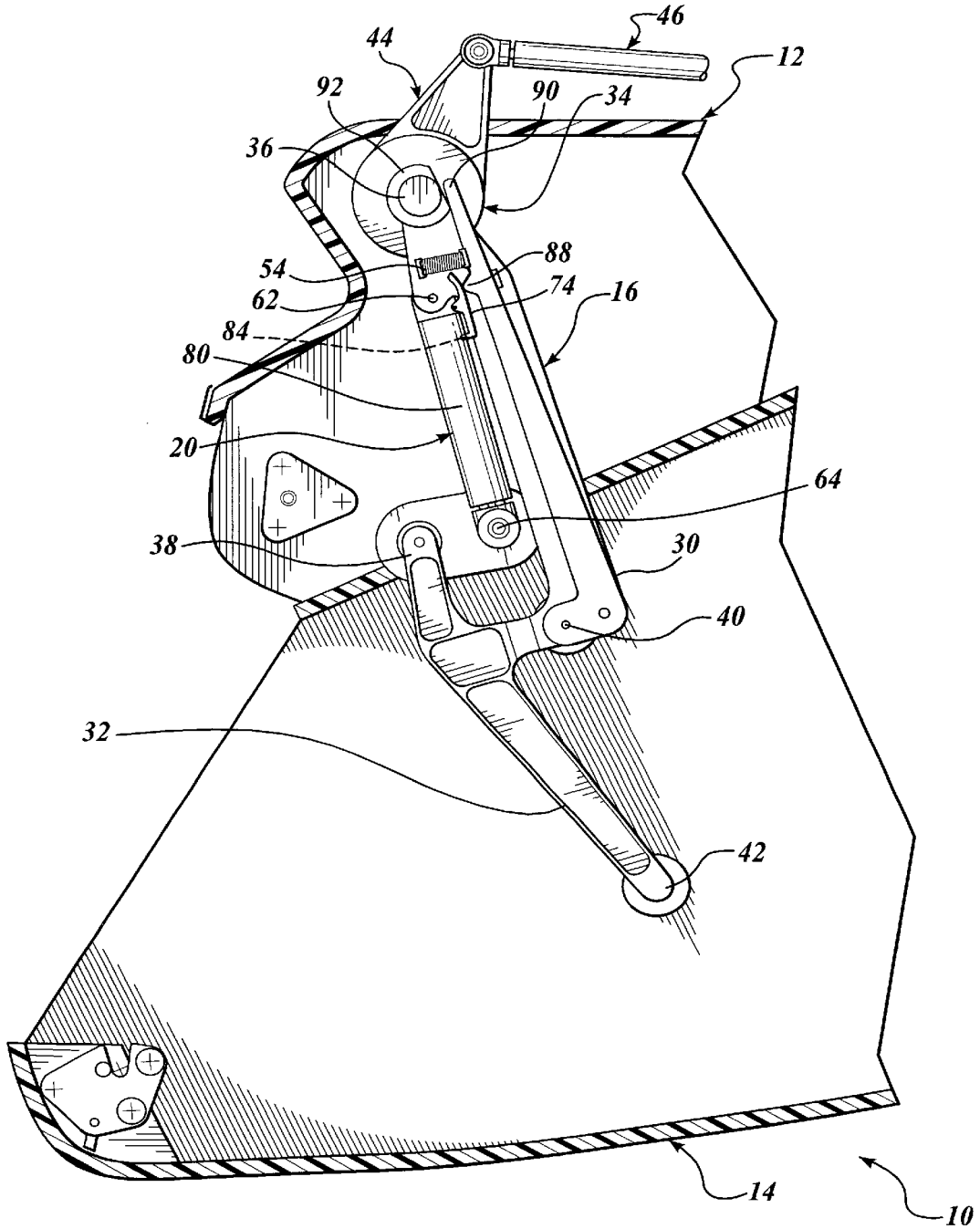


Fig. 2A.

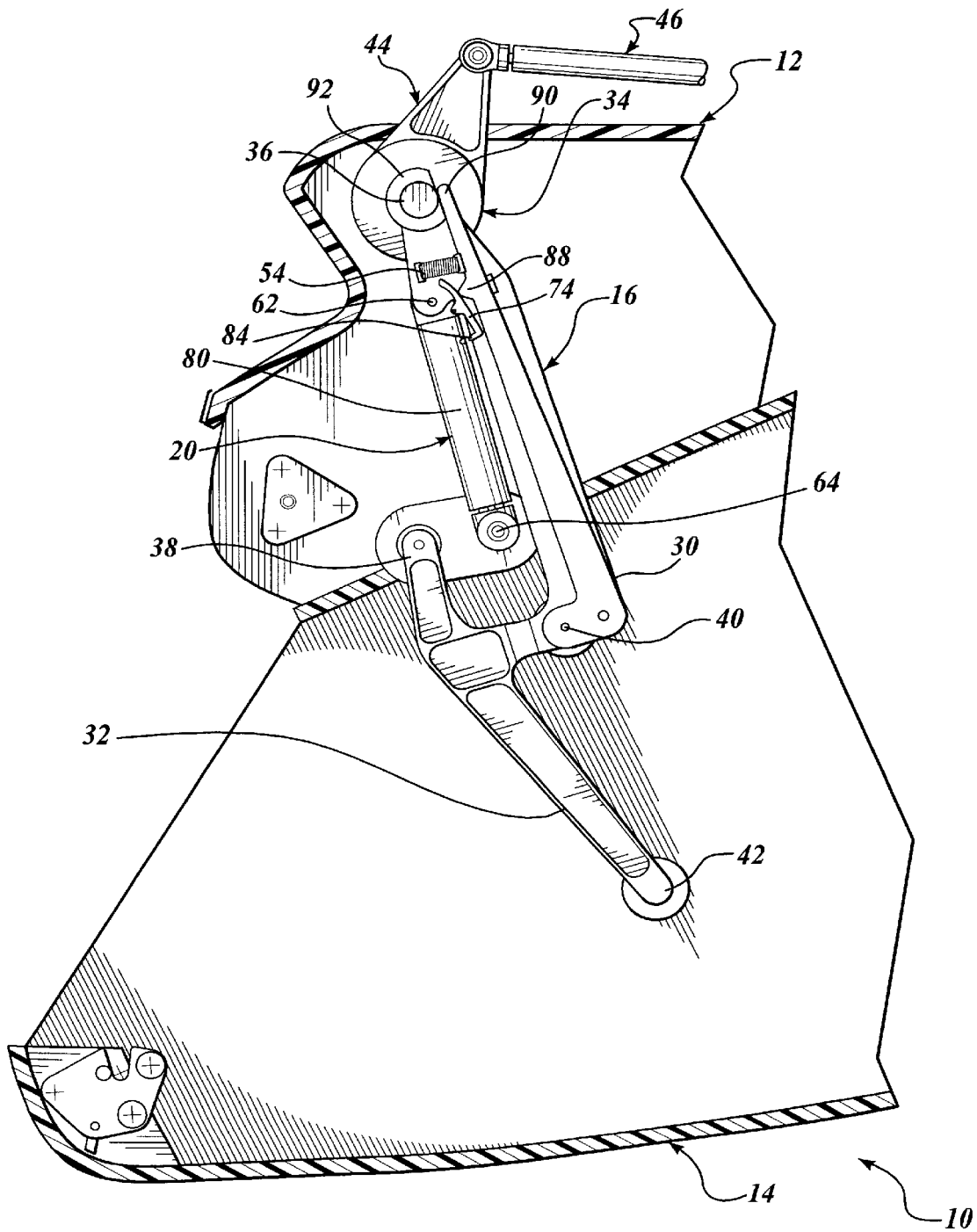


Fig. 2B.

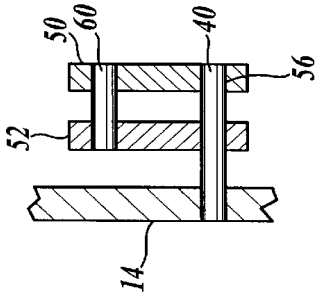


Fig. 3B.

