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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/065,666	10/29/2013	Mark A. Cuddihy	83390771	4501

28395 7590 11/30/2016
BROOKS KUSHMAN P.C./FGTL
1000 TOWN CENTER
22ND FLOOR
SOUTHFIELD, MI 48075-1238

EXAMINER

LOUIE, WAE LENNY

ART UNIT	PAPER NUMBER
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3661

NOTIFICATION DATE	DELIVERY MODE
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11/30/2016

ELECTRONIC

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

docketing@brookskushman.com

Office Action Summary	Application No. 14/065,666	Applicant(s) CUDDIHY ET AL.	
	Examiner WAE LOUIE	Art Unit 3661	AIA (First Inventor to File) Status Yes

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTHS FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 05/11/2016.
☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on ____.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ An election was made by the applicant in response to a restriction requirement set forth during the interview on ____; the restriction requirement and election have been incorporated into this action.
- 4) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims*

- 5) ☒ Claim(s) 1-21 is/are pending in the application.
5a) Of the above claim(s) ____ is/are withdrawn from consideration.
- 6) ☐ Claim(s) ____ is/are allowed.
- 7) ☒ Claim(s) 1-21 is/are rejected.
- 8) ☐ Claim(s) ____ is/are objected to.
- 9) ☐ Claim(s) ____ are subject to restriction and/or election requirement.

* If any claims have been determined allowable, you may be eligible to benefit from the **Patent Prosecution Highway** program at a participating intellectual property office for the corresponding application. For more information, please see http://www.uspto.gov/patents/init_events/pph/index.jsp or send an inquiry to PPHfeedback@uspto.gov.

Application Papers

- 10) ☐ The specification is objected to by the Examiner.
- 11) ☐ The drawing(s) filed on ____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

Certified copies:

- a) ☐ All b) ☐ Some** c) ☐ None of the:
1. ☐ Certified copies of the priority documents have been received.
 2. ☐ Certified copies of the priority documents have been received in Application No. ____.
 3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

** See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☐ Information Disclosure Statement(s) (PTO/SB/08a and/or PTO/SB/08b)
Paper No(s)/Mail Date ____.
- 3) ☐ Interview Summary (PTO-413)
Paper No(s)/Mail Date ____.
- 4) ☐ Other: ____.

1 DETAILED ACTION

The present application, filed on or after March 16, 2013, is being examined under the first inventor to file provisions of the AIA.

Claim Rejections - 35 USC § 102

The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(a)(1) the claimed invention was patented, described in a printed publication, or in public use, on sale or otherwise available to the public before the effective filing date of the claimed invention.

Claims 1-2, 6-7, 11-12, 16-17, 21 are rejected under 35 U.S.C. 102(a)(1) as being anticipated by Nielsen et al (8,260,489).

Regarding applicant claim 1, Nielsen et al discloses a system comprising:

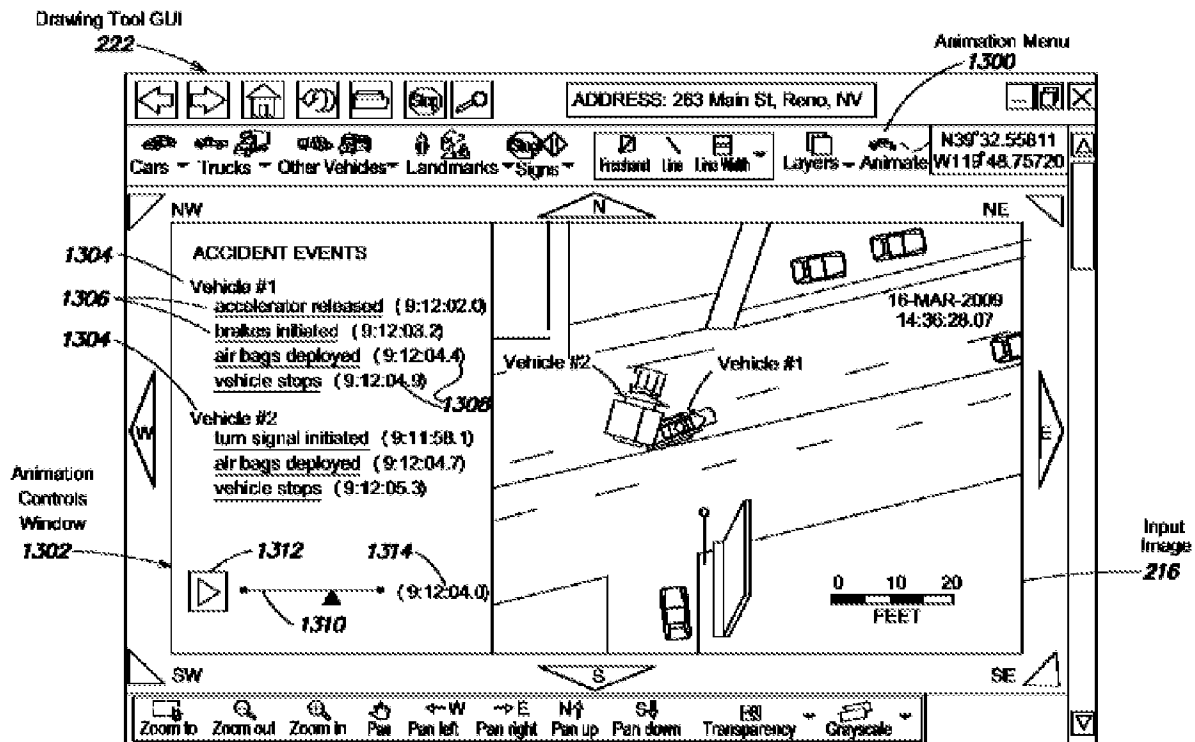
a processor configured to (Fig 1, ECU, Onboard Processing Unit 136):

