PATENT ASSIGNMENT COVER SHEET

Electronic Version v1.1
Stylesheet Version v1.2

EPAS ID: PAT8300525

SUBMISSION TYPE:	NEW ASSIGNMENT
NATURE OF CONVEYANCE:	ASSIGNMENT

CONVEYING PARTY DATA

Name	Execution Date
BLUE UMBRELLA LLC	11/29/2023

RECEIVING PARTY DATA

Name:	GAMBA GROUP HOLDINGS LLC
Street Address:	8273 NW 127 LN
City:	PARKLAND
State/Country:	FLORIDA
Postal Code:	33076

PROPERTY NUMBERS Total: 19

Property Type	Number
Patent Number:	7899583
Patent Number:	8836580
Patent Number:	8896485
Patent Number:	7924149
Patent Number:	8866673
Patent Number:	9020687
Patent Number:	8941485
Patent Number:	9374673
Patent Number:	9204257
Patent Number:	9491584
Patent Number:	9602193
Patent Number:	9204251
Patent Number:	9420423
Patent Number:	9538332
Patent Number:	9674684
Patent Number:	9772193
Patent Number:	9961507
Patent Number:	10470013
Patent Number:	10117078

CORRESPONDENCE DATA

Fax Number:

Correspondence will be sent to the e-mail address first; if that is unsuccessful, it will be sent using a fax number, if provided; if that is unsuccessful, it will be sent via US Mail.

Phone: 9542574319

Email: umendelson@gmail.com

Correspondent Name: EHUD MENDELSON

Address Line 1: 8273 NW 127 LN

Address Line 4: PARKLAND, FLORIDA 33076

ATTORNEY DOCKET NUMBER:	BLU2GAMBA PATENTS1-19
NAME OF SUBMITTER:	EHUD MENDELSON
SIGNATURE:	/EHUD MENDELSON/
DATE SIGNED:	11/29/2023
	This document serves as an Oath/Declaration (37 CFR 1.63).

Total Attachments: 4

source=Patent assignment blue to gamba#page1.tif

source=Patent assignment blue to gamba#page2.tif

source=Patent assignment blue to gamba#page3.tif

source=Patent assignment blue to gamba#page4.tif

PATENTS ASSIGNMENT AGREEMENT

THIS AGREEMENT is made this day of November 27, 2023, by and between Blue Umbrella llc represent by Ehud Mendelson (the "Assignor"), having its primary place of business at 8273 NW 127 Ln. Parkland Florida 33076 , and Gamba Group Holdings(the "Assignee") having its primary place of business at 8273 NW 127 Ln. Parkland, Florida 33076 (collectively the "Parties").

WHEREAS, Licensor is has invented RF Beacon and Method of use (the "Invention"), and has been granted United States Letters Patents for said invention, Patent No- .See Attach A (the "Patent"), granted on the patent application filed with the United States Patent and Trademark Office.

WHEREAS, Assignee wishes to acquire all right, title and interest in the Patent, and Assignor wishes to sell its interest in the Patent to Assignee.

NOW THEREFORE, in consideration of the mutual promises, covenants, warranties, and other good and valuable consideration set forth herein, and in accordance with applicable law, the Parties hereby agree as follows:

1. *Assignment*. Assignor hereby assigns to Assignee, and its successors, representatives and assigns, all right, title and interest in the Patent including all reexaminations, extensions and reissues thereof. Assignor hereby requests the Commissioner of Patents of the United States to record this assignment of all right, title and interest in the Patent to Assignee.

2. *Payment*. In consideration of the assignment of the Patent pursuant to this Agreement, and of the promises and covenants contained herein, Assignee shall pay to Assignor a fee in the amount Set in Attachment A of this agreement, payable upon execution of sale or licenses of a patent or patents from the list attach A to this Agreement, until such execution will take place it is agree that the Assignor Ehud Mendelson payment/fee will be conceders as a loan to the Gamba Group Holdings llc in the dynamic amount set in the attachment A. Until such execution of sale or license will take place, Ehud Mendelson will receive a personal loan to his business account in the USA (Dba. Blue Umbrella and or search4parking bank account), payment for the loan will payable upon execution of sale or licenses of a patent or patents from the list attach A to this Agreement.

Google Ex. 1031, p. 003

3. *Assignor's Representations and Warranties*. Assignor hereby represents and warrants
i) that it has the legal right and authority to execute this Agreement, and to validly assign the entire interest in the Patent to Assignee,

ii) that it has not executed any other agreement that would conflict with the terms of this Agreement, nor shall it execute any such agreement in the future, and

iii) that to the best of Assignor's knowledge, the Patent is valid and enforceable as of the date of this Agreement. Assignor makes no representations or warranties as to the validity or enforceability of the Patent subsequent to the date of this Agreement.

4. *Patent Status*. Assignee hereby acknowledges that any finding or ruling subsequent to the date of this Agreement that the Patent is invalid or unenforceable shall not give rise to a cause of action against Assignor under this Agreement.

5. *Further Actions*. Assignor hereby agrees to execute any further agreements and to take any further actions necessary to aid Assignee in perfecting its interest in the Patent and in enforcing any and all protections or privileges deriving from the Patent.

6. *Counterparts*. This Agreement may be executed in several counterparts, each of which shall constitute an original and all of which, when taken together, shall constitute one agreement.

7. *Severability*. If any part or parts of this Agreement shall be held unenforceable for any reason, the remainder of this Agreement shall continue in full force and effect. If any provision of this Agreement is deemed invalid or unenforceable by any court of competent jurisdiction, and if limiting such provision would make the provision valid, then such provision shall be deemed to be construed as so limited.

8. *Notice*. Any notice required or otherwise given pursuant to this Agreement shall be in writing and mailed certified return receipt requested, postage prepaid, or delivered by overnight delivery service, addressed as follows:

Google Ex. 1031, p. 004

If to Assignor: Blue Umbrella LLC by her president Ehud Mendelson 8273 NW 127 Ln. Parkland, Florida 33076

If to Assignee: Gamba Group Holdings LLC having its primary place of business at 8273 NW 127 Ln. Parkland, Florida 33076

9 *Headings*. The headings for section herein are for convenience only and shall not affect the meaning of the provisions of this Agreement.