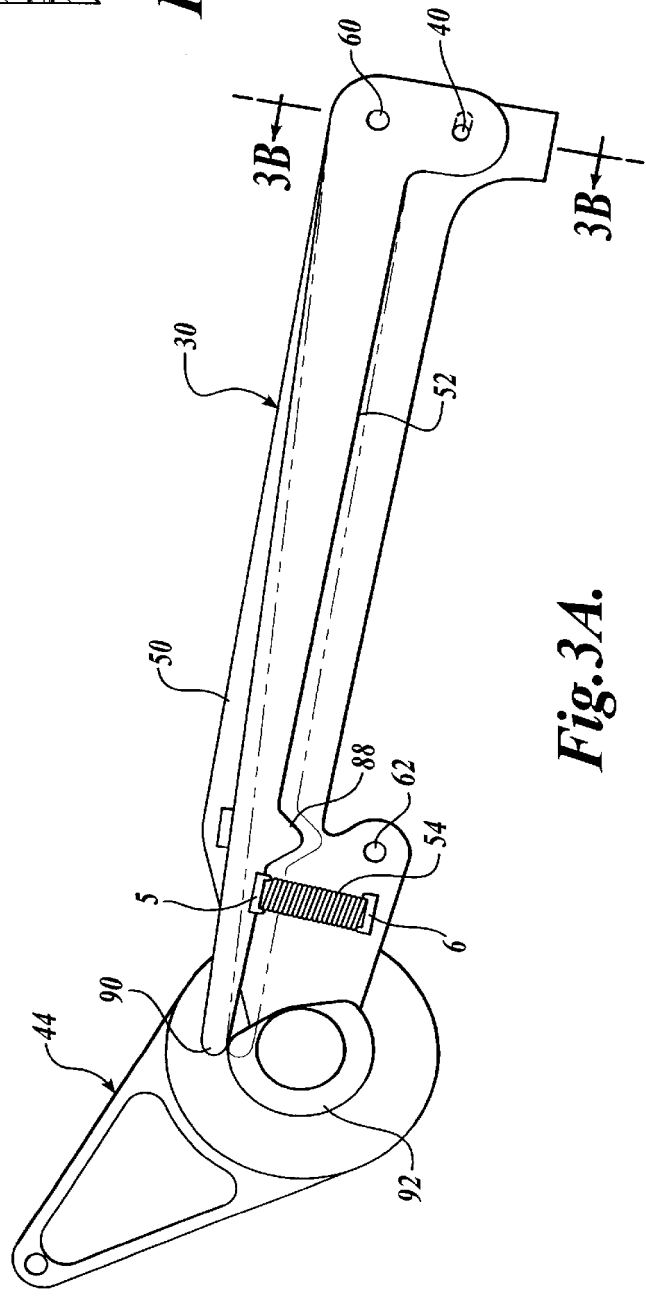


Fig. 3A.

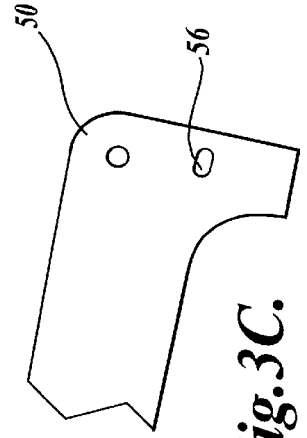
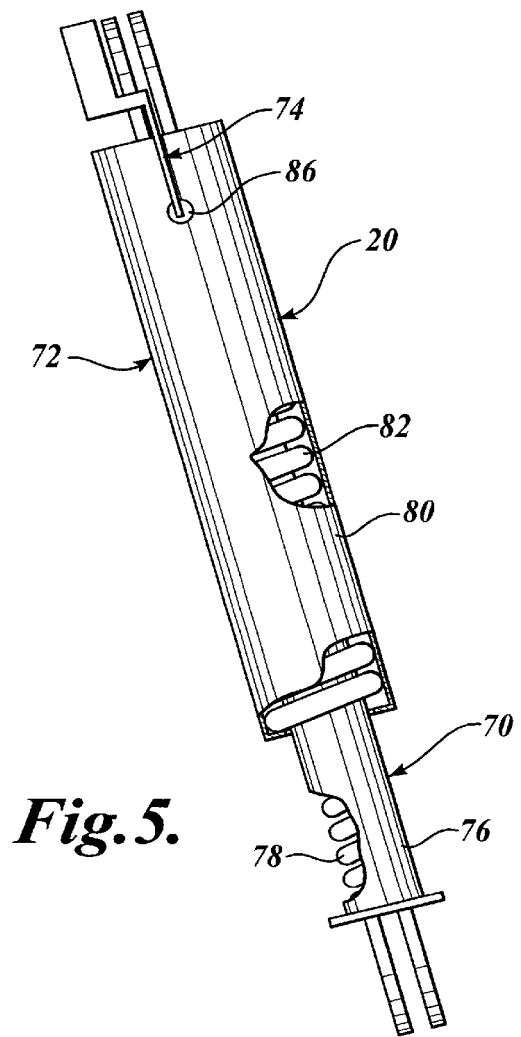
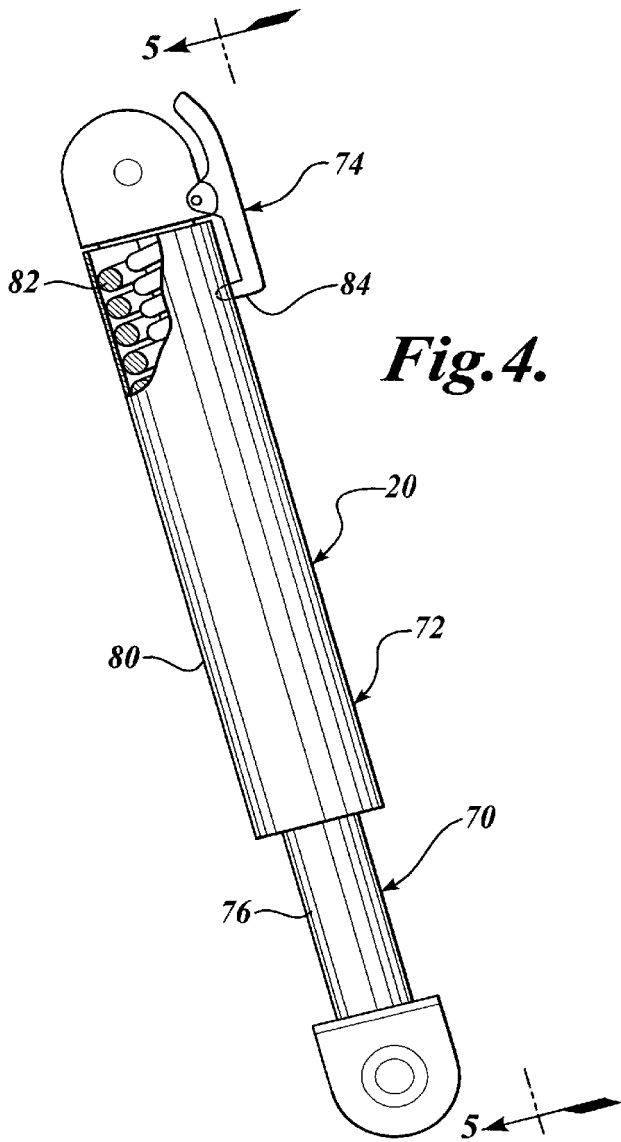
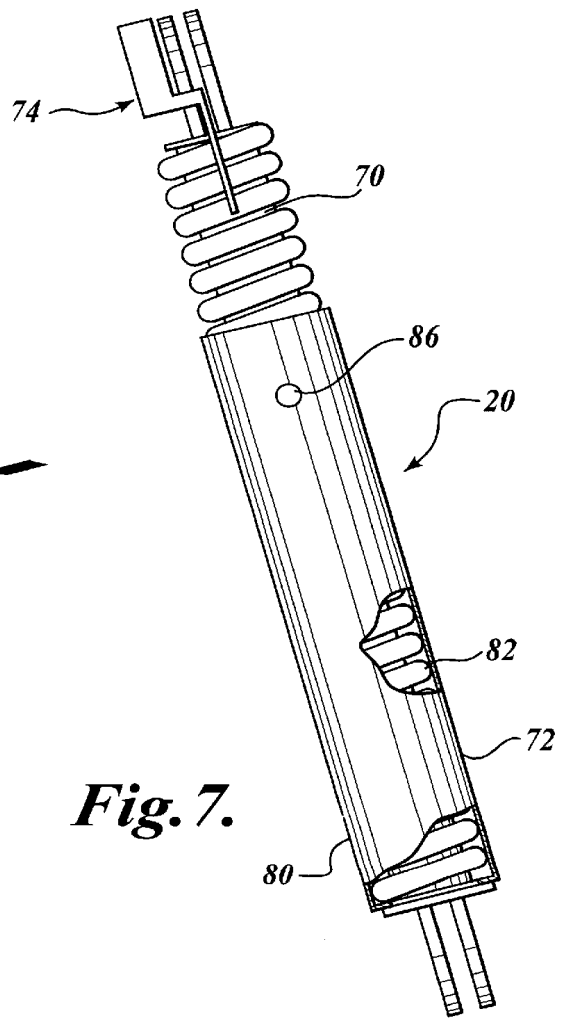
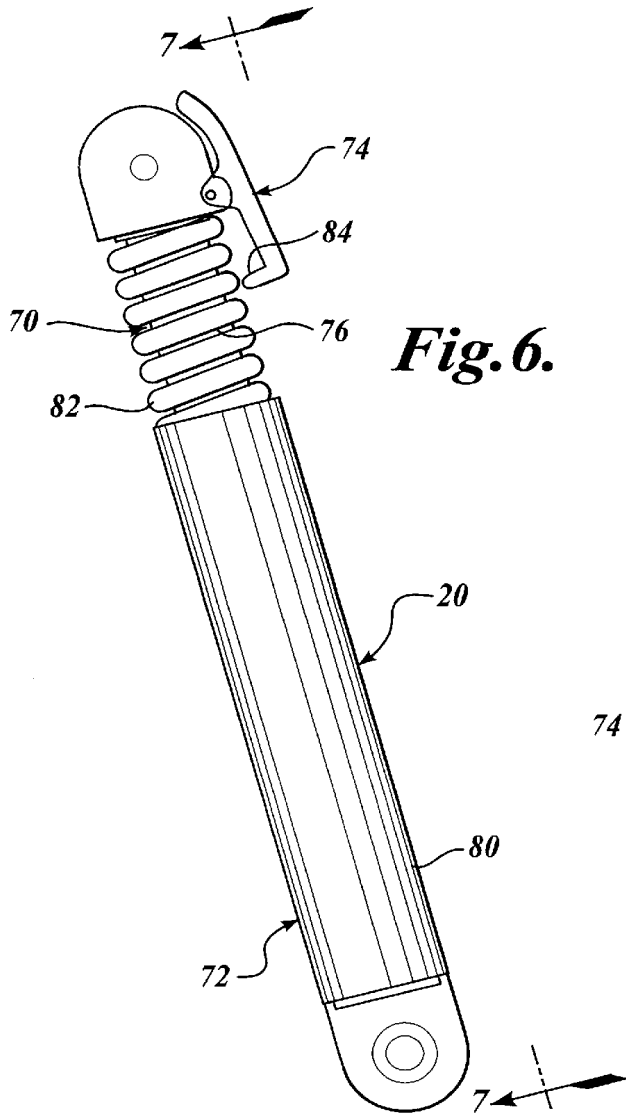