request vehicle sensor data upon crash detection (Fig. 1, Environmental Sensors 144; Devices 146; Electrical Systems 126; col. 10, lines 38-Table 1 “Example data that may be captured within data acquisition system 100”);

assemble the data into a graphic representation of a vehicle, including graphic representation of conditions represented by sensor data (Fig. 5, Traffic

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Collision Report Form 500; Event Specific Image 226; Fig. 13, items 1304, 1306);

**FIG. 13**

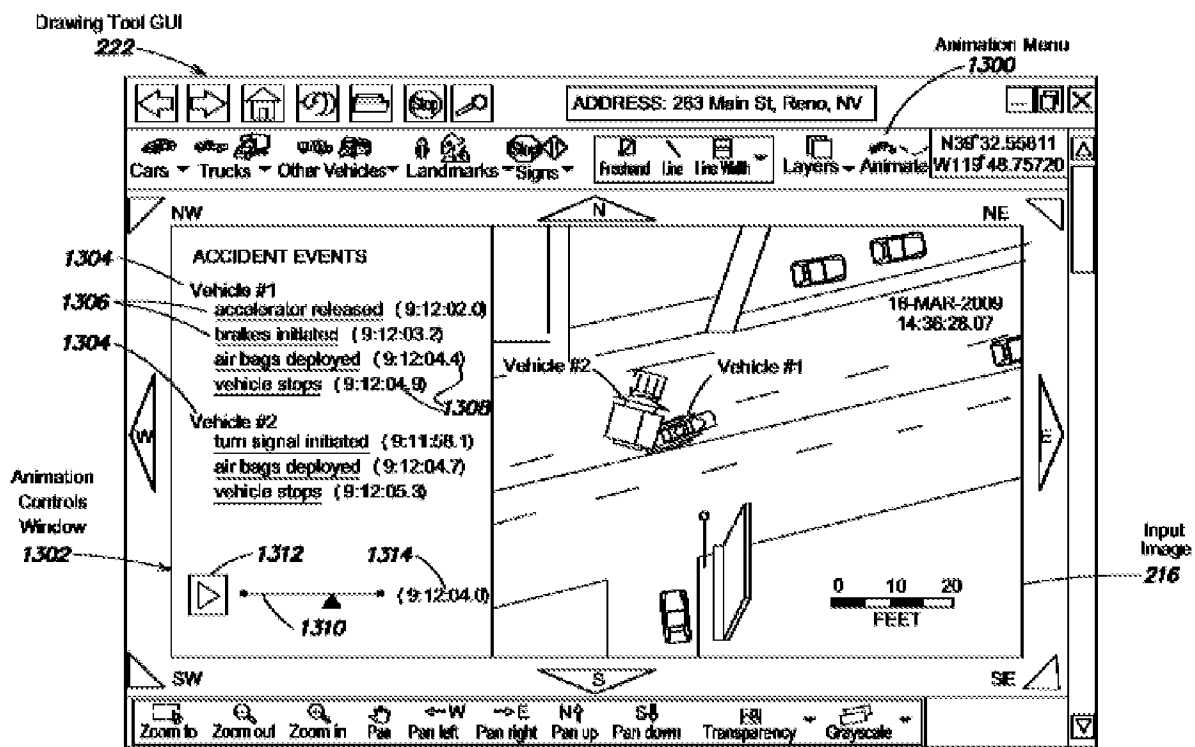
and send the graphic representation to an emergency operator in communication with a vehicle computing system (col. 7, lines 50-col. 8, line 12, Users 114 may be for example, personnel of accident investigation companies, law enforcement agencies, and/or insurance agencies; Fig. 5, Traffic collision report 500; col. 27, lines 50-65, “traffic collision report”).