10. Entire Agreement. This Agreement constitutes the entire agreement between Assignor and Assignee, and supersedes any prior understanding or representation of any kind preceding the date of this Agreement. There are no other promises, conditions, understandings or other agreements, whether oral or written, relating to the subject matter of this Agreement.

Attach A List of patents assignment:

Patents #:	Application #:
7899583	US11/396,843
8836580	US11/429,864
8896485	US11/472,706
7924149	US12/069,899
8866673	US12/587,042
9020687	US12/930,735
8941485	US12/932,811
9374673	US13/135,421
9204257	US13/135,421
9491584	US14/285,332
9602193	US14/285,273
9204251	US14/285,209
9420423	US15/086,028
9538332	US15/237,727
9674684	US15/397,685
9772193	US15/403,146
9961507	US15/687,445
10470013	US15/953,389
10117078	US15/972,074

Google Ex. 1031, p. 005

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed the day and year first above written.

ASSIGNOR
Ehud Mendelson
BLVD UMBRELLA LLC. MENDELSON
Signature
EHUD MENDELSON
Print Name

ASSIGNEE
Gamba Group Holdings President
MENDELSON
Signature
EHUD MENDELSON
Print Name

State of FLORIDA)
)
County of BROWARD)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY THAT EHUD MENDELSON personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that EHUD MENDELS signed, sealed and delivered the said instrument as his/her/their free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this 27th day of November, 2023

Signature of Notary Public

SELVIRA FLEURY
Notary Public, State of Florida
Commission# GG 958650
My comm. expires Feb. 16, 2024

(Seal) SELVIRA FLEURY
Printed Name of Notary

My commission expires on February 16, 2024

Google Ex. 1031, p. 006

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

31877 7590 11/22/2023

ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

EXAMINER	
BEAULIEU, YONEL	

ART UNIT	PAPER NUMBER
3668	

MAIL DATE	DELIVERY MODE
11/22/2023	PAPER

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.

UNITED STATES PATENT AND TRADEMARK OFFICE

Commissioner for Patents
United States Patent and Trademark Office
P.O. Box 1450
Alexandria, VA 22313-1450
www.uspto.gov

In re Patent No. 9,020,687
Issue Date: April 28, 2015
Application No. 12/930,735
Filing or 371(c) Date: January 14, 2011
Attorney Docket No. MEN-11-003

DECISION ON PETITION

This is a decision on the petition under 37 CFR 1.378(b), filed June 13, 2023, to accept the unintentionally delayed payment of a maintenance fee for the above-identified patent.

The above patent expired for failure to timely submit the 7 ½ year maintenance fee by April 28, 2023. However, since petitioner has demonstrated to the satisfaction of the Director that the delay in timely paying the maintenance fee was unintentional, the petition under 37 CFR 1.378(b) is hereby **GRANTED**.

Petitioner submitted $2,544.00 on June 13, 2023. The Office has applied $1,504.00 toward payment of the 7 ½ year maintenance fee and $840.00 toward payment of the petition fee which leaves an overpayment of $200. If petitioner desires a refund for this amount, petitioner may request for refund by writing to the following address: Mail Stop 16, Commissioner for Patents, P. O. Box 1450, Alexandria, VA 22313-1450. A copy of this decision should accompany petitioner's request.

Since the address in the petition differs from the correspondence address of record, a one-time courtesy copy of this decision is being mailed to the address given in the request. However, petitioner should note that a change in the correspondence address will not affect the fee address. Therefore, if applicant desires to receive future correspondence which may be mailed, regarding maintenance fees, for the above-identified patent, a "Fee Address Indication" form and/or a "Request for Customer Number" form(s) should be submitted (See USPTO form numbers PTO/SB/47 and/or PTO/SB/125).

The maintenance fee is hereby accepted and the above-identified patent is reinstated as of the mail date of this decision.

Telephone inquiries should be directed to Angela Walker at (571) 272-1058.

/Irvin Dingle/
Irvin Dingle
Lead Paralegal Specialist
Office of Petitions

cc: Ehud Mendelson
8273 NW 127 Lane
Parkland, FL 33076

Transmittal Communication on Petition	Application/Control No. 12/930,735	Applicant(s)/Patent Under Reexamination Mendelson, Ehud	
	Deciding Official BEAULIEU, YONEL	Office of Petitions OPET	

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

(ADDITIONAL PARTY'S CORRESPONDENCE ADDRESS)

Ehud Mendelson
8273 NW 127 Lane
Parkland, FL 33076

Enclosed is a copy of the latest communication from the United States Patent and Trademark Office in the above-identified Application/Patent.

OPAP LHOTSV-S
JUN 13 2023
PATENT & TRADEMARK OFFICE

USPTO
RECEIPTS ACCOUNTING
DIVISION
2023 JUN 20 AM 7:42

6/15-23

BOX M
385

PTO/SB/66 (01-18)
Approved for use through 07/31/2018. OMB 0651-0016
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

PETITION TO ACCEPT UNINTENTIONALLY DELAYED PAYMENT OF MAINTENANCE FEE IN AN EXPIRED PATENT (37 CFR 1.378(b))

Docket Number (Optional)

Mail to: Mail Stop Petition
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450
Fax: (571) 273-8300

NOTE: If information or assistance is needed in completing this form, please contact the Office of Petitions at (571) 272-3282.

Patent No. 9020687 Application Number 12930735

Issue Date 04/28/2015 Filing Date 01/14/2011

CAUTION: Maintenance fee payment must correctly identify: (1) the patent number (or reissue patent number, if a reissue) and (2) the application number of the actual U.S. application (or reissue application) leading to issuance of that patent to ensure the fee(s) is/are associated with the correct patent. 37 CFR 1.366(c) and (d).

Also complete the following information, if applicable.

The above-identified patent

☐ is a reissue of original Patent No. _____ original issue date _____

original application number _____

original filing date _____.

☐ resulted from the entry into the U.S. under 35 U.S.C. 371 of international application _____

filed on _____.

CERTIFICATE OF MAILING (37 CFR 1.8(a))

I hereby certify that this paper (* along with any paper referred to as being attached or enclosed) is being deposited with the United States Postal Service on the date shown below with sufficient postage as first class mail in an envelope addressed to Mail Stop Petition, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, or facsimile transmitted to the U.S. Patent and Trademark Office on the date shown below.