Fig. 3C.





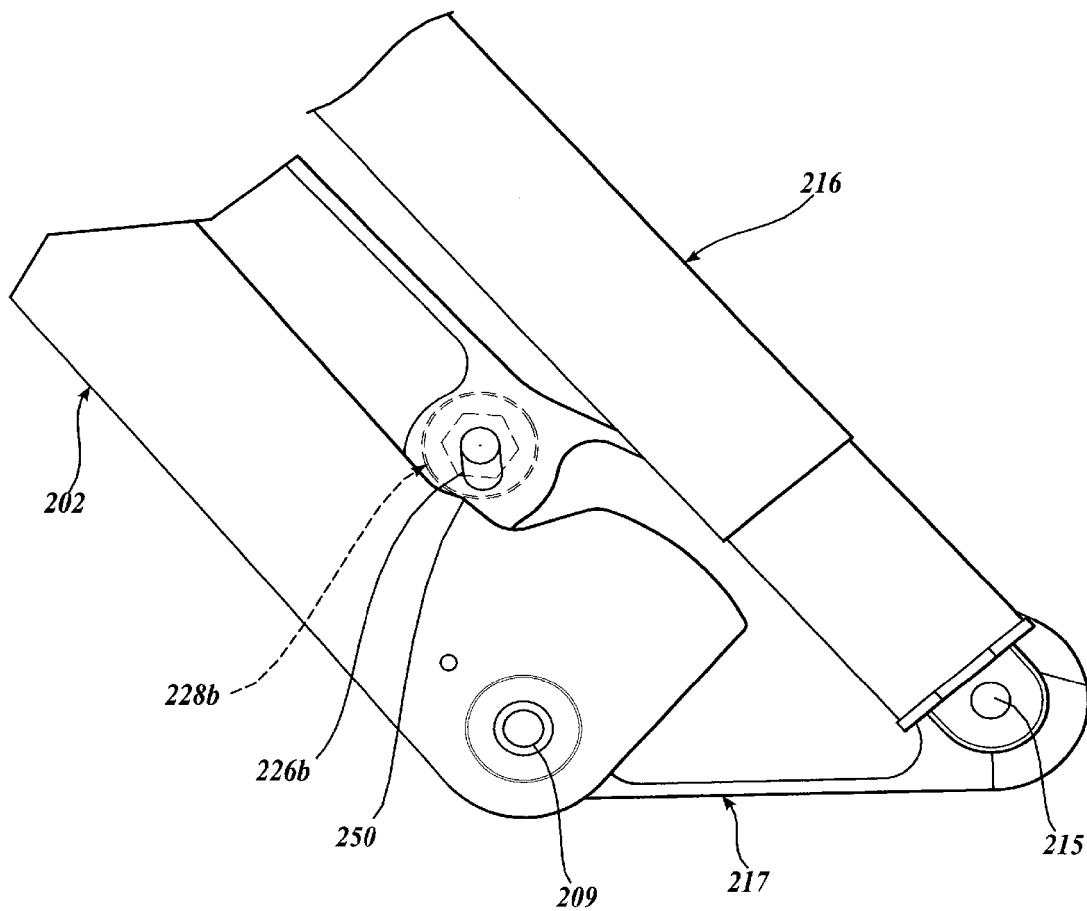


Fig. 9.

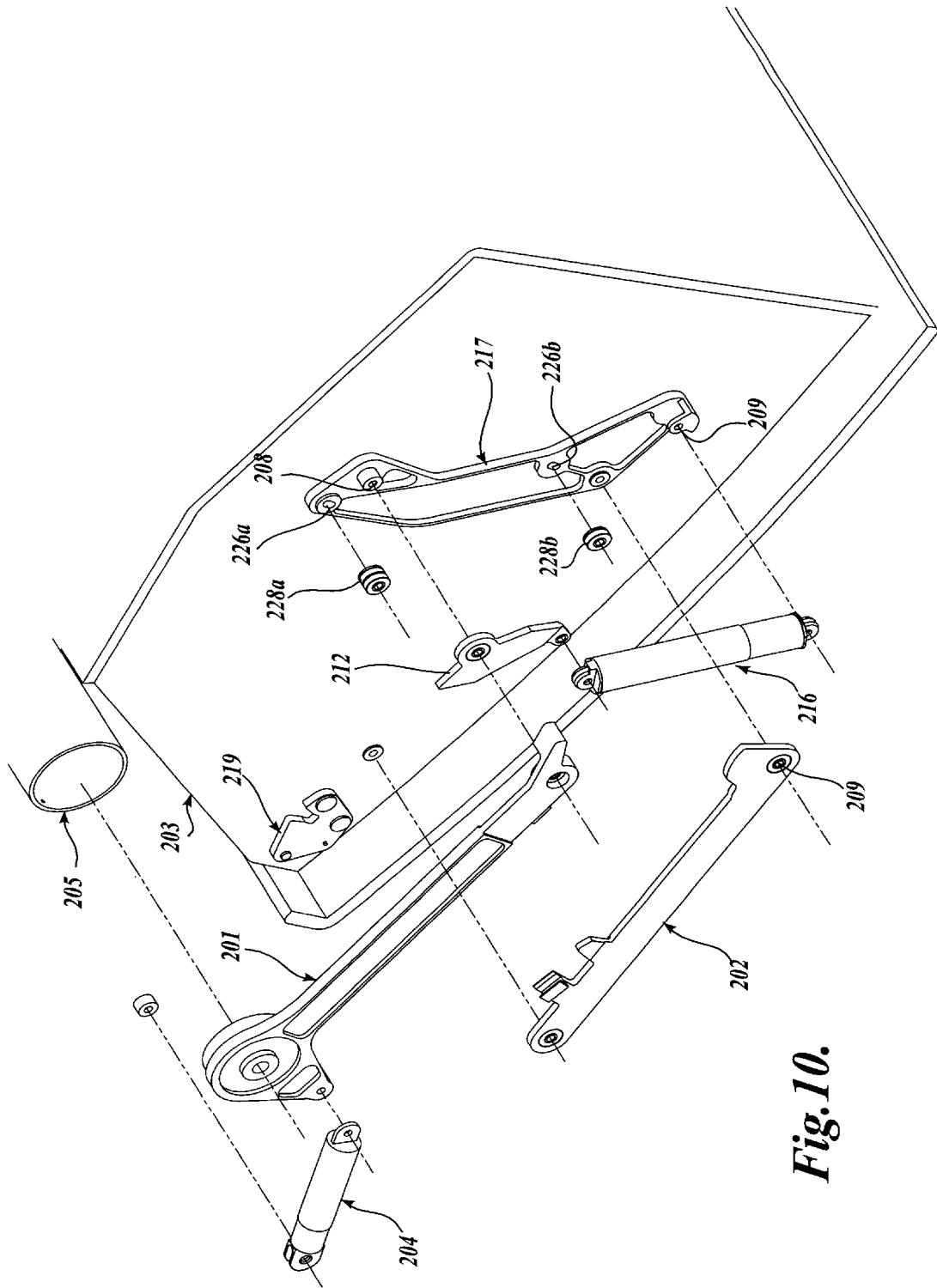


Fig. 10.