Regarding applicant claim 2, Nielsen discloses wherein **the conditions include airbag deployment** (Fig. 13, Items 1304, 1306, 1308, air bags deployed).

Regarding applicant claim 6, Nielsen discloses the system wherein the **conditions include crash severity** (col. 9, lines 57-col. 10, lines 60, “accelerometer; determine the motion”).

Regarding applicant claim 7, Nielsen discloses the system wherein the conditions include **direction of impact** (col. 9, lines 57-col. 10, lines 60, “compass data”).

Regarding applicant claim 11, Nielsen discloses a system comprising:
a processor configured to (Fig 1, ECU, Onboard Processing Unit 136):
request vehicle sensor data upon crash detection (Fig. 1, Environmental Sensors 144; Devices 146; Electrical Systems 126; col. 10, lines 38-Table 1 “Example data that may be captured within data acquisition system 100”);
assemble the data into a graphic representation of a vehicle, including graphic representation of conditions represented by sensor data (Fig. 5, Traffic Collision Report Form 500; Event Specific Image 226; Fig. 13, items 1304, 1306);



send the graphic representation to an emergency operator in communication with a vehicle computing system (Users 114 may be for example, personnel of accident investigation companies, law enforcement agencies, and/or insurance agencies; Fig. 5, Traffic collision report 500; col. 27, lines 50-65, "traffic collision report").

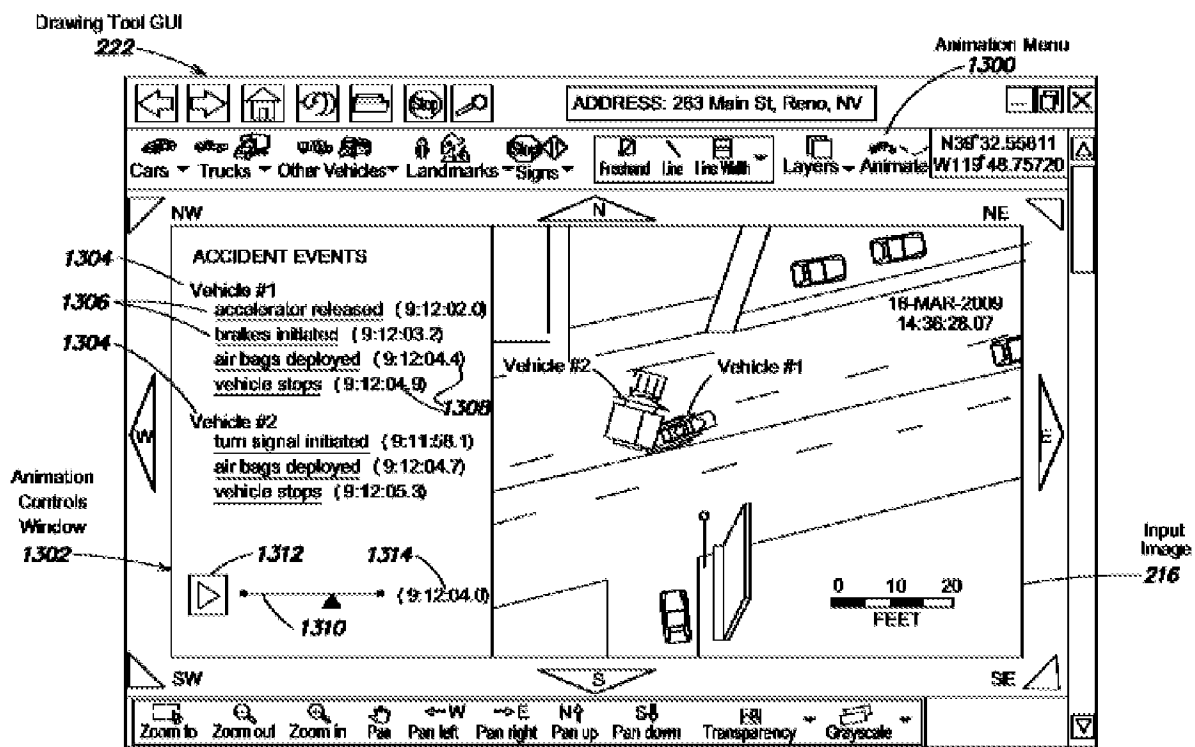
Regarding applicant claim 12, Kaltsukis discloses wherein **the conditions include airbag deployment** ([0055] "detection of ACN events such as an airbag inflation").