06/10/2023
Date

Signature

ehud mendelson
Typed or Printed Name of Person Signing Certificate

This collection of information is required by 37 CFR 1.378(b). The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11, 1.14 and 41.6. This collection is estimated to take 1 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Mail Stop Petition, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

PTO/SB/66 (01-18)
Approved for use through 07/31/2018. OMB 0651-0016
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

PETITION TO ACCEPT UNINTENTIONALLY DELAYED PAYMENT OF MAINTENANCE FEE IN AN EXPIRED PATENT (37 CFR 1.378(b))

1. SMALL ENTITY

☒ Patentee asserts, or has previously asserted, small entity status. See 37 CFR 1.27.

2. LOSS OF ENTITLEMENT TO SMALL ENTITY STATUS

☐ Patentee is no longer entitled to small entity status. See 37 CFR 1.27(g).

3. MICRO ENTITY

☐ Patentee certifies, or has previously certified, micro entity status. See 37 CFR 1.29
Form PTO/SB/15A or B or equivalent must either be enclosed or have been submitted previously.

4. LOSS OF ENTITLEMENT TO MICRO ENTITY STATUS

☐ Patentee is no longer entitled to micro entity status. See 37 CFR 1.29(i).

5. MAINTENANCE FEE (37 CFR 1.20(e)-(g))

The appropriate maintenance fee must be submitted with this petition, unless it was paid earlier.

Undiscounted			Small Entity			Micro Entity		
Amount	Fee	(Code)	Amount	Fee	(Code)	Amount	Fee	(Code)
☐ $ ____	3½ yr fee	(1551)	☐ $ ____	3½ yr fee	(2551)	☐ $ ____	3½ yr fee	(3551)
☐ $ ____	7½ yr fee	(1552)	☐ $ 1704	7½ yr fee	(2552)	☐ $ ____	7½ yr fee	(3552)
☐ $ ____	11½ yr fee	(1553)	☐ $ ____	11½ yr fee	(2553)	☐ $ ____	11½ yr fee	(3553)

MAINTENANCE FEE BEING SUBMITTED $ ____

6. PETITION FEE

The petition fee required by 37 CFR 1.17(m) of:

$ ____ Undiscounted (Fee Code 1558); or

$ 840 Small Entity (Fee Code 2558); or

$ ____ Micro Entity (Fee Code 3558)

must be paid as a condition of accepting an unintentionally delayed payment of a maintenance fee. (Note: There is currently no micro entity amount for the petition fee.)

PETITION FEE BEING SUBMITTED $ 2544

7. MANNER OF PAYMENT

☒ Enclosed is a check for the sum of $ 2544

☐ Please charge Deposit Account No. ____ the sum of $ ____

☐ Payment by credit card. Form PTO-2038 is attached.

☐ Payment made via EFS-Web.

8. AUTHORIZATION TO CHARGE ANY FEE DEFICIENCY

☐ The Director is hereby authorized to charge any maintenance fee or petition deficiency to Deposit Account No. ____

PTO/SB/66 (01-18)
Approved for use through 07/31/2018. OMB 0651-0016
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

PETITION TO ACCEPT UNINTENTIONALLY DELAYED PAYMENT OF MAINTENANCE FEE IN AN EXPIRED PATENT (37 CFR 1.378(b))

9. OVERPAYMENT

As to any overpayment made, please

☐ Credit to Deposit Account No. _____

OR

☐ Send refund check

WARNING:

Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information, such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form (PTO-2038) submitted for payment purposes), is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms (PTO-2038) submitted for payment purposes are not retained in the application file and therefore are not publicly available.

10. STATEMENT

The delay in payment of the maintenance fee for this patent was unintentional.

11. PETITIONER(S) REQUEST THAT THE DELAYED PAYMENT OF THE MAINTENANCE FEE BE ACCEPTED AND THE PATENT REINSTATED.

06/10/2023
Date

Signature(s) of Petitioner(s)

Registration Number, if applicable

ehud mendelson
Typed or Printed Name(s)

9542574319
Telephone Number

8273 nw 127 Lane , Parkland Florida 33076
Address

Address

37 CFR 1.378(c) states: "Any petition under this section must be signed in compliance with § 1.33(b)."

12. ENCLOSURES

☒ Maintenance Fee Payment

☒ Petition fee under 37 CFR 1.17(m) (fee for filing the maintenance fee petition)

☐ _____

_____

PATENT ASSIGNMENT COVER SHEET

Electronic Version v1.1
Stylesheet Version v1.2

EPAS ID: PAT5756053

SUBMISSION TYPE:	NEW ASSIGNMENT
NATURE OF CONVEYANCE:	ASSIGNMENT

CONVEYING PARTY DATA

Name	Execution Date
GAMBA GROUP LIMITED	10/06/2019

RECEIVING PARTY DATA

Name:	BLUE UMBRELLA LLC
Street Address:	11190 HERON BAY BLVD SUITE 916
City:	CORAL SPRINGS
State/Country:	FLORIDA
Postal Code:	33076

PROPERTY NUMBERS Total: 16

Property Type	Number
Patent Number:	7899583
Patent Number:	7924149
Patent Number:	8836580
Patent Number:	8866673
Patent Number:	8896485
Patent Number:	8941485
Patent Number:	9020687
Patent Number:	9204251
Patent Number:	9204257
Patent Number:	9374673
Patent Number:	9420423
Patent Number:	9491584
Patent Number:	9538332
Patent Number:	9602193
Patent Number:	9674684
Patent Number:	9772193

CORRESPONDENCE DATA

Fax Number:

Correspondence will be sent to the e-mail address first; if that is unsuccessful, it will be sent using a fax number, if provided; if that is unsuccessful, it will be sent via US Mail.

Phone:	9542574319
Email:	umen79@yahoo.com
Correspondent Name:	EHUD MENDELSON
Address Line 1:	11190 HERON BAY BLVD SUITE 916
Address Line 4:	CORAL SPRINGS, DELAWARE 33076

ATTORNEY DOCKET NUMBER:	ASSIGNMENT GAMBA TO BLU8X
NAME OF SUBMITTER:	EHUD MENDELSON
SIGNATURE:	/ehud mendelson/
DATE SIGNED:	10/06/2019
	This document serves as an Oath/Declaration (37 CFR 1.63).

