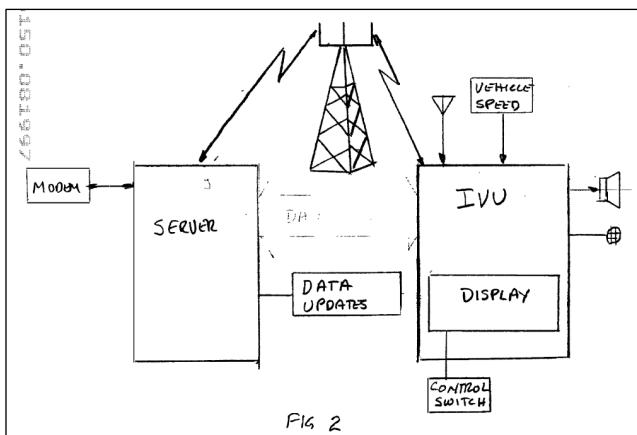


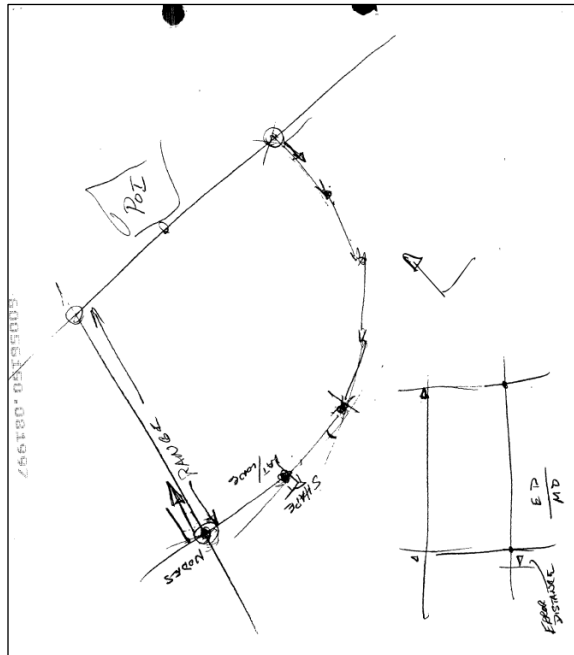
Chart Mapping Knockart Provisional to Claim 1 of Knockart	
Knockart, Claim 1	Exemplary Disclosure in Knockart Provisional
1[pre]. A method for guiding a vehicle through a road network from a starting location to a destination, the method comprising:	“This invention relates in general to navigation systems for motor vehicle in general and more particularly to systems using telecommunications as the mode for sending and receiving guidance between a computing control center and the motor vehicle.” Ex-1036, 1.
1[a]. transmitting a specification of the destination from the vehicle to a server; and 1[b]. receiving a response at the vehicle from the server, including	“The vehicle navigation system has an invehicle component or unit, “IVU” and an out-of-vehicle component or unit. These two units are interconnected by means of a wireless medium such as radio frequency units, cellular communications, etc. Generally the request for a route comes from the invehicle unit and the segments or elements of the requested route comes from the out-of-vehicle unit or server.” Ex-1036, 10, Fig. 2.  FIG. 2
1[c]. receiving a specification of a planned route through the road network to the destination, said specification including data characterizing a sequence of links of the road network, and	“Generally the request for a route comes from the invehicle unit and the segments or elements of the requested route comes from the out-of-vehicle unit or server.” Ex-1036, 10. “In the server, each segment of a route is further identified by means of way-points which are a selection of points along a route from the beginning to the end which further defines the route segment.

For a road segment that is essentially straight, there may be several points that are spaced some distance apart; but if the segment is a curved road, the points are spaced much closer.

...

In order to make the route guidance work efficiently and to detect any off-route maneuvers, information in the form of way-points is provided. A way point is represented by latitude and longitude information with a distance number which is the distance between 2 consecutive way-points. The way points define the curves and intersections of a street in the maneuver in addition to the long straight sections of a route.” *Id.*, 12.

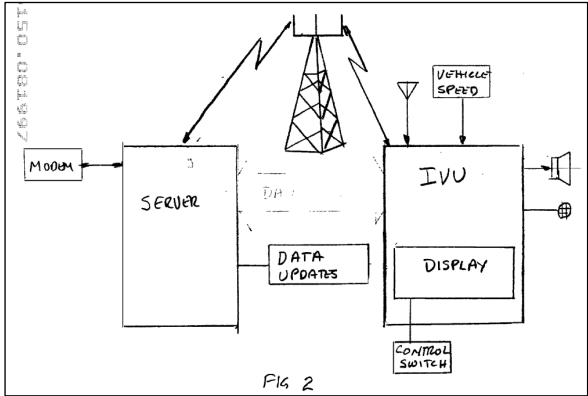
Id., Fig. 3:



1[d]. receiving a map of the road network in a vicinity of the planned route, said map including data characterizing a plurality of links of the road network.