Regarding applicant claim 16, Nielsen discloses the system wherein the **conditions include crash severity** (col. 9, lines 57-col. 10, lines 60, “accelerometer; determine the motion”).

Regarding applicant claim 17, Nielsen discloses the system wherein the conditions include **direction of impact** (col. 9, lines 57-col. 10, lines 60, “compass data”).

Regarding applicant claim 21, Nielsen discloses a system comprising:
a processor configured to (Fig 1, ECU, Onboard Processing Unit 136):
gather crash-related vehicle data (Fig. 1, Environmental Sensors 144; Devices 146; Electrical Systems 126; col. 10, lines 38-Table 1 “Example data that may be captured within data acquisition system 100”);

assemble the data into a graphic, including graphic representation of conditions represented by sensor data (Fig. 5, Traffic Collision Report Form 500; Event Specific Image 226; Fig. 13, items 1304, 1306);



determine exacerbated crash conditions, which may require specialized emergency services from the gathered crash-related data (Fig. 1, Environmental Sensors 144; Devices 146; Electrical Systems 126; col. 10, lines 38-Table 1 “Example data that may be captured within data acquisition system 100”);

request additional data related to any exacerbated crash condition (col. 29, lines 1-12, “traffic collision report 500 could be manually updated to include weather information, traffic information, construction information or the like. Condition information received via the communication interface may be stored with and/or stamped with location, time and/or direction data indicating when the condition information was stored by the onsite computer”); and

incorporate the additional data into graphical representation, including a graphical indicia indicating the presence of an exacerbated condition (col. 28, line 44-col. 29, line 12).

Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103 which forms the basis for all obviousness rejections set forth in this Office action:

A patent for a claimed invention may not be obtained, notwithstanding that the claimed invention is not identically disclosed as set forth in section 102, if the differences between the claimed invention and the prior art are such that the claimed invention as a whole would have been obvious before the effective filing date of the claimed invention to a person having ordinary skill in the art to which the claimed invention pertains. Patentability shall not be negated by the manner in which the invention was made.

The factual inquiries set forth in *Graham v. John Deere Co.*, 383 U.S. 1, 148 USPQ 459 (1966), that are applied for establishing a background for determining obviousness under 35 U.S.C. 103 are summarized as follows:

1. Determining the scope and contents of the prior art.
2. Ascertaining the differences between the prior art and the claims at issue.
3. Resolving the level of ordinary skill in the pertinent art.
4. Considering objective evidence present in the application indicating obviousness or nonobviousness.

Claims 3-5, 8, 13-15, and 18 are rejected under 35 U.S.C. 103 as being unpatentable over Nielsen et al (8,260,489) in view of Kaltsukis (2009/0186596).

Regarding applicant claim 3-5, 8, Nielsen discloses the system but is silent concerning: **fuel leakage, seatbelt status, occupancy information, or whether occupants remained in their respective seats.** However Kaltsukis does teach “injury

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level of the vehicle occupants" [0053], "detection of a collision by sensor, such as accelerometers, G-force or acoustical pick up devices or detection of vibrations of deforming metal" [0055], "eCall crash data transmission" in which mobile network operators in Europe use [0059]. Although Nielsen is silent to the list of conditions, it would have been obvious to one of ordinary skill in the art at the time of invention to include any number of safety conditions concerning occupant or vehicle like that of Kaltsukis since this data is readily available with the amount of sensors onboard the vehicle and to communicate this data within the report generated would have been well within the scope of invention.

Regarding applicant claim 9-10, Nielsen discloses the **graphic representation** "using a communication interface to electronically transmit and/or store information related to marked-up digital image so as to document the incident with respect to the geographic area" (col. 2, lines 42-60) however is silent concerning **sent via text message or email**.

Kaltsukis discloses a network server emergency information accessing method (title) that has the ability to establish a call using satellite communications link and notification of detection of a predefined event and the location of the event. In this case a person would receive a "text alert, phone call, email, SMS or MMS" [0037].