Total Attachments: 3
source=ASSIGNMENT of patents from gamba group to blue umbrella sign and ready#page1.tif
source=ASSIGNMENT of patents from gamba group to blue umbrella sign and ready#page2.tif
source=ASSIGNMENT of patents from gamba group to blue umbrella sign and ready#page3.tif

ASSIGNMENT

WHEREAS, I:

Ehud Mendelson President of **Gamba Group Limited**, a For Profit Corporation organized and existing under the laws of the state of Malta, and having an office and place of business at 262 Triq San Alber, Gzira, Malta, GZR 1152, represent by Ehud Mendelson president of the company which residing, respectively, at: **11190 Heron Bay Blvd. Suite 916, Coral Springs, FL, 33076**,

Which own the patents listed as follow:

Patent#	Application #
7899583	11396843
7924149	12069899
8836580	11429864
8866673	12587042
8896485	11472706
8941485	12932811
9020687	12930735
9204251	14285209
9204257	14285273
9374673	13135421
9420423	15086028
9491584	14285332
9538332	15237727
9602193	14285406
9674684	15397685
9772193	15403146

Google Ex. 1031, p. 016

WHEREAS, **Blue Umbrella Limited Liability company** , a For Profit Corporation organized and existing under the laws of the state of **Nevada** and having an office and place of business at **11190 Heron Bay Blvd. Suite 916, Coral Springs, FL, 33076**,

, is desirous of acquiring the entire interest in said Patents, said United States patents which listed above (page 1) and Currently owns by Gamba Group Limited, and in any patents which may issue thereon

NOW, THEREFORE,

be it known that for and in consideration of **Blue Umbrella Limited Liability company**, and other good and valuable consideration, I do hereby sell, assign, and transfer unto **Blue Umbrella Limited Liability company**, its successors, assigns, and legal representatives, all right, title, and interest in and to said patents listed in page 1 and any improvements thereon for all countries of the world, and in and to said application, including any continuations and divisions thereof, and any substitute applications therefor, and any patents which may issue thereon, and any reissues of the same; and all right, title, and interest in and to every patents application filed on said patents listed in page 1 in any other country, including renewals, revivals, continuations, and divisions thereof, and any substitute applications therefor, and any and all patents which may issue thereon, and any reissues and extensions of the same; and we hereby authorize and request competent authorities to grant and issue any and all patents on said listed in page 1 to **Blue Umbrella Limited Liability company** as the assignee of the entire interest therein; and we further agree to execute upon request of the assignee such additional documents, if any, as are necessary and proper to secure patents protection on said patents throughout all countries of the world, and otherwise to give full effect to and perfect the rights of the assignee under this Assignment.

Google Ex. 1031, p. 017

In Testimony Whereof, I have hereunto signed my name on
The dates indicated hereinafter:

09/20/19
Date

Ehud Mendelson

State of Florida
Country of Broward

Before me a Notary Public for said county, personally appeared Ehud Mendelson, to me know and known to me to be the person who executed the foregoing instrument and acknowledged it to be a free act and deed.

Witness my hand and seal September 20th, 2019.

Notary Public

[Notary Seal]

My Commission expires:
Dec 8, 2019

Google Ex. 1031, p. 018

PTO/SB/47 (03-09)
Approved for use through 05/31/2015. OMB 0651-0016
U.S. Patent and Trademark Office; U. S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

"FEE ADDRESS" INDICATION FORM

Address to:
Mail Stop M Correspondence
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

- OR -

Fax to:
571-273-6500

INSTRUCTIONS: The issue fee must have been paid for application(s) listed on this form. In addition, only an address represented by a Customer Number can be established as the fee address for maintenance fee purposes (hereafter, fee address). A fee address should be established when correspondence related to maintenance fees should be mailed to a different address than the correspondence address for the application. **When to check the first box below:** If you have a Customer Number to represent the fee address. **When to check the second box below:** If you have no Customer Number representing the desired fee address, in which case a completed Request for Customer Number (PTO/SB/125) must be attached to this form. For more information on Customer Numbers, see the Manual of Patent Examining Procedure (MPEP) § 403.

For the following listed application(s), please recognize as the "Fee Address" under the provisions of 37 CFR 1.363 the address associated with:

☑ Customer Number: 31877

OR

☐ The attached Request for Customer Number (PTO/SB/125) form.

PATENT NUMBER (if known)	APPLICATION NUMBER
9,020,687	12/930,735

Completed by (check one):

☐ Applicant/Inventor

☑ Attorney or Agent of record 50,942 (Reg. No.)

☐ Assignee of record of the entire interest. See 37 CFR 3.71. Statement under 37 CFR 3.73(b) is enclosed. (Form PTO/SB/96)

☐ Assignee recorded at Reel _____ Frame _____

Signature

Allen D. Hertz
Typed or printed name

561-716-3915
Requester's telephone number

March 11, 2019
Date

NOTE: Signatures of all the inventors or assignees of record of the entire interest or their representative(s) are required. Submit multiple forms if more that one signature is required, see below*.

☑ * Total of 1 forms are submitted.

This collection of information is required by 37 CFR 1.363. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 5 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND COMPLETED FORMS TO THIS ADDRESS.
SEND TO: Mail Stop M Correspondence, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.
If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

Electronic Acknowledgement Receipt

EFS ID:	35374754
Application Number:	12930735
International Application Number:	
Confirmation Number:	3181
Title of Invention:	SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER
First Named Inventor/Applicant Name:	Ehud Mendelson
Customer Number:	31877
Filer:	Allen D. Hertz
Filer Authorized By:	
Attorney Docket Number:	MEN-11-003
Receipt Date:	11-MAR-2019
Filing Date:	14-JAN-2011
Time Stamp:	00:29:00
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Maintenance Fee Address Change	MEN-11-003_Mendelson_Fee_Address_Form_sb0047_Executed.pdf	497204 78b5719649d26db30763db140d64acf96e0448fc	no	1

Warnings:

Information:	
Total Files Size (in bytes):	497204

This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.

New Applications Under 35 U.S.C. 111

If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371

If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office

If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NO.	ISSUE DATE	PATENT NO.	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	04/28/2015	9020687	MEN-11-003	3181

31877 7590 04/08/2015

ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

ISSUE NOTIFICATION

The projected patent number and issue date are specified above.