“All of these way points are stored in the server and upon command, these will be downloaded to the IVU where the route is fabricated. In the IVU the calculations based on the angular change and distance are calculated and the result is communicated to the vehicle operator or driver by audio and visual commands.” Ex-1036, 13.

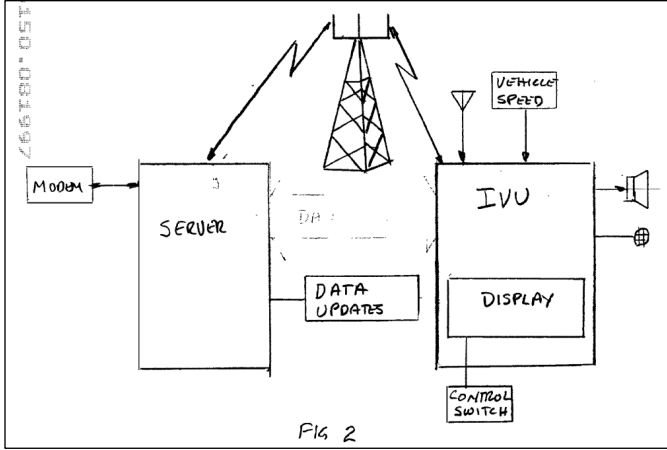
Chart Mapping Knockart Provisional to the Claims of the '743 Patent

'743 Patent	Exemplary Disclosure in Knockart Provisional
1[pre]	“This invention relates in general to navigation systems for motor vehicle in general and more particularly to systems using telecommunications as the mode for sending and receiving guidance between a computing control center and the motor vehicle.” Ex-1036, 1. “Generally the request for a route comes from the invehicle unit and the segments or elements of the requested route comes from the out-of-vehicle unit or server.” <i>Id.</i>, 10. “The invehicle unit sends a request by radio frequency means, wireless and/or wire, identifying a destination location by any one of several means such as a telephone number and also the present position as determined from a GPS device. The data base receives that information and calculates a route in terms of vector-like information units which give a direction from a point of beginning and a distance to the end of the vector.” <i>Id.</i>, 1-2. <i>See also id.</i>, 6, Fig. 2 (disclosing database that provides “data updates” for the server, which can be “automatic-online.”); 3 (“inputs/other services/traffic”); 1 (“routing algorithms”). <i>See also id.</i> at 14 (Claim 1), Fig. 2. “1. A vehicle route guidance system having a central server in wireless communication with at least one of plurality of invehicle units, each of said invehicle units receiving data from the server, expanding said data, making calculations based on said data for forming a route.”  FIG. 2

1[a]	“The vehicle navigation system has an invehicle component or unit, ‘IVU’ and an out-of-vehicle component or unit. These two units are interconnected by means of a wireless medium such as radio frequency units, cellular communications, etc.” Ex-1036, 10. “1. A vehicle route guidance system having a central server in wireless communication with at least one of plurality of invehicle units, each of said invehicle units receiving data from the server, expanding said data, making calculations based on said data for forming a route.” <i>Id.</i>, 14 (Claim 1).
1[b]	“Generally the request for a route comes from the invehicle unit and the segments or elements of the requested route comes from the out-of-vehicle unit or server.” Ex-1036, 10. “The invehicle unit sends a request by radio frequency means, wireless and/or wire, identifying a destination location by any one of several means such as a telephone number and also the present position as determined from a GPS device. The data base receives that information and calculates a route in terms of vector-like information units which give a direction from a point of beginning and a distance to the end of the vector.” <i>Id.</i>, 1-2. <i>See also id.</i> at 6 (“Creating a Route . . . Dialing in destination.”)
1[c]	<i>See</i> Ex-1036, 6, Fig. 2 (disclosing use of database that provides “data updates” for the server, which can be “automatic on-line); 3 (“inputs/other services/traffic”).
1[d]	“Generally the request for a route comes from the invehicle unit and the segments or elements of the requested route comes from the out-of-vehicle unit or server.” Ex-1036, 10. <i>See also id.</i> at 14 (Claims 1, 2): “1. A vehicle route guidance system having a central server in wireless communication with at least one of plurality of invehicle units, each of said invehicle units receiving data from the server, expanding said data, making calculations based on said data for forming a route. 2. A vehicle route guidance system having a route calculation device for calculating a route including a series of way points which are received by the invehicle unit and operated upon to