It would have been obvious to one of ordinary skill in the art at the time of invention to combine the communication interface of Nielsen to send the graphical report using any number of formats including text, phone, email, SMS or MMS as

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disclosed by Kaltsukis since these are known in the art and would have been a matter of design choice.

Regarding applicant claim 13-15, 18, Nielsen discloses the method but is silent concerning: **fuel leakage, seatbelt status, occupancy information, or whether occupants remained in their respective seats.** However Kaltsukis does teach “injury level of the vehicle occupants” [0053], “detection of a collision by sensor, such as accelerometers, G-force or acoustical pick up devices or detection of vibrations of deforming metal” [0055], “eCall crash data transmission” in which mobile network operators in Europe use [0059].

Although Nielsen is silent to the list of conditions, it would have been obvious to one of ordinary skill in the art at the time of invention to include any number of safety conditions concerning occupant or vehicle like that of Kaltsukis since this data is readily available with the amount of sensors onboard the vehicle and to communicate this data within the report generated would have been well within the scope of invention.

Regarding applicant claim 19-20, Nielsen discloses the **graphic representation** “using a communication interface to electronically transmit and/or store information related to marked-up digital image so as to document the incident with respect to the geographic area” (col. 2, lines 42-60) however is silent concerning **sent via text message or email.**

Kaltsukis discloses a network server emergency information accessing method (title) that has the ability to establish a call using satellite communications link and notification of detection of a predefined event and the location of the event. In this case a person would receive a “text alert, phone call, email, SMS or MMS” [0037].

It would have been obvious to one of ordinary skill in the art at the time of invention to combine the communication interface of Nielsen to send the graphical report using any number of formats including text, phone, email, SMS or MMS as disclosed by Kaltsukis since these are known in the art and would have been a matter of design choice.

Response to Arguments

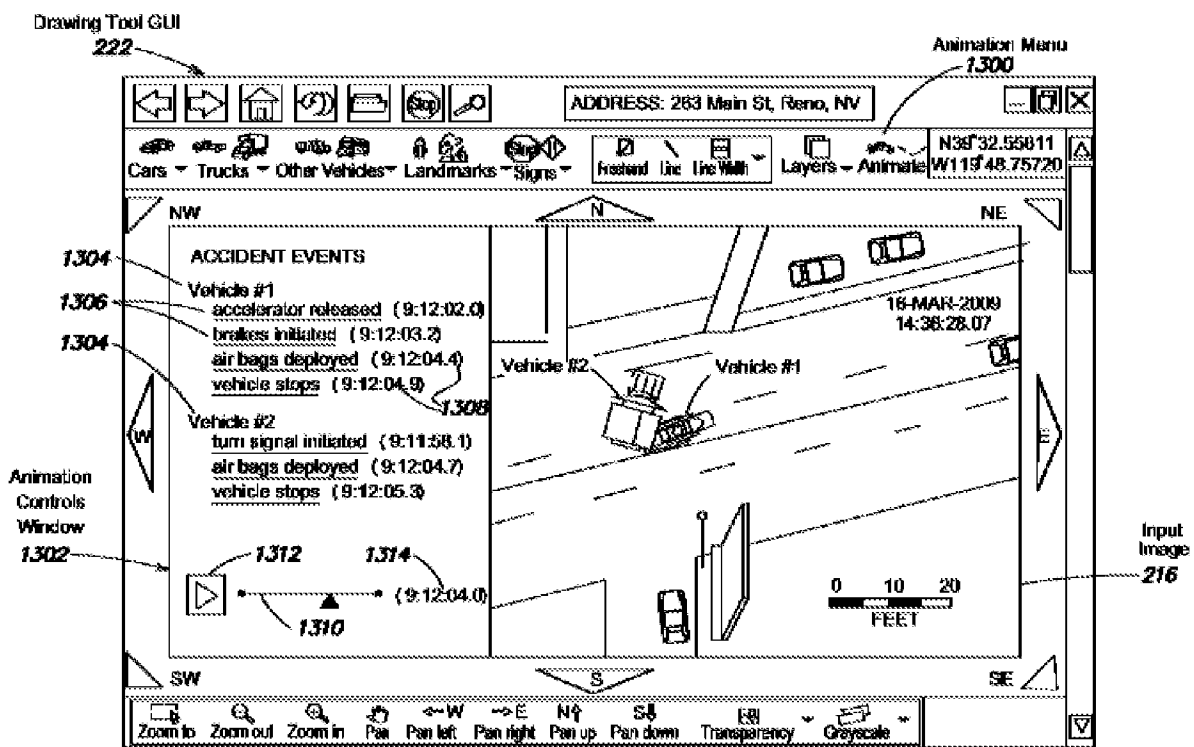
Applicant’s arguments, with respect to the rejection(s) of claim(s) 1-21 have been fully considered and are persuasive. Therefore, the rejection has been withdrawn. However, upon further consideration, a new ground(s) of rejection is made.