Determination of Patent Term Adjustment under 35 U.S.C. 154 (b)
(application filed on or after May 29, 2000)

The Patent Term Adjustment is 102 day(s). Any patent to issue from the above-identified application will include an indication of the adjustment on the front page.

If a Continued Prosecution Application (CPA) was filed in the above-identified application, the filing date that determines Patent Term Adjustment is the filing date of the most recent CPA.

Applicant will be able to obtain more detailed information by accessing the Patent Application Information Retrieval (PAIR) WEB site (http://pair.uspto.gov).

Any questions regarding the Patent Term Extension or Adjustment determination should be directed to the Office of Patent Legal Administration at (571)-272-7702. Questions relating to issue and publication fee payments should be directed to the Application Assistance Unit (AAU) of the Office of Data Management (ODM) at (571)-272-4200.

APPLICANT(s) (Please see PAIR WEB site http://pair.uspto.gov for additional applicants):

Ehud Mendelson, Coral Springs, FL;

The United States represents the largest, most dynamic marketplace in the world and is an unparalleled location for business investment, innovation, and commercialization of new technologies. The USA offers tremendous resources and advantages for those who invest and manufacture goods here. Through SelectUSA, our nation works to encourage and facilitate business investment. To learn more about why the USA is the best country in the world to develop technology, manufacture products, and grow your business, visit SelectUSA.gov.

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)		
	Application Number	
	Filing Date	
	First Named Inventor	Ehud Mendelson
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VIN Broadcas

/YB/	9	5454461		10/03/1995	Jacobs	
/YB/	10	5504482		04/02/1996	Schreder	
/YB/	11	5272483		12/21/1993	Kato	
/YB/	12	5383127		01/17/1995	Shibata	
/YB/	13	5416712		05/16/1995	Geier	
/YB/	14	5606506		02/25/1997	Kyrtsos	
/YB/	15	5910782		06/08/1999	Schmitt	
/YB/	16	5940481		08/17/1999	Zeitman	

If you wish to add additional U.S. Patent citation information please click the Add button.

U.S.PATENT APPLICATION PUBLICATIONS

Examiner Initial*	Cite No	Publication Number	Kind Code[1]	Publication Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
/YB/	1	20080071882		3/2008	Hering; Carl J. ; et al. Reising Ethington Barnes Kisselle	

If you wish to add additional U.S. Published Application citation information please click the Add button.

Change(s) applied to document, /SXG/ 3/19/2015

PART B - FEE(S) TRANSMITTAL

Complete and send this form, together with applicable fee(s), to: Mail Mail Stop ISSUE FEE
Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450
or Fax (571)-273-2885

INSTRUCTIONS: This form should be used for transmitting the ISSUE FEE and PUBLICATION FEE (if required). Blocks 1 through 5 should be completed where appropriate. All further correspondence including the Patent, advance orders and notification of maintenance fees will be mailed to the current correspondence address as indicated unless corrected below or directed otherwise in Block 1, by (a) specifying a new correspondence address; and/or (b) indicating a separate "FEE ADDRESS" for maintenance fee notifications.

CURRENT CORRESPONDENCE ADDRESS (Note: Use Block 1 for any change of address)

31877 7590 03/12/2015
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

Note: A certificate of mailing can only be used for domestic mailings of the Fee(s) Transmittal. This certificate cannot be used for any other accompanying papers. Each additional paper, such as an assignment or formal drawing, must have its own certificate of mailing or transmission.

Certificate of Mailing or Transmission
I hereby certify that this Fee(s) Transmittal is being deposited with the United States Postal Service with sufficient postage for first class mail in an envelope addressed to the Mail Stop ISSUE FEE address above, or being facsimile transmitted to the USPTO (571) 273-2885, on the date indicated below.

Allen D. Hertz (Via EFS-web)	(Depositor's name)
	(Signature)
March 26, 2014	(Date)

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

TITLE OF INVENTION: Vehicle wireless

APPLN. TYPE	ENTITY STATUS	ISSUE FEE DUE	PUBLICATION FEE DUE	PREV. PAID ISSUE FEE	TOTAL FEE(S) DUE	DATE DUE
nonprovisional	SMALL	$480	$0	$0	$480	05/12/2015

EXAMINER	ART UNIT	CLASS-SUBCLASS
BEAULIEU, YONEL	3668	701-001000

1. Change of correspondence address or indication of "Fee Address" (37 CFR 1.363).
- ☐ Change of correspondence address (or Change of Correspondence Address form PTO/SB/122) attached.
- ☐ "Fee Address" indication (or "Fee Address" Indication form PTO/SB/47; Rev 03-02 or more recent) attached. **Use of a Customer Number is required.**

2. For printing on the patent front page, list
(1) The names of up to 3 registered patent attorneys or agents OR, alternatively,
(2) The name of a single firm (having as a member a registered attorney or agent) and the names of up to 2 registered patent attorneys or agents. If no name is listed, no name will be printed.

1 Allen D. Hertz, P.A.
2 Allen D. Hertz
3

3. ASSIGNEE NAME AND RESIDENCE DATA TO BE PRINTED ON THE PATENT (print or type)

PLEASE NOTE: Unless an assignee is identified below, no assignee data will appear on the patent. If an assignee is identified below, the document has been filed for recordation as set forth in 37 CFR 3.11. Completion of this form is NOT a substitute for filing an assignment.

(A) NAME OF ASSIGNEE (B) RESIDENCE: (CITY and STATE OR COUNTRY)

Please check the appropriate assignee category or categories (will not be printed on the patent): ☐ Individual ☐ Corporation or other private group entity ☐ Government

4a. The following fee(s) are submitted:
- ☒ Issue Fee
- ☐ Publication Fee (No small entity discount permitted)
- ☐ Advance Order - # of Copies _____

4b. Payment of Fee(s): **(Please first reapply any previously paid issue fee shown above)**
- ☐ A check is enclosed.
- ☒ Payment by credit card. **Via EFS Credit Card Process**
- ☐ The director is hereby authorized to charge the required fee(s), any deficiency, or credits any overpayment, to Deposit Account Number _____ (enclose an extra copy of this form).

5. **Change in Entity Status** (from status indicated above)
- ☐ Applicant certifying micro entity status. See 37 CFR 1.29
- ☐ Applicant asserting small entity status. See 37 CFR 1.27
- ☐ Applicant changing to regular undiscounted fee status.