	make sure that the vehicle maintains its route and to guide the vehicle operator into returning to the route when the vehicle is off the route.” <i>Id.</i>, 14 (Claims 1, 2). <i>See also id.</i>, 6, Fig. 2 (disclosing database that provides “data updates” for the server, which can be “automatic-online.”); 3 (“inputs/other services/traffic”); 1 (“routing algorithms”).
1[e]	“The RF unit receives data through its wireless information via means of an antenna for processing by the microprocessor. Such data, for navigation purposes, is generally in a “vector” format wherein the routing vector information is in the form of an angle and a distance in feet or meters or some similar unit representing the distance a vehicle is to travel along the vector. It generally takes a number of vectors to establish a route.” Ex-1036, 11. “In the server, each segment of a route is further identified by means of way points which are a selection of points along a route from the beginning to the end which further defines the route segment. For a road segment that is essentially straight, there may be several points that are spaced some distance apart; but if the segment is a curved road, the points are spaced much closer. In order to make the route guidance work efficiently and to detect any offroute maneuvers, information in the form of way-points is provided. A way point is represented by latitude and longitude information with a distance number which is the distance between 2 consecutive way points. The way points define the curves and intersections of a street in the maneuver in addition to the long straight sections of a route.” <i>Id.</i>, 12.
1[f]	“Generally the request for a route comes from the invehicle unit and the segments or elements of the requested route comes from the out-of-vehicle unit or server.” Ex-1036, 10. “All of these way points are stored in the server and upon command, these will be downloaded to the IVU where the route is fabricated. In the IVU the calculations based on the angular change and distance are calculated and the result is communicated to the vehicle operator or driver by audio and visual commands.” <i>Id.</i>, 13.
1[g]	“The memory contains several tables which contain elements of destination information. Such elements being, as far as the United

	States is concerned, names of states, cities, streets and roads, address numbers, points of interest and various messages to be displayed on the display unit. In non-United States area, similar information is contained in the memory.” Ex-1036, 10. “The information being transmitter over the wireless medium is condensed or compacted both at the IVU and the server. . . . Upon receipt of the compacted information, the receiving unit causes it to be expanded. It is then operated upon and the information, depending upon the location is expanded and answered or expanded and communicated to the vehicle operator.” <i>Id.</i>, 11. “All of these way points are stored in the server and upon command, these will be downloaded to the IVU where the route is fabricated. In the IVU the calculations based on the angular change and distance are calculated and the result is communicated to the vehicle operator or driver by audio and visual commands.” <i>Id.</i>, 13.
1[h]	“The invehicle unit is comprised of an user interface which is a display device as illustrated in Fig. __. The display unit is a visual display of words and symbols which describe locations, traffic incidents and other information and the symbols describe turn by turn navigation, traffic information and other information capable of being symbolize.” Ex-1036, 10. “These vector-like information units are displayed on an in-vehicle display unit in a turn-by-turn mode.” <i>Id.</i>, 2. “All of these way points are stored in the server and upon command, these will be downloaded to the IVU where the route is fabricated. In the IVU the calculations based on the angular change and distance are calculated and the result is communicated to the vehicle operator or driver by audio and visual commands.” <i>Id.</i>, 13. <i>Id.</i>, Fig. 2:

	 FIG 2
Claim 2	“In the server, each segment of a route is further identified by means of way points which are a selection of points along a route from the beginning to the end which further defines the route segment. For a road segment that is essentially straight, there may be several points that are spaced some distance apart; but if the segment is a curved road, the points are spaced much closer. The route tracking algorithm is to guide the driver along a series of maneuvers which form a route. Each of these maneuvers tell the driver what street to be on and which street to turn on to, which is the maneuver. In order to make the route guidance work efficiently and to detect any offroute maneuvers, information in the form of way-points is provided. A way point is represented by latitude and longitude information with a distance number which is the distance between 2 consecutive way points. The way points define the curves and intersections of a street in the maneuver in addition to the long straight sections of a route. Fig . _ is an example of a routing segment having four sections. The first section is long segment on an limited access highway. In this example the segment has a direction and distance. The direction is the angular change that the end point is from the beginning point and the distance is the length of the segment which is either a maximum number or the distance to a maneuver. The maximum distance is a number that the algorithm recognizes beyond which another segment is defined.” Ex-1036, 12.