Claims 1-2, 6-7, 11-12, 16-17, 21 are now rejected under 35 U.S.C. 102(a)(1) as being anticipated by Nielsen et al (8,260,489).

Nielsen discloses a “Method and System for Acquiring and Analyzing Vehicle Data and Generating an Electronic Representation of Vehicle Operations” that produces a graphic representation of vehicle operations based on vehicle data. Kaltsukis

discloses a "Network Server Emergency Information Accessing Method" that transmits vehicle data upon detection of predefined events.

Figures 5 and 13 of Nielsen clearly shows a report that displays a graphic of a vehicle representation with status of various components including airbags, vehicle speed, accelerator, etc.



Nielsen further teaches that this information can be communicated a number of users, including personnel of accident investigation companies, law enforcement agencies, and/or insurance companies (col. 7, lines 50-col. 8, line 12).

With regard to independent claim 21, the term “exacerbated crash condition” is a relative term and is therefore indefinite. The specification includes a few examples in regard to indicia of an “exacerbated crash condition” such as “flames, flashing graphics or text, or other graphical indications intended to draw the eye” (Spec [0051]). Although the claims are interpreted in light of the specification, limitations from the specification are not read into the claims. See *In re Van Geuns*, 988 F.2d 1181, 26 USPQ2d 1057 (Fed. Cir. 1993).

Claims 3-5, 8, 13-15, and 18 are rejected under 35 U.S.C. 103 as being unpatentable over Nielsen et al (8,260,489) in view of Kaltsukis (2009/0186596).

Nielsen is silent concerning vehicle information including: **fuel leakage, seatbelt status, occupancy information, or whether occupants remained in their respective seats.**

Kaltsukis does teach “injury level of the vehicle occupants” [0053], “detection of a collision by sensor, such as accelerometers, G-force or acoustical pick up devices or detection of vibrations of deforming metal” [0055], “eCall crash data transmission” in which mobile network operators in Europe use [0059].

Although Nielsen is silent to the list of conditions, it would have been obvious to one of ordinary skill in the art at the time of invention to include any number of safety conditions concerning occupant or vehicle like that of Kaltsukis since this data is readily available with the amount of sensors onboard the vehicle and to communicate this data within the report generated would have been well within the scope of invention.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to WAE LOUIE whose telephone number is (571)272-5195. The examiner can normally be reached on M-F 0700-1530.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thomas G. Black can be reached on 571-272-6956. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/W. L./
Examiner, Art Unit 3661

/Thomas G Black/
Supervisory Patent Examiner, Art Unit 3661

Notice of References Cited	Application/Control No. 14/065,666		Applicant(s)/Patent Under Reexamination CUDDIHY ET AL.	
	Examiner WAE LOUIE		Art Unit 3661	Page 1 of 3

U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	CPC Classification	US Classification
*	A	US-6,076,028 A	06-2000	Donnelly; Bruce R.	B60R21/013	701/45
*	B	US-6,085,151 A	07-2000	Farmer; Michael E.	G01S7/023	342/70
*	C	US-6,097,998 A	08-2000	Lancki; Alfred L.	G01L5/28	701/34.3
*	D	US-2002/0082806 A1	06-2002	Kaub, Alan R.	G08G1/0104	702/182
*	E	US-2005/0030224 A1	02-2005	Koch, Robert	G01S5/0027	342/357.31
*	F	US-7,313,467 B2	12-2007	Breed; David S.	G07C5/008	307/9.1
*	G	US-2008/0042815 A1	02-2008	Breed; David S.	B60N2/2863	340/435
*	H	US-2008/0106439 A1	05-2008	Breslau; Franklin C.	G08G1/205	340/988
*	I	US-2009/0002145 A1	01-2009	Berry; Joseph J.	G08G1/205	340/436
*	J	US-7,508,298 B2	03-2009	Pisz; James T.	G08B25/001	340/436
*	K	US-2009/0186596 A1	07-2009	Kaltsukis; Calvin Lee	G08B25/08	455/404.2
*	L	US-7,580,782 B2	08-2009	Breed; David S.	B60R21/013	280/728.1
*	M	US-2009/0268947 A1	10-2009	Schaufler; Roland	G06K9/00805	382/104

FOREIGN PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	CPC Classification
	N					
	O					
	P					
	Q					
	R					
	S					
	T					

NON-PATENT DOCUMENTS

*		Include as applicable: Author, Title Date, Publisher, Edition or Volume, Pertinent Pages)
	U	
	V	
	W	
	X	

*A copy of this reference is not being furnished with this Office action. (See MPEP § 707.05(a).)
Dates in MM-YYYY format are publication dates. Classifications may be US or foreign.