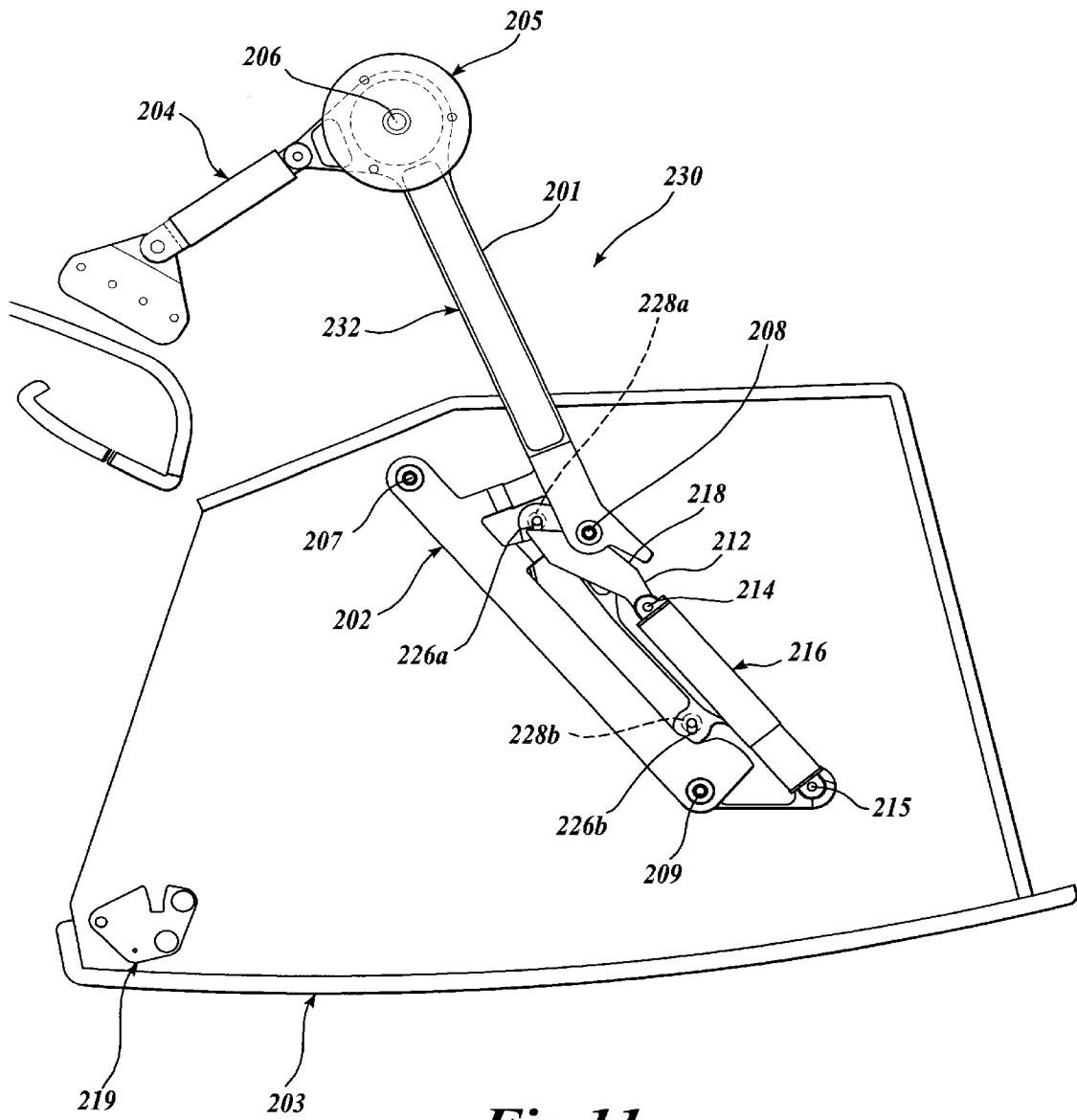


Fig.11.

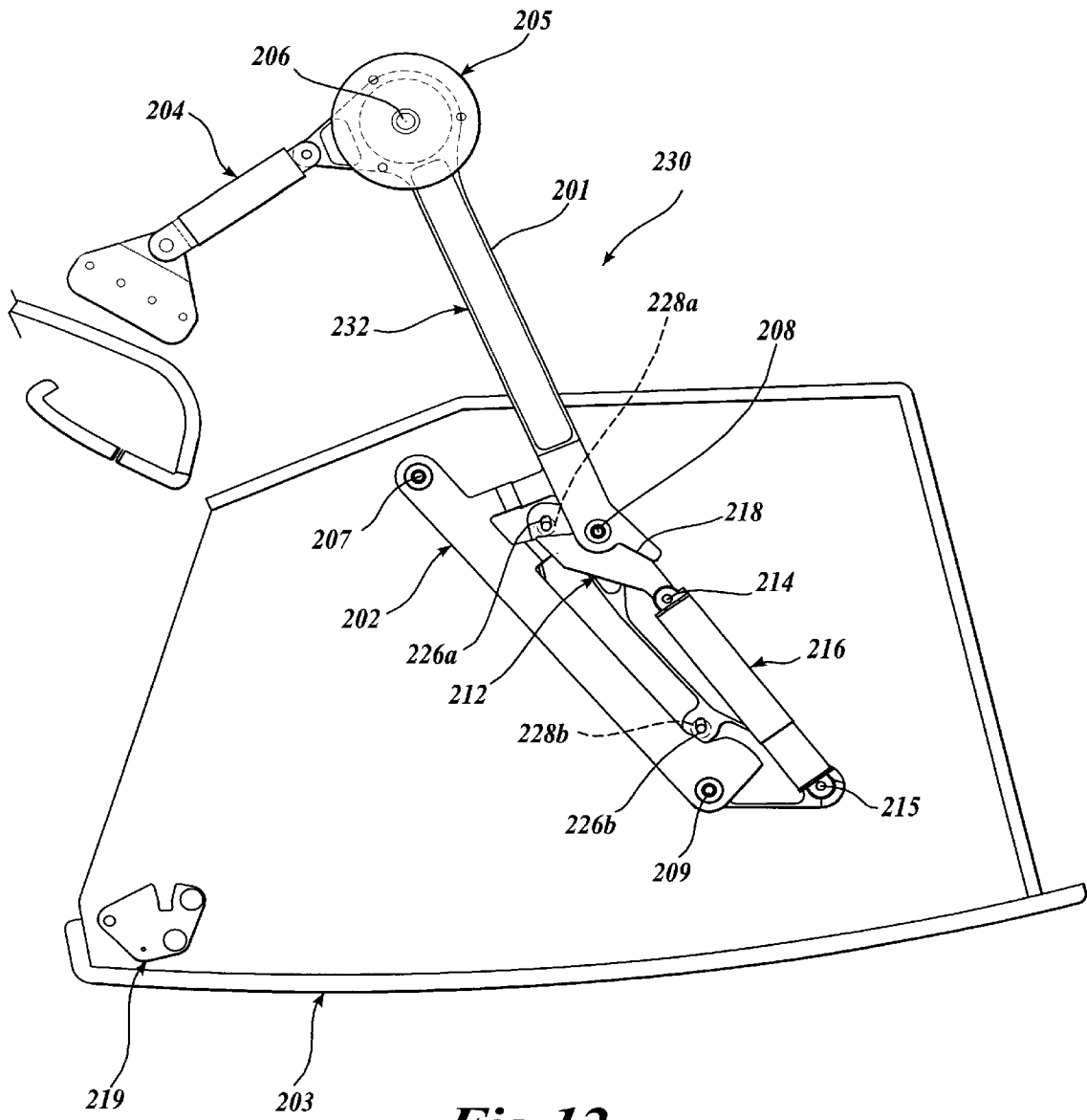


Fig.12.