NOTE: Absent a valid certification of Micro Entity Status (see forms PTO/SB/15A and 15B), issue fee payment in the micro entity amount will not be accepted at the risk of application abandonment.

NOTE: If the application was previously under micro entity status, checking this box will be taken to be a notification of loss of entitlement to micro entity status.

NOTE: Checking this box will be taken to be a notification of loss of entitlement to small or micro entity status, as applicable.

NOTE: This form must be signed in accordance with 37 CFR 1.31 and 1.33. See 37 CFR 1.4 for signature requirements and certifications.

Authorized Signature _____ Date March 26, 2014

Typed or printed name Allen D Hertz Registration No. 50,942

Google Ex. 1031, p. 024

Electronic Patent Application Fee Transmittal

Application Number:	12930735
Filing Date:	14-Jan-2011
Title of Invention:	SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER
First Named Inventor/Applicant Name:	Ehud Mendelson
Filer:	Allen D. Hertz
Attorney Docket Number:	MEN-11-003

Filed as Small Entity

Filing Fees for Utility under 35 USC 111(a)

Description	Fee Code	Quantity	Amount	Sub-Total in USD($)
Basic Filing:				
Pages:				
Claims:				
Miscellaneous-Filing:				
Petition:				
Patent-Appeals-and-Interference:				
Post-Allowance-and-Post-Issuance:				
Utility Appl Issue Fee	2501	1	480	480

Description	Fee Code	Quantity	Amount	Sub-Total in USD($)
Extension-of-Time:				
Miscellaneous:				
			Total in USD ($)	**480**

Electronic Acknowledgement Receipt

EFS ID:	21887154
Application Number:	12930735
International Application Number:	
Confirmation Number:	3181
Title of Invention:	SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER
First Named Inventor/Applicant Name:	Ehud Mendelson
Customer Number:	31877
Filer:	Allen D. Hertz
Filer Authorized By:	
Attorney Docket Number:	MEN-11-003
Receipt Date:	26-MAR-2015
Filing Date:	14-JAN-2011
Time Stamp:	14:40:57
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	yes
Payment Type	Credit Card
Payment was successfully received in RAM	$480
RAM confirmation Number	999
Deposit Account	
Authorized User	

The Director of the USPTO is hereby authorized to charge indicated fees and credit any overpayment as follows:

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Issue Fee Payment (PTO-85B)	MEN-11-003_Mendelson_Issue_Fee_Submission_032615.pdf	1050408 a5eb688752a867a51a98f2f0378eac753ad49e8d	no	1
Warnings:					
Information:					
2	Fee Worksheet (SB06)	fee-info.pdf	30542 bb874577f89b8caf72479ee754ca687dd66fde8f	no	2
Warnings:					
Information:					
		Total Files Size (in bytes):	1080950		

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New Applications Under 35 U.S.C. 111
If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371
If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office
If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.

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UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NUMBER	FILING or 371(c) DATE	GRP ART UNIT	FIL FEE REC'D	ATTY.DOCKET.NO	TOT CLAIMS	IND CLAIMS
12/930,735	01/14/2011	3668	545	MEN-11-003	16	1

CONFIRMATION NO. 3181

CORRECTED FILING RECEIPT

31877
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

OC000000074184342

Date Mailed: 03/24/2015

Receipt is acknowledged of this non-provisional patent application. The application will be taken up for examination in due course. Applicant will be notified as to the results of the examination. Any correspondence concerning the application must include the following identification information: the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. **If an error is noted on this Filing Receipt, please submit a written request for a Filing Receipt Correction. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections**

Inventor(s)

Ehud Mendelson, Coral Springs, FL;

Applicant(s)

Ehud Mendelson, Coral Springs, FL;

Power of Attorney: The patent practitioners associated with Customer Number 31877

Domestic Priority data as claimed by applicant

This application is a CIP of 11/396,843 04/03/2006 PAT 7899583
which claims benefit of 60/670,097 04/12/2005

Foreign Applications for which priority is claimed (You may be eligible to benefit from the **Patent Prosecution Highway** program at the USPTO. Please see http://www.uspto.gov for more information.) - None.
Foreign application information must be provided in an Application Data Sheet in order to constitute a claim to foreign priority. See 37 CFR 1.55 and 1.76.

If Required, Foreign Filing License Granted: 02/04/2011

The country code and number of your priority application, to be used for filing abroad under the Paris Convention, is **US 12/930,735**

Projected Publication Date: Not Applicable

Non-Publication Request: No

Early Publication Request: No
** **SMALL ENTITY** **

Google Ex. 1031, p. 029

Title

SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER

Preliminary Class

701

Statement under 37 CFR 1.55 or 1.78 for AIA (First Inventor to File) Transition Applications: No

PROTECTING YOUR INVENTION OUTSIDE THE UNITED STATES

Since the rights granted by a U.S. patent extend only throughout the territory of the United States and have no effect in a foreign country, an inventor who wishes patent protection in another country must apply for a patent in a specific country or in regional patent offices. Applicants may wish to consider the filing of an international application under the Patent Cooperation Treaty (PCT). An international (PCT) application generally has the same effect as a regular national patent application in each PCT-member country. The PCT process **simplifies** the filing of patent applications on the same invention in member countries, but **does not result** in a grant of "an international patent" and does not eliminate the need of applicants to file additional documents and fees in countries where patent protection is desired.

Almost every country has its own patent law, and a person desiring a patent in a particular country must make an application for patent in that country in accordance with its particular laws. Since the laws of many countries differ in various respects from the patent law of the United States, applicants are advised to seek guidance from specific foreign countries to ensure that patent rights are not lost prematurely.

Applicants also are advised that in the case of inventions made in the United States, the Director of the USPTO must issue a license before applicants can apply for a patent in a foreign country. The filing of a U.S. patent application serves as a request for a foreign filing license. The application's filing receipt contains further information and guidance as to the status of applicant's license for foreign filing.

Applicants may wish to consult the USPTO booklet, "General Information Concerning Patents" (specifically, the section entitled "Treaties and Foreign Patents") for more information on timeframes and deadlines for filing foreign patent applications. The guide is available either by contacting the USPTO Contact Center at 800-786-9199, or it can be viewed on the USPTO website at http://www.uspto.gov/web/offices/pac/doc/general/index.html.