Notice of References Cited	Application/Control No. 14/065,666		Applicant(s)/Patent Under Reexamination CUDDIHY ET AL.	
	Examiner WAE LOUIE		Art Unit 3661	Page 2 of 3

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*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	CPC Classification	US Classification
*	A	US-7,650,210 B2	01-2010	Breed; David S.	B60W50/0205	701/29.1
*	B	US-2010/0039216 A1	02-2010	Knight; Lee	G01S5/0027	340/5.1
*	C	US-7,671,762 B2	03-2010	Breslau; Franklin C.	G08G1/205	340/10.42
*	D	US-2010/0261492 A1	10-2010	Salafia; Christopher Michael	H04M3/42068	455/466
*	E	US-2010/0257250 A1	10-2010	Salafia; Christopher Michael	H04M3/42068	709/206
*	F	US-2011/0028128 A1	02-2011	Cazanas; Carlos A.	H04N7/17327	455/414.1
*	G	US-2012/0094628 A1	04-2012	Mader; Joseph Thomas	G08G1/205	455/404.1
*	H	US-8,260,489 B2	09-2012	Nielsen; Steven	G07C5/085	701/32.2
*	I	US-2014/0002651 A1	01-2014	Plante; James	H04N5/76	348/148
*	J	US-8,744,412 B1	06-2014	Cazanas; Carlos A.	H04W4/12	340/426.1
*	K	US-8,930,040 B2	01-2015	Gompert; Jeff M.	G07C5/008	701/1
*	L	US-9,008,906 B2	04-2015	Ricci; Christopher P.	G06F17/00	180/232
*	M	US-2015/0097703 A1	04-2015	BAUR; Peter	G08G1/205	340/902

FOREIGN PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	Classification
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U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	CPC Classification	US Classification
*	A	US-9,187,013 B2	11-2015	Helm; Sean L.	B60N2/002	1/1
*	B	US-9,226,124 B2	12-2015	Schuler; Francesca	H04L63/10	1/1
*	C	US-9,317,983 B2	04-2016	Ricci; Christopher P.	H04W4/046	1/1
	D	US-				
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	M	US-				

FOREIGN PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	Classification
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	S					
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NON-PATENT DOCUMENTS

*		Include as applicable: Author, Title Date, Publisher, Edition or Volume, Pertinent Pages)
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	X	

*A copy of this reference is not being furnished with this Office action. (See MPEP § 707.05(a).)
Dates in MM-YYYY format are publication dates. Classifications may be US or foreign.

<i>Index of Claims</i> 	Application/Control No. 14065666	Applicant(s)/Patent Under Reexamination CUDDIHY ET AL.
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✓	Rejected	-	Cancelled	N	Non-Elected	A	Appeal
=	Allowed	÷	Restricted	I	Interference	O	Objected

☐ Claims renumbered in the same order as presented by applicant		☐ CPA		☐ T.D.		☐ R.1.47			
CLAIM		DATE							
Final	Original	01/07/2015	02/08/2016	11/26/2016					
	1	✓	✓	✓					
	2	✓	✓	✓					
	3	✓	✓	✓					
	4	✓	✓	✓					
	5	✓	✓	✓					
	6	✓	✓	✓					
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	18	✓	✓	✓					
	19	✓	✓	✓					
	20	✓	✓	✓					
	21	✓	✓	✓					

Search Notes 	Application/Control No. 14065666	Applicant(s)/Patent Under Reexamination CUDDIHY ET AL.
	Examiner WAE LOUIE	Art Unit 3661

CPC- SEARCHED		
Symbol	Date	Examiner
G08B25/08	1/7/2015	WLL
G08G1/205	1/7/2015	WLL
G08B25/001	1/7/2015	WLL

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner
701	45, 301, 46, 31.4	1/7/2015	WLL
455	404.1, 414.1, 404.2	1/7/2015	WLL