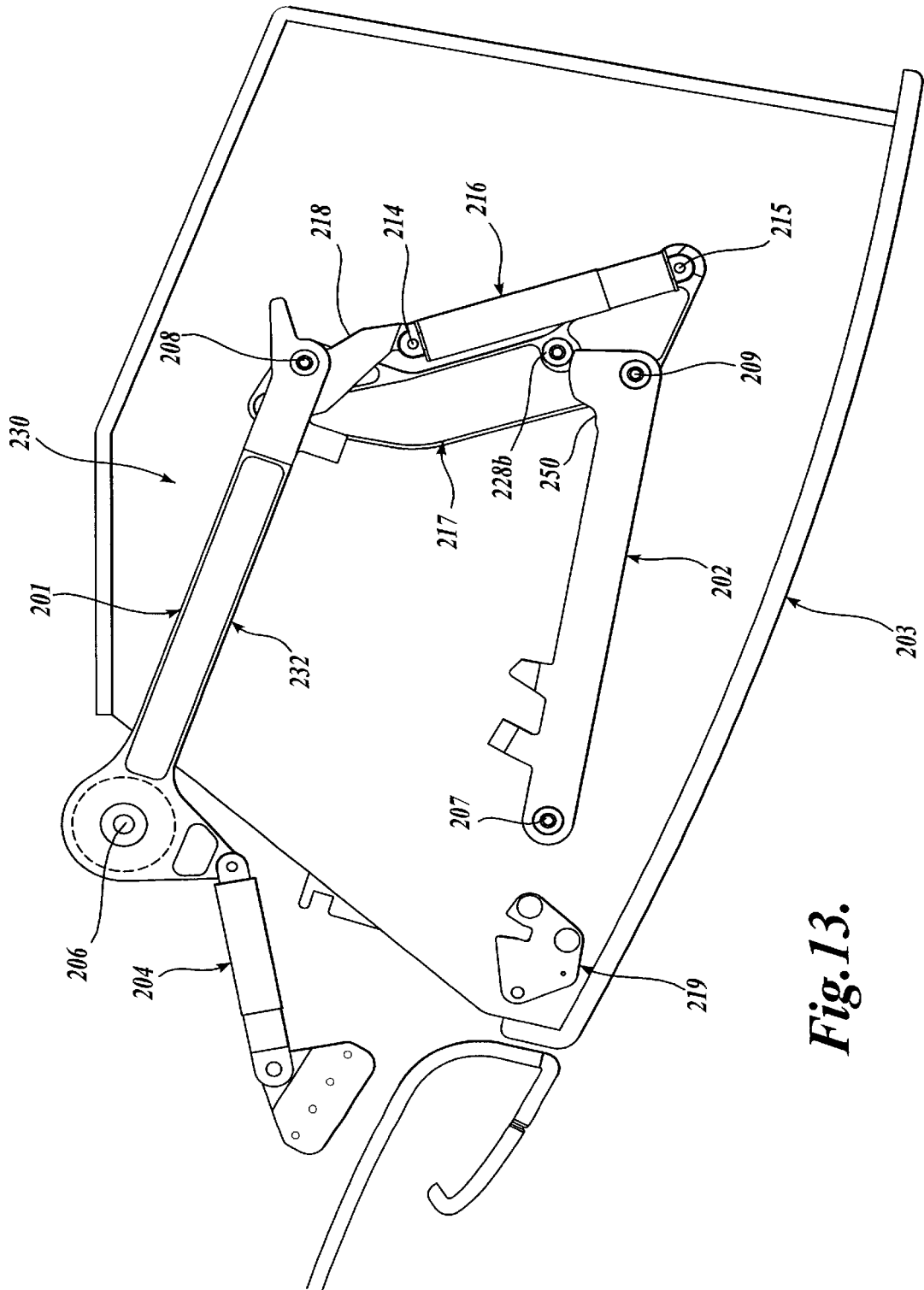


Fig. 13.

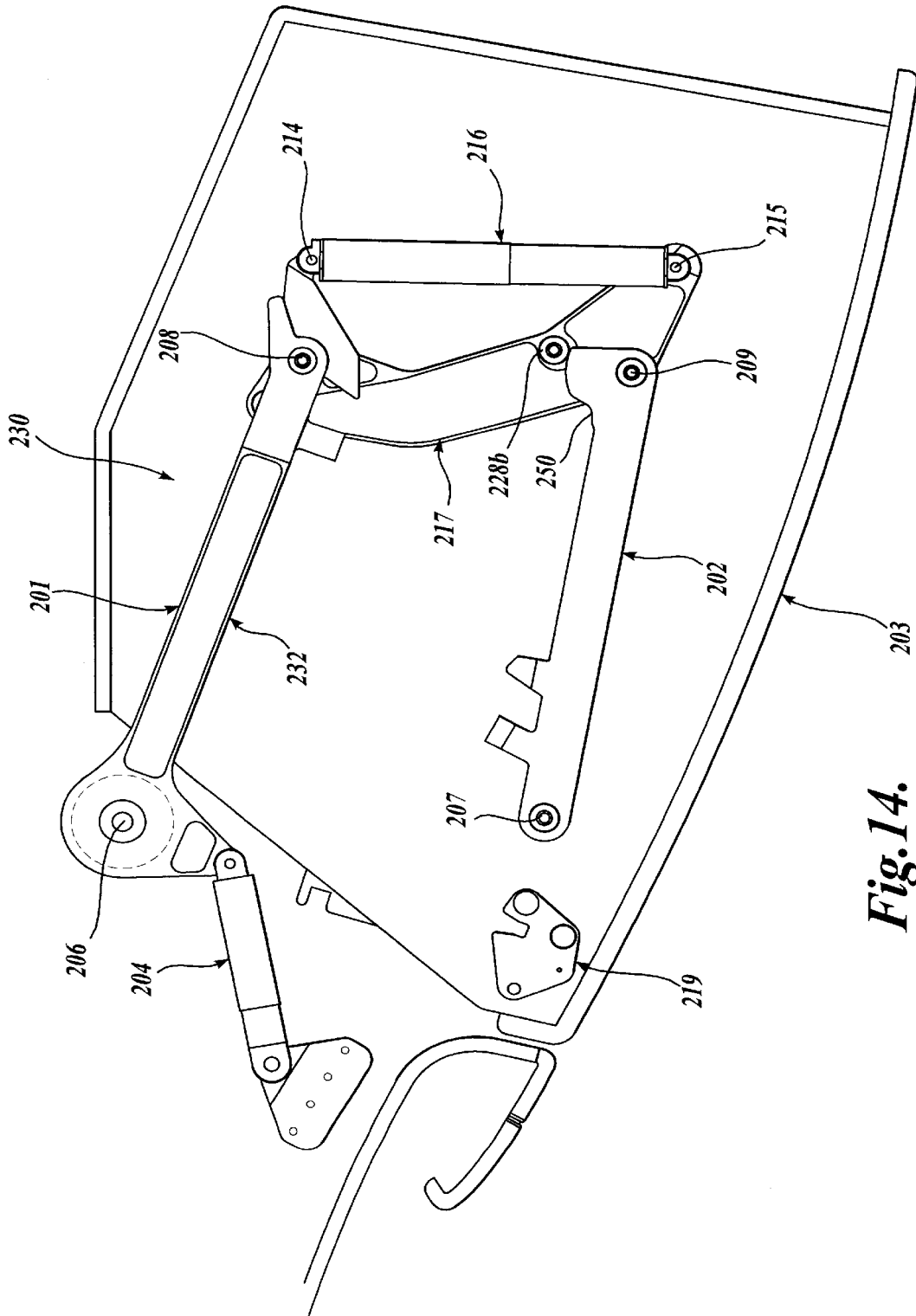


Fig. 14.

VARIABLE LOAD ASSIST MECHANISM FOR AN OVERHEAD BIN

CROSS-REFERENCE TO RELATED APPLICATION

In accordance with 35 U.S.C. §119(e), this application claims the benefit of U.S. Provisional Patent Application Serial No. 60/347,582, filed Oct. 26, 2001, the disclosure of which is hereby expressly incorporated by reference.