For information on preventing theft of your intellectual property (patents, trademarks and copyrights), you may wish to consult the U.S. Government website, http://www.stopfakes.gov. Part of a Department of Commerce initiative, this website includes self-help "toolkits" giving innovators guidance on how to protect intellectual property in specific countries such as China, Korea and Mexico. For questions regarding patent enforcement issues, applicants may call the U.S. Government hotline at 1-866-999-HALT (1-866-999-4258).

Google Ex. 1031, p. 030

LICENSE FOR FOREIGN FILING UNDER

Title 35, United States Code, Section 184

Title 37, Code of Federal Regulations, 5.11 & 5.15

GRANTED

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The grant of a license does not in any way lessen the responsibility of a licensee for the security of the subject matter as imposed by any Government contract or the provisions of existing laws relating to espionage and the national security or the export of technical data. Licensees should apprise themselves of current regulations especially with respect to certain countries, of other agencies, particularly the Office of Defense Trade Controls, Department of State (with respect to Arms, Munitions and Implements of War (22 CFR 121-128)); the Bureau of Industry and Security, Department of Commerce (15 CFR parts 730-774); the Office of Foreign AssetsControl, Department of Treasury (31 CFR Parts 500+) and the Department of Energy.

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UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NUMBER	FILING or 371(c) DATE	GRP ART UNIT	FIL FEE REC'D	ATTY.DOCKET.NO	TOT CLAIMS	IND CLAIMS
12/930,735	01/14/2011	3668	545	MEN-11-003	16	1

CONFIRMATION NO. 3181

CORRECTED FILING RECEIPT

31877
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

OC000000074112586

Date Mailed: 03/20/2015

Receipt is acknowledged of this non-provisional patent application. The application will be taken up for examination in due course. Applicant will be notified as to the results of the examination. Any correspondence concerning the application must include the following identification information: the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. **If an error is noted on this Filing Receipt, please submit a written request for a Filing Receipt Correction. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections**

Inventor(s)

Ehud Mendelson, Coral Springs, FL;

Applicant(s)

Ehud Mendelson, Coral Springs, FL;

Power of Attorney: The patent practitioners associated with Customer Number 31877

Domestic Priority data as claimed by applicant

This application is a DIV of 11/396,843 04/03/2006 PAT 7899583
which claims benefit of 60/670,097 04/12/2005

Foreign Applications for which priority is claimed (You may be eligible to benefit from the **Patent Prosecution Highway** program at the USPTO. Please see http://www.uspto.gov for more information.) - None.
Foreign application information must be provided in an Application Data Sheet in order to constitute a claim to foreign priority. See 37 CFR 1.55 and 1.76.

If Required, Foreign Filing License Granted: 02/04/2011

The country code and number of your priority application, to be used for filing abroad under the Paris Convention, is **US 12/930,735**

Projected Publication Date: Not Applicable

Non-Publication Request: No

Early Publication Request: No
** **SMALL ENTITY** **

Google Ex. 1031, p. 032

Title

SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER

Preliminary Class

701

Statement under 37 CFR 1.55 or 1.78 for AIA (First Inventor to File) Transition Applications: No

PROTECTING YOUR INVENTION OUTSIDE THE UNITED STATES

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For information on preventing theft of your intellectual property (patents, trademarks and copyrights), you may wish to consult the U.S. Government website, http://www.stopfakes.gov. Part of a Department of Commerce initiative, this website includes self-help "toolkits" giving innovators guidance on how to protect intellectual property in specific countries such as China, Korea and Mexico. For questions regarding patent enforcement issues, applicants may call the U.S. Government hotline at 1-866-999-HALT (1-866-999-4258).

Google Ex. 1031, p. 033

LICENSE FOR FOREIGN FILING UNDER

Title 35, United States Code, Section 184

Title 37, Code of Federal Regulations, 5.11 & 5.15

GRANTED

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This license is to be retained by the licensee and may be used at any time on or after the effective date thereof unless it is revoked. This license is automatically transferred to any related applications(s) filed under 37 CFR 1.53(d). This license is not retroactive.

The grant of a license does not in any way lessen the responsibility of a licensee for the security of the subject matter as imposed by any Government contract or the provisions of existing laws relating to espionage and the national security or the export of technical data. Licensees should apprise themselves of current regulations especially with respect to certain countries, of other agencies, particularly the Office of Defense Trade Controls, Department of State (with respect to Arms, Munitions and Implements of War (22 CFR 121-128)); the Bureau of Industry and Security, Department of Commerce (15 CFR parts 730-774); the Office of Foreign AssetsControl, Department of Treasury (31 CFR Parts 500+) and the Department of Energy.

NOT GRANTED

No license under 35 U.S.C. 184 has been granted at this time, if the phrase "IF REQUIRED, FOREIGN FILING LICENSE GRANTED" DOES NOT appear on this form. Applicant may still petition for a license under 37 CFR 5.12, if a license is desired before the expiration of 6 months from the filing date of the application. If 6 months has lapsed from the filing date of this application and the licensee has not received any indication of a secrecy order under 35 U.S.C. 181, the licensee may foreign file the application pursuant to 37 CFR 5.15(b).

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The United States represents the largest, most dynamic marketplace in the world and is an unparalleled location for business investment, innovation, and commercialization of new technologies. The U.S. offers tremendous resources and advantages for those who invest and manufacture goods here. Through SelectUSA, our nation works to promote and facilitate business investment. SelectUSA provides information assistance to the international investor community; serves as an ombudsman for existing and potential investors; advocates on behalf of U.S. cities, states, and regions competing for global investment; and counsels U.S. economic development organizations on investment attraction best practices. To learn more about why the United States is the best country in the world to develop technology, manufacture products, deliver services, and grow your business, visit http://www.SelectUSA.gov or call +1-202-482-6800.