4[a]	<i>See</i> Ex-1036, 3 (“inputs/other services/traffic”), 6, Fig. 2 (showing database update to the server and that the update can be “automatic—on-line”).
4[b]	<i>See</i> Ex-1036, 3 (“ <i>inputs</i> /other services/traffic”), 6, Fig. 2 (showing database update to the server and that the update can be “automatic—on-line”).
Claim 5	<i>See</i> Ex-1036, 3 (“inputs/other services/traffic”).
Claim 6	“The vehicle navigation system has an invehicle component or unit, ‘IVU’ and an out-of-vehicle component or unit. These two units are interconnected by means of a wireless medium such as radio frequency units, cellular communications, etc. Generally the request for a route comes from the invehicle unit and the segments or elements of the requested route comes from the out-of-vehicle unit or server.” Ex-1036, 10.
Claim 7	<i>See</i> Ex-1036, 6-7 (route can be created by first “[d]ialing in destination” by providing an address (city, street, address ranges), or a “point of interest” (restaurants, airport, theaters).
8[a]	“Preverification of destination before logging on telephone line... Destination preverification” Ex-1036, 8. “7. A vehicle route guidance system having an in-vehicle unit memory means for storing the components of a destination location and verifying said destination location prior to transmission.” <i>Id.</i> , 14 (Claim 7).
8[b]	“Preverification of destination before logging on telephone line... Destination preverification” Ex-1036, 8. “7. A vehicle route guidance system having an in-vehicle unit memory means for storing the components of a destination location and verifying said destination location prior to transmission.” <i>Id.</i> , 14 (Claim 7).
Claim 10	<i>See</i> Ex-1036, 8 (“Scrolling/previous routes/commonly used”).
Claim 11	<i>See</i> Ex-1036, 8 (“Scrolling/previous routes”).
Claim 12	“The information being transmitter over the wireless medium is condensed or compacted both at the IVU and the server. The effect of this compacting is to reduce the time the IVU is "on the air" and hence reduces the cost of the telephone call. Upon receipt of the

	compacted information, the receiving unit causes it to be expanded . It is then operated upon and the information, depending upon the location is expanded and answered or expanded and communicated to the vehicle operator.” Ex-1036, 11. <i>See also id.</i>, 6 (“data compression by server/decompression by IVU”).
Claim 14	“A vehicle route guidance system having wireless capability for connecting the in-vehicle unit to the internet.” Ex-1036, 14 (Claim 6).
15[pre]	<i>See</i> claim 1[pre1].
15[a]	<i>See</i> claim 1[pre2].
15[b]	<i>See</i> claim 1[pre1], 1[pre2], 1[a], 1[c]-[e].
15[c]	<i>See</i> claim 1[g].
15[d]	<i>See</i> claim 1[h].
16[a]	“The invehicle unit sends a request by radio frequency means, wireless and/or wire, identifying a destination location by any one of several means such as a telephone number and also the present position as determined from a GPS device.” Ex-1036, 1-2. “The display unit is electrically connected to an electronic unit having a microprocessor, a non-volatile memory, at least one modem, an audio control along with the necessary power supplies and other devices common to an electronic unit. Also electrically connected to the electronic unit is a RF communications unit, a vehicle state sensors, an audio speaker, and a GPS control unit and antenna.” <i>Id.</i>, 10. <i>See also id.</i>, 4 (“inputs/. . . GPS”).
16[b]	“The effect of this compacting is to reduce the time the IVU is ‘on the air’ and hence reduces the cost of the telephone call.” Ex-1036, 11. <i>See also id.</i>, 6 (“upon access of telephone prior to hang-up”), 9 (“input by telephone”).
16[c]	<i>See</i> Ex-1036, 6-7 (route can be created by first “[d]ialing in destination” by providing an address (city, street, address ranges), or a “point of interest” (restaurants, airport, theaters).

	“A vehicle route guidance system having an in-vehicle unit memory means for storing the components of a destination location and verifying said destination location prior to transmission.” <i>Id.</i> , 14 (Claim 7).
21[pre]	<i>See</i> claim 1[pre].
21[a]	<i>See</i> claim 1[a].
21[b]	<i>See</i> claim 1[b].
21[c]	<i>See</i> claim 1[d].
21[d]	<i>See</i> claim 1[e].
21[e]	<i>See</i> claim 1[f].
21[f]	<i>See</i> claim 1[g].
21[g]	<i>See</i> claim 1[h].
22[pre]	<i>See</i> claim 1[pre].
22[a]	<i>See</i> claim 1[a].
22[b]	<i>See</i> claim 1[b].
22[c]	<i>See</i> claim 1[d]-1[f].
22[d]	<i>See</i> claim 1[g].
22[e]	<i>See</i> claim 1[h].