FIELD OF THE INVENTION

This invention relates generally to actuators for vehicle stowage bins and, more particularly, to spring assist actuators.

BACKGROUND OF THE INVENTION

Pull-down bucket stowage bins are commonly used to stow luggage in vehicles having a passenger compartment, such as buses and commercial aircraft. Typically, such stowage bins are reciprocally mounted to or near the ceiling of the passenger compartment, such that they are located above rows of passenger seats within the vehicle. As mounted, the bins may be reciprocated between an open position, where items may be placed within the bin, and a closed position to stow items located within the bin. Although overhead stowage bins are effective at stowing items, such as luggage, they are not without their problems.

As an example, a loaded overhead luggage bin of an aircraft may be difficult to push upward into the stowed position due to the weight of the luggage within the bin. This is especially true as it is becoming more common for passengers to carry on heavier luggage. Further, regardless of the weight within the bin, it is desirable to provide such bins with a mechanism that assists in raising the overhead bin into the stowed position.

Therefore, there exists a need for a mechanical actuator for an overhead stowage bin, in which the actuator assists in reciprocating a heavily loaded overhead bin into the closed position, thereby reducing the load required by a passenger to raise the overhead bin into the closed position. Also, this mechanical load-assist actuator must not be activated when the bin is operated in an empty or lightly loaded condition.

SUMMARY OF THE INVENTION

In accordance with one embodiment of the present invention, a luggage bin assembly is provided. The luggage bin assembly generally includes a bin and a linkage assembly. The bin is reciprocally mounted for movement between extended and retracted positions, and the linkage assembly is hingedly mounted to the bin for swinging movement with the bin as the bin is reciprocated between the extended and retracted positions. The luggage bin assembly also includes an actuator coupled to the linkage assembly to selectively apply an assist load to the linkage mechanism when weight disposed within the bin exceeds a predetermined limit.

In accordance with certain aspects of one embodiment of the present invention, the actuator is displaced into a locked position when the weight disposed within the bin is below the predetermined limit. The actuator may also continually apply the assist load as the bin is reciprocated between the extended and retracted positions to reduce the load required to reciprocate the bin.

In accordance with other aspects of one embodiment of the present invention, the linkage assembly includes an upper and lower arm assembly, wherein the actuator extends

between the upper and lower arm assemblies. In certain other embodiments, the lower arm includes a cammed surface to assist in maintaining the bin in the extended position during loading and unloading of the bin.

BRIEF DESCRIPTION OF THE DRAWINGS

The foregoing aspects and many of the attendant advantages of this invention will become better understood by reference to the following detailed description, when taken in conjunction with the accompanying drawings, wherein:

FIG. 1 is a side planar view of an overhead bin having an assist actuator formed in accordance with one embodiment of the present invention, showing the overhead bin in a closed position and lightly loaded;

FIG. 2A is a side planar view of the overhead bin assembly of FIG. 1, showing the overhead bin in a fully open position and the bin assembly heavily loaded;

FIG. 2B is a side planar view of the overhead bin assembly of FIG. 1, showing the overhead bin in a partially closed position and the bin assembly heavily loaded;

FIG. 3A is a side planar view of an upper arm assembly for an overhead bin formed in accordance with one embodiment of the present invention;

FIG. 3B is a cross-sectional end view of the upper arm assembly of FIG. 3A, taken substantially through section 3B—3B of FIG. 3A;

FIG. 3C is a partial side planar view of the upper arm assembly of FIG. 3A with a portion of the upper arm assembly removed for clarity;

FIG. 4 is a side planar view of an actuator formed in accordance with one embodiment of the present invention, showing the actuator in the overhead bin's closed position and lightly loaded;

FIG. 5 is a planar view of the actuator of FIG. 4 taken substantially through section 5—5, with a portion of the actuator cut away to show both an auxiliary spring and a main spring;

FIG. 6 is a side planar view of the actuator of FIG. 4, showing both main and auxiliary spring engagement when a heavy weight is disposed within the overhead stowage bin;

FIG. 7 is a planar view of the actuator of FIG. 6 taken substantially through section 7—7, showing a portion of the actuator housing cut away for clarity;

FIG. 8 is a side planar view of an overhead bin having a variable load assist mechanism formed in accordance with another embodiment of the present invention, showing the overhead bin in an open position;

FIG. 9 is a magnified view of a portion of the variable load assist mechanism of FIG. 8;

FIG. 10 is a partial exploded view of the variable load assist mechanism of FIG. 8, showing various components of the variable load assist mechanism;

FIG. 11 is a side planar view of the overhead bin assembly of FIG. 8, showing the bin bucket rotated a predetermined amount toward the closed position, lightly loaded, and a portion of the variable load assist mechanism in a locked position;

FIG. 12 is a side planar view of the overhead bin assembly of FIG. 8, showing the bin bucket rotated a predetermined amount toward the closed position, and with the bin bucket heavily loaded;

FIG. 13 is a side planar view of the overhead bin assembly of FIG. 8, showing the overhead bin assembly in the closed position and lightly loaded; and

FIG. 14 is a side planar view of the overhead bin assembly of FIG. 8, showing the overhead bin assembly in the closed position and heavily loaded.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

FIGS. 1–2B illustrate a pull-down stowage bin assembly 10 (hereinafter “bin assembly 10”) constructed in accordance with one embodiment of the present invention. The bin assembly 10 includes a housing 12, a bucket assembly 14, linkage assembly 16, and actuator 20. The bucket assembly 14 is connected to the housing 12 by the linkage assembly 16. Although a single linkage assembly 16 is illustrated, it should be apparent that a second, similarly configured linkage assembly (not shown) may be disposed at an opposite end of the bucket assembly 14 to control the operational movement of the bucket assembly 14. Further, either one or both linkage assemblies include an actuator 20, which is pivotally connected to an upper arm assembly 30 by a pivot pin 62 and the housing 12 by a pivot pin 64. For ease of description, only one linkage assembly will be described in greater detail.

The linkage assembly 16 includes the upper arm assembly 30 and a lower arm assembly 32. The upper and lower arm assemblies 30 and 32 are suitably pivotally coupled to the side walls of the bucket assembly 14 by pivot pins 40 and 42, respectively, and in a manner well known in the art. Further, the upper arm assemblies 30, at each end of the bucket assembly 14, may be interconnected by a torque tube assembly 34 to ensure that both upper arm assemblies 30 move together, thereby providing coordinated bucket movement through the opening and closing processes.

The upper and lower arm assemblies 30 and 32 are also suitably pivotally connected to the housing 12 by pivot pins 36 and 38, respectively. The rate of bucket opening is controlled by arm 44 which is pivotally attached to a damper 46 secured to the housing 12. The arm 44 can be directly attached to the end of the upper arm assembly 30 or, if a torque tube 34 is used, the arm 44 could be attached directly to the torque tube in a manner well known in the art.

Referring now to FIGS. 3A–3C, the upper arm assembly 30 will now be described in greater detail. The upper arm assembly 30 includes an upper arm 50, a weighing arm 52 and a weighing spring 54. The upper arm 50 is a substantially C-shaped member that includes a slot 56 (FIG. 3C) extending parallel to the longitudinal direction of the upper arm 50. The slot 56 provides for slight longitudinal movement of the bucket assembly 14 during heavy loading, thereby forcing movement of weighing arm 52.

Movement of the weighing arm 52 is induced when there is a predetermined weight placed in the bin. As seen best by referring to FIG. 3B, the pivot pin 40 is secured to the bucket assembly 14 and the pin 40 protrudes through both the weighing arm 52 and the slot 56 in the upper arm 50. The predetermined weight disposed within the bin causes the pivot pin 40 to move downward in the slot 56, thereby producing a rotational force in the weighing arm 52 which, in turn, activates switch 74 when the bin is in motion, as is described in greater detail below.

The foregoing movement of the weighing arm 52 occurs only after predetermined movement of the bucket assembly 14 toward the closed position. Specifically, when the bucket assembly 14 is in the fully open position, the actuator 20 is not activated. This prevents the actuator 20 from applying an assist load to the bucket assembly 14 if the weight within the bucket assembly 14 is either removed or is below a pre-

terminated limit, thereby minimizing the risk of the actuator 20 applying an unnecessary assist load to a lightly loaded or empty bin. As used within this description, an “assist load” is intended to mean a secondary load provided by the actuator 20 when the bucket assembly 14 is loaded with a weight that exceeds the predetermined weight limit. Such an assist load aids in the closing of the bucket assembly 14 because it provides an additional load that urges a heavily loaded bucket assembly 14 into the closed position. Further, such an assist load aids in opening a heavily loaded bucket assembly 14 because it resists rapid opening of the bucket assembly 14 due to the weight disposed therein.