SEARCH NOTES		
Search Notes	Date	Examiner
EAST Search Notes	1/7/2015	WLL
Inventor Search	1/7/2015	WLL
Updated EAST Search	7/23/2015	WLL
UPdated EAST Seach Notes	11/26/2016	WLL

INTERFERENCE SEARCH			
US Class/ CPC Symbol	US Subclass / CPC Group	Date	Examiner

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EAST Search History**EAST Search History (Prior Art)**

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
S19	15525	crash same operator same send (image graphic video) and accident	USPAT	OR	OFF	2016/11/25 11:28
S20	7713	crash same operator same send (image graphic video) and accident and sensor	USPAT	OR	OFF	2016/11/25 11:29
S21	0	crash same operator same send near (image graphic video) and accident and sensor	USPAT	OR	OFF	2016/11/25 11:29
S22	0	crash same operator same send same (image graphic video) and accident and sensor	USPAT	OR	OFF	2016/11/25 11:29
S23	0	crash same operator same send same (image graphic video)	USPAT	OR	OFF	2016/11/25 11:29
S24	78	crash same operator same (image graphic video)	USPAT	OR	OFF	2016/11/25 11:29
S25	247	(crash accident) same operator same (image graphic video)	USPAT	OR	OFF	2016/11/25 11:30
S26	4631	(crash accident) same (image graphic video)	USPAT	OR	OFF	2016/11/25 11:30
S27	2293	(crash accident) same (image graphic video) and sensor	USPAT	OR	OFF	2016/11/25 11:31
S28	350	(crash accident) same (image graphic video) and sensor and "911"	USPAT	OR	OFF	2016/11/25 11:31
S29	891	(crash accident) same (image graphic video) and sensor and emergency	USPAT	OR	OFF	2016/11/25 11:31
S32	714	(crash accident) same (image graphic video) and sensor and emergency and remote	USPAT	OR	OFF	2016/11/25 13:12
S33	693	(crash accident) same (image graphic video) and sensor and emergency and remote and communication	USPAT	OR	OFF	2016/11/25 13:26
S34	701	(crash accident) same (image graphic video) and sensor and emergency and remote and communicat\$4	USPAT	OR	OFF	2016/11/25 13:26
S35	897	(crash accident) same (image graphic video) and sensor and emergency and remote and communicat\$4	USPAT	OR	ON	2016/11/25 13:27
S36	126	(crash accident) same (image graphic video) and sensor and emergency and remote and communicat\$4 and overlay same display	USPAT	OR	ON	2016/11/25 13:31
S37	285	(crash accident) same (image graphic video) and sensor and emergency and remote and communicat\$4 and (generate overlay) same display	USPAT	OR	ON	2016/11/25 14:28
S38	1751	display same vehicle same data and	USPAT	OR	ON	2016/11/25

		generat\$4 same graphic				14:30
S39	1448	display same vehicle same data and generat\$4 same graphic and communication	USPAT	OR	ON	2016/11/25 14:33
S40	750	vehicle same status same monitoring same display	USPAT	OR	ON	2016/11/25 14:42
S41	3184	vehicle same (information data status) same monitoring same display	USPAT	OR	ON	2016/11/25 14:45
S42	535	vehicle near (information data status) same monitoring same display	USPAT	OR	ON	2016/11/25 14:46
S43	9659	vehicle same component same display	USPAT	OR	ON	2016/11/25 15:02
S44	458	display same (crash near impact airbag near deployment seatbelt)	USPAT	OR	ON	2016/11/25 15:07
S45	241	display same (crash near impact airbag near deployment seatbelt) and report	USPAT	OR	ON	2016/11/25 15:40
S46	22	((("20040203974") or ("20070233341") or ("20070250228") or ("20070280505") or ("20080154712") or ("20090112393") or ("20100211282") or ("20110080282") or ("20110172873") or ("20110205047")).PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2016/11/25 15:52
S47	2	("8116723").PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2016/11/25 21:48
S48	24	("20060234727" "20070286160" "20090177730" "20100046489" "20100257250" "20100261492" "20100317317" "20110013541" "20110019664" "6563910").PN. OR ("8116723").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2016/11/25 21:48
S49	15770	data same visual same vehicle	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	ON	2016/11/25 23:26
S50	3920	data same visual same vehicle and (crash accident)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	ON	2016/11/25 23:26
S51	241	display same (crash near impact airbag near deployment seatbelt) and report	USPAT	OR	ON	2016/11/25 23:27
S52	58	S51 and S50	USPAT	OR	ON	2016/11/25 23:27
S53	2	("7671762").PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	OR	OFF	2016/11/25 23:55

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