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
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Alexandria, Virginia 22313-1450
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NOTICE OF ALLOWANCE AND FEE(S) DUE

31877 7590 02/12/2015

ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

EXAMINER
BEAULIEU, YONEL

ART UNIT	PAPER NUMBER
3668	

DATE MAILED: 02/12/2015

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

TITLE OF INVENTION: Vehicle wireless

APPLN. TYPE	ENTITY STATUS	ISSUE FEE DUE	PUBLICATION FEE DUE	PREV. PAID ISSUE FEE	TOTAL FEE(S) DUE	DATE DUE
nonprovisional	SMALL	$480	$0	$0	$480	05/12/2015

THE APPLICATION IDENTIFIED ABOVE HAS BEEN EXAMINED AND IS ALLOWED FOR ISSUANCE AS A PATENT. PROSECUTION ON THE MERITS IS CLOSED. THIS NOTICE OF ALLOWANCE IS NOT A GRANT OF PATENT RIGHTS. THIS APPLICATION IS SUBJECT TO WITHDRAWAL FROM ISSUE AT THE INITIATIVE OF THE OFFICE OR UPON PETITION BY THE APPLICANT. SEE 37 CFR 1.313 AND MPEP 1308.

THE ISSUE FEE AND PUBLICATION FEE (IF REQUIRED) MUST BE PAID WITHIN THREE MONTHS FROM THE MAILING DATE OF THIS NOTICE OR THIS APPLICATION SHALL BE REGARDED AS ABANDONED. THIS STATUTORY PERIOD CANNOT BE EXTENDED. SEE 35 U.S.C. 151. THE ISSUE FEE DUE INDICATED ABOVE DOES NOT REFLECT A CREDIT FOR ANY PREVIOUSLY PAID ISSUE FEE IN THIS APPLICATION. IF AN ISSUE FEE HAS PREVIOUSLY BEEN PAID IN THIS APPLICATION (AS SHOWN ABOVE), THE RETURN OF PART B OF THIS FORM WILL BE CONSIDERED A REQUEST TO REAPPLY THE PREVIOUSLY PAID ISSUE FEE TOWARD THE ISSUE FEE NOW DUE.

HOW TO REPLY TO THIS NOTICE:

I. Review the ENTITY STATUS shown above. If the ENTITY STATUS is shown as SMALL or MICRO, verify whether entitlement to that entity status still applies.

If the ENTITY STATUS is the same as shown above, pay the TOTAL FEE(S) DUE shown above.

If the ENTITY STATUS is changed from that shown above, on PART B - FEE(S) TRANSMITTAL, complete section number 5 titled "Change in Entity Status (from status indicated above)".

For purposes of this notice, small entity fees are 1/2 the amount of undiscounted fees, and micro entity fees are 1/2 the amount of small entity fees.

II. PART B - FEE(S) TRANSMITTAL, or its equivalent, must be completed and returned to the United States Patent and Trademark Office (USPTO) with your ISSUE FEE and PUBLICATION FEE (if required). If you are charging the fee(s) to your deposit account, section "4b" of Part B - Fee(s) Transmittal should be completed and an extra copy of the form should be submitted. If an equivalent of Part B is filed, a request to reapply a previously paid issue fee must be clearly made, and delays in processing may occur due to the difficulty in recognizing the paper as an equivalent of Part B.

III. All communications regarding this application must give the application number. Please direct all communications prior to issuance to Mail Stop ISSUE FEE unless advised to the contrary.

IMPORTANT REMINDER: Utility patents issuing on applications filed on or after Dec. 12, 1980 may require payment of maintenance fees. It is patentee's responsibility to ensure timely payment of maintenance fees when due.

Google Ex. 1031, p. 035

PART B - FEE(S) TRANSMITTAL

Complete and send this form, together with applicable fee(s), to: Mail **Mail Stop ISSUE FEE**
Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450
or Fax (571)-273-2885

INSTRUCTIONS: This form should be used for transmitting the ISSUE FEE and PUBLICATION FEE (if required). Blocks 1 through 5 should be completed where appropriate. All further correspondence including the Patent, advance orders and notification of maintenance fees will be mailed to the current correspondence address as indicated unless corrected below or directed otherwise in Block 1, by (a) specifying a new correspondence address; and/or (b) indicating a separate "FEE ADDRESS" for maintenance fee notifications.

CURRENT CORRESPONDENCE ADDRESS (Note: Use Block 1 for any change of address)

31877 7590 02/12/2015
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

Note: A certificate of mailing can only be used for domestic mailings of the Fee(s) Transmittal. This certificate cannot be used for any other accompanying papers. Each additional paper, such as an assignment or formal drawing, must have its own certificate of mailing or transmission.

Certificate of Mailing or Transmission
I hereby certify that this Fee(s) Transmittal is being deposited with the United States Postal Service with sufficient postage for first class mail in an envelope addressed to the Mail Stop ISSUE FEE address above, or being facsimile transmitted to the USPTO (571) 273-2885, on the date indicated below.

(Depositor's name)
(Signature)
(Date)

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

TITLE OF INVENTION: Vehicle wireless

APPLN. TYPE	ENTITY STATUS	ISSUE FEE DUE	PUBLICATION FEE DUE	PREV. PAID ISSUE FEE	TOTAL FEE(S) DUE	DATE DUE
nonprovisional	SMALL	$480	$0	$0	$480	05/12/2015

EXAMINER	ART UNIT	CLASS-SUBCLASS
BEAULIEU, YONEL	3668	701-001000

1. Change of correspondence address or indication of "Fee Address" (37 CFR 1.363).
- ❑ Change of correspondence address (or Change of Correspondence Address form PTO/SB/122) attached.
- ❑ "Fee Address" indication (or "Fee Address" Indication form PTO/SB/47; Rev 03-02 or more recent) attached. **Use of a Customer Number is required.**

2. For printing on the patent front page, list
(1) The names of up to 3 registered patent attorneys or agents OR, alternatively,
(2) The name of a single firm (having as a member a registered attorney or agent) and the names of up to 2 registered patent attorneys or agents. If no name is listed, no name will be printed.
1 _____
2 _____
3 _____

3. ASSIGNEE NAME AND RESIDENCE DATA TO BE PRINTED ON THE PATENT (print or type)

PLEASE NOTE: Unless an assignee is identified below, no assignee data will appear on the patent. If an assignee is identified below, the document has been filed for recordation as set forth in 37 CFR 3.11. Completion of this form is NOT a substitute for filing an assignment.

(A) NAME OF ASSIGNEE (B) RESIDENCE: (CITY and STATE OR COUNTRY)

Please check the appropriate assignee category or categories (will not be printed on the patent) : ❑ Individual ❑ Corporation or other private group entity ❑ Government

4a. The following fee(s) are submitted:