Thus, an actuator 20 formed in accordance with the present embodiment provides both a primary closing load, where the actuator 20 urges the bucket assembly 20 toward the closed position, regardless of the weight within the bucket assembly 14, and an assist load.

The weighing arm 52 is suitably an L-shaped member and pivots on the upper arm 50 at pivot pin 60. As seen best by referring to FIG. 3A, the weighing arm 52 is pivotable between a loaded position (shown in phantom) and an unloaded position. In the loaded position, the weighing arm 52 contacts a portion of the actuator 20 to apply an assist load to the linkage assembly 16 as the bucket assembly 14 is reciprocated between the open and closed positions, as is described in greater detail below.

The weighing spring 54 extends between a protrusion 5 on the weighing arm 52 and a corresponding lug 6 on the upper arm 50. The weighing spring 54 limits movement of the weighing arm 52 and biases the weighing arm 52 into the unloaded position. As described in detail below, the weighing spring 54 is selectively compressed by the weighing arm 52 to activate a switch 74 when the weight placed in the bin bucket assembly 14 exceeds a predetermined limit.

Referring now to FIGS. 4–7, the actuator 20 will now be described in greater detail. The actuator 20 includes a main spring assembly 70, an auxiliary spring assembly 72, and the switch 74. The main spring assembly 70 includes a spring housing 76 and a coil compression spring 78 disposed within the spring housing 76. The main spring assembly 70 is coaxially received and extends within the auxiliary spring assembly 72. As described above, the main spring assembly 70 provides the primary closing load.

The auxiliary spring assembly 72 selectively provides the assist load and includes a spring housing 80 and a spring 82. The switch 74 is pivotally connected to the actuator 20 and is spring loaded (not shown) toward an actuator-locked position. One end of the switch 74 is angled to form a hook 84. The hook 84 is adapted and positioned to be selectively and releasably received within a bore 86 extending through the spring housing 80, thus, securing the auxiliary spring assembly 72 in a compressed condition. Although the switch 74 is suitably a hook engaging in a bore 86, other types of switches, such as a hook engaging on a recessed circumferential groove or protruding flange on the auxiliary spring assembly 72, are also within the scope of the present invention.

Operation of the actuator 20 may be best understood by referring to FIGS. 1–2B. Actuation of the auxiliary spring assembly 72 is accomplished through the switch 74, which is operated when the bucket assembly 14 is heavily loaded and is moved from the fully opened or closed position. As a nonlimiting example, and best seen in FIG. 2B, the actuator 20 is actuated when the bin has been rotated approximately 10° from the fully open position toward the closed position. Although it is preferred that the actuator 20

assists in both opening and closing of the bucket assembly **14**, other types of actuators, such as one that assists only in the closing or opening of the bucket assembly, are also within the scope of the present invention.

As noted above, actuation of the auxiliary spring assembly **72** is triggered when a weight disposed within the bucket assembly **14** exceeds a predetermined weight limit. Within the meaning of this disclosure, a "predetermined weight limit" can vary according to the size and type of bucket assembly. Accordingly, the magnitude of the weight limit will vary and is dependent upon various factors, including the type of vehicle in which the bin assembly is mounted, the type of materials disposed within the bin assembly, and related considerations. As a nonlimiting example, for a bin assembly disposed within the fuselage of an aircraft, the predetermined weight limit that must be exceeded before the actuator **20** is actuated is ten (10) pounds. Although ten (10) pounds is cited as a nonlimiting example, it should be apparent that a lesser or greater weight limit is also within the scope of the present invention.

As the bucket assembly **14** loaded weight is increased, the weighing arm **52** translates within the slot **56** of the upper arm **50**. As the weighing arm **52** translates, the weighing spring **54** is compressed until a portion of the weighing arm **52** activates the switch **74**. Specifically, the weighing arm **52** includes a cam surface **88** extending from one side of the weighing arm **52**. As seen in FIG. 2B, the cam surface **88** depresses the switch **74** when the weight in the bucket assembly **14** exceeds the predetermined weight limit and the bucket assembly **14** is between the fully open and closed positions.

This action causes the switch **74** to pivot, thereby rotating the hook **84** from within the bore **86** of the spring housing **80**. As a result, the auxiliary spring assembly **72** applies more closing force when the bucket is displaced towards the closed position and offsets heavy bucket loading weight. Thus, the actuator **20** applies an assist load when the bucket assembly **14** is reciprocated between the open and closed positions.

The switch **74** reengages the bore **86** when the bucket assembly **14** is in the fully opened position (FIG. 2A). As noted above, if the bucket assembly **14** is empty or is lightly loaded, i.e., includes a weight that is below the predetermined weight limit, then the switch **74** remains engaged within the bore **86** when the bucket assembly **14** is returned to the closed position (FIG. 1). If, however, the bucket assembly **14** is heavily loaded, i.e., includes a weight greater than the predetermined weight limit, then the switch **74** is disengaged from within the bore **86** when the bucket assembly **14** is returned to the closed position (FIGS. 6 and 7). As configured, the actuator **20** does not provide an assist load when the bucket assembly **14** is reciprocated between the open and closed positions and the bucket assembly **14** is empty or lightly loaded, but does provide such an assist load when the bucket assembly **14** is heavily loaded.

As shown in FIG. 3A, when the bucket assembly **14** is returned to the fully open position, the weighing arm **52** is returned to the nominal position by one end **90** of the weighing arm **52** riding on a cam surface **92**, which is attached to the housing **12**. During a subsequent closing of a heavily loaded bucket assembly **14**, the auxiliary spring assembly **72** is activated when the end **90** of the weighing arm **52** leaves the cam surface **92**, thus providing a mechanical acceleration restraint and ease of opening and closing the bucket assembly **14**. Movement of the weighing arm **52** is resisted when the bucket assembly **14** is in the fully opened

and closed positions because the end **90** of the weighing arm **52** is resting on the cam **92**. The open bucket is retained in the open position by an overcenter location of the actuator **20** and alignment of the pivot pins **36**, **62**, and **64**.

Referring now to FIGS. 8–14, a variable load assist mechanism **230** ("the mechanism **230**") formed in accordance with another embodiment of the present invention will now be described in greater detail. The mechanism **230** of this embodiment is substantially similar to the previous embodiments described above. Although there are variations between all of the embodiments, similar aspects of the embodiments will not be repeated. However, it should be apparent that such similar aspects may form a part of the current embodiment of the invention being described and, therefore, are within the scope of the present invention.

The mechanism **230** includes a four-bar linkage assembly **232** located at each end of a bin bucket **203**. Each four-bar linkage assembly **232** is identically configured and, therefore, only one will be described in greater detail. However, it should be apparent that the description of one linkage assembly **232** is applicable to the other. Further, although two four-bar linkage assemblies **232** are preferred, such a mechanism **230** formed in accordance with other embodiments may include greater or fewer linkage assemblies, such as three or one four-bar linkage assemblies. Accordingly, such embodiments are also within the scope of the present invention.

The four-bar linkage assembly **232** includes an upper arm **201**, a lower arm **202**, a weighing link **212**, and an intermediate support **217**. One end of the upper and lower arms **201** and **202** is suitably connected to a luggage bin housing assembly at fixed points **206** and **207**, respectively. The upper ends of the upper arms **201** are suitably connected by a torque tube **205** to maintain a coordinated movement between each end of the bin bucket **203**. Lifting of bin bucket **203** is assisted by a primary actuator **204**. A suitable primary actuator **204** includes any of the actuators described above or any mechanical, gas, or fluid spring and the size of the actuator **204** may be limited by the pull-down force required to open the bin bucket **203**.

The upper and lower arms **201** and **202** are suitably connected to the intermediate support **217** at pivot joints **208** and **209**. As may be best seen by referring to FIG. 10, the intermediate support **217** includes slots **226a** and **226b**. The slots **226a** and **226b** are suitably located adjacent connection joints **210** and **211** (FIG. 8) extending between the bin bucket **203** and the intermediate support **217**. Each connection joint **210** and **211** suitably includes one of first and second roller bearings **228a** and **228b**, respectively, for reduced friction. The first and second roller bearings **228a** and **228b** are coupled to the bin bucket **203** by well known pins (not shown) and permit the bin bucket **203** to move relative to the intermediate support **217** and lower arm **202**. As may be best seen by referring to FIGS. 8 and 9, the roller bearings **228a** and **228b** are pinned to the bin assembly **203**, such that the weighing link **212** pivots about the pivot point **208**, as is described in greater detail below.

The relative motion between the bin bucket **203** and the intermediate support **217** is resisted by the weighing link **212**. The weighing link **212** bears against the first roller bearing **228a** located at the connection point **210**. The weighing link **212** is suitably attached to the intermediate support **217** at the first pivot joint **208** and to an upper end of a secondary actuator **216** at a second pivot joint **214**. The lower end of the secondary actuator **216** is suitably attached to the intermediate support **217** at a third pivot joint **215**.

The secondary actuator **216** is also held in the locked position when the bin bucket **203** is in the fully open position, as best seen by referring to FIG. 1. As seen in FIG. **8**, the secondary actuator **216** is maintained in the locked position by the second pivot joint **214** being overcenter of the first pivot joint **208** and third pivot joint **215**. By maintaining the secondary actuator **216** in the locked position, the risk of the bin bucket **213** being rapidly deployed into the closed position by the secondary actuator **216** is minimized. Thus, whenever the bin bucket **203** is displaced into the fully open position, for either loading or unloading items from within the bin bucket **203**, the secondary actuator **216** is held in a locked position.

The secondary actuator **216** is any one of well known actuators, such as a gas, hydraulic, or spring actuator, and is prevented from actuating when the bin bucket **203** is lightly loaded. Specifically, and as best seen by referring to FIG. **11**, when the bin bucket **203** is lightly loaded, the secondary actuator **216** is held in a locked position by the second pivot joint **214** being overcenter of the first and third pivot joints **208** and **215**. In this locked position, the weighing link **212** bears against the first roller bearing **228a** at the connection point **210**.

As may be best seen by referring to FIG. **12**, if the bin bucket **203** is heavily loaded, the first roller bearing **228a** at the connection point **210** will drive the weighing link **212** during initial opening and will also drive the secondary actuator **216** from its overcenter, locked position. The weighing link **212** will then bear on the upper arm **201** at a point **218**, thereby providing additional force to lift the bin bucket **203**. Specifically, as weight within the bin bucket **203** meets or exceeds a predetermined limit, the first bearing **228a** slides within the slot **226a** against one end of the weighing link **212**. This motion causes the weighing link **212** to pivot about first pivot joint **208**. The weighing link **212** continues to pivot about the first pivot joint **208** until it contacts the upper arm **201** at the bearing point **218**. In this position, and as may be best seen by referring to FIG. **12**, the secondary actuator applies an assist load to the mechanism **230** during reciprocation of the bin bucket **203** between the extended and retracted positions.

Actuation of the secondary actuator **216** is triggered when weight within the bin bucket **203** exceeds a predetermined limit and is moved from the fully extended or retracted position. As a nonlimiting example, the secondary actuator **216** is actuated when the bin bucket **203** has been rotated approximately ten (10) degrees from the fully extended position toward the retracted position. Although it is preferred that the secondary actuator **216** assist in both opening and closing of the bin bucket **203**, other types of actuators, such as one that assists only in closing or opening the bin bucket **203**, are also within the scope of the present invention.

As noted above, actuation of the secondary actuator **216** is triggered when a weight disposed within the bin bucket **203** exceeds a predetermined limit. Within the meaning of this disclosure, a “predetermined weight limit” can vary according to the size and type of bin bucket. Accordingly, the magnitude of the weight limit will vary and is dependent upon various factors, including the type of vehicle in which the bin assembly is mounted, the type of materials disposed within the bin bucket, and related considerations. As a nonlimiting example, for a bin bucket disposed within the fuselage of an aircraft, the predetermined weight limit that must be exceeded before the secondary actuator **216** is actuated is ten (10) pounds. Although ten (10) pounds is cited as a nonlimiting example, it should be apparent that a

lesser or greater weight limit is also within the scope of the present invention.

Also within the meaning of this disclosure, a “predetermined weight limit” can vary according to the size of the actuator **216** and the geometry of the linkage **232**. As a nonlimiting example, the predetermined weight limit may be increased or decreased according to the overcenter lock geometry of the actuator **216** relative to the pivot joints **208**, **214**, and **215**, as well as to the force exerted by the actuator **216**. In that regard, the predetermined weight limit required to trigger the actuator **216** may be increased by displacing the second pivot joint **214** in a clockwise direction (FIG. **8**) about the first pivot joint **208**.

Positioning of the secondary actuator **216** when the bin bucket **203** is in the closed position and lightly weighted is best seen by referring to FIG. **13**. In this position, the secondary actuator **216** is in the locked position and will not apply a resistance force to the bin bucket **203** when the bin bucket **203** is opened. Positioning of the secondary actuator **216** when the bin bucket **203** is in the closed position and heavily loaded is best seen by referring to FIG. **14**. In this position, the secondary actuator **216** is in the unlocked position and will apply a resistance force to the bin bucket **203** when the bin bucket **203** is opened.

During closing, a cam **250** bears on the second roller bearing **228b** at the connection point **211**. The cam **250** locks the bin bucket **203** into a nominal position of a lightly loaded bin bucket so as to maintain the bin bucket **203** in the open position regardless of whether the bin bucket **203** is lightly or heavily loaded. Upon beginning of the closing process, the bearing **228b** is permitted to move within the slot **226b** by the relative rolling motion of the bearing **228b** over the cam **250**. The bin bucket **203** is suitably maintained in the closed position by a well known latch **219**.

During subsequent opening, the secondary actuator **216** will be returned to the overcentered position by the action of the upper arm **201** bearing on contact point **218**.

While the preferred embodiment of the invention has been illustrated and described, it will be appreciated that various changes can be made therein without departing from the spirit and scope of the invention.

The embodiments of the invention in which an exclusive property or privilege is claimed are defined as follows:

1. A luggage bin assembly, comprising:

- (a) a luggage bin mounted for reciprocating movement between an extended position and a retracted position in response to a reciprocating load;
- (b) a linkage assembly mounted to the luggage bin for swinging movement with the luggage bin as the luggage bin is reciprocated between the extended and retracted positions; and
- (c) an actuator coupled to the linkage assembly for selectively applying an assist load to the linkage assembly when weight disposed within the luggage bin exceeds a predetermined limit.

2. The luggage bin assembly of claim 1, wherein the actuator is displaced into a locked position when the weight disposed within the luggage bin is below the predetermined limit.

3. The luggage bin assembly of claim 1, wherein the assist load is continually applied as the bin assembly is reciprocated between the extended and retracted positions to reduce the reciprocating load.

4. The luggage bin assembly of claim 3, wherein the linkage assembly includes an upper and lower arm assembly, wherein the actuator extends between the upper and lower arm assemblies.

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5. The luggage bin assembly of claim 4, wherein the lower arm assembly includes a cammed surface to assist in maintaining the luggage bin in the extended position during loading and unloading of the luggage bin.

6. A luggage bin assembly adapted to be disposed within a vehicle, the luggage bin assembly comprising:

- (a) a bin assembly reciprocally mounted for reciprocating movement between opened and closed positions;
- (b) upper and lower arm assemblies pivotably connected to the bin assembly, at least one of the upper and lower arm assemblies having a cammed surface to assist in maintaining the bin assembly in the opened position; and
- (c) an actuator extending between the upper and lower arm assemblies to selectively assist in reciprocating the bin assembly between the opened and closed positions by applying an assist load to the bin assembly when the bin assembly is reciprocated between the opened and closed positions wherein the actuator applies the assist load in response to a predetermined load being disposed within the bin assembly.

7. The luggage bin assembly of claim 6, wherein the actuator selectively applies the assist load to the upper and lower arm assemblies.

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8. The luggage bin assembly of claim 6, wherein the actuator is maintained in a locked position when weight in the bin assembly is below a predetermined limit.

9. A luggage bin assembly adapted to be disposed within a vehicle, the luggage bin assembly comprising:

- (a) a bin swingingly coupled for reciprocating movement between an opened position, where a weight may be disposed within the bin, and a closed position;
- (b) attachment means connected to the bin for reciprocating the bin between the opened and closed positions; and
- (c) means for applying an assist force to the attachment means, the means for applying an assist force being coupled to the attachment means and actuatable to selectively apply the assist force to the attachment means when the weight in the bin exceeds a predetermined limit.

10. The luggage bin assembly of claim 9, wherein means for applying an assist force to the attachment means is an actuator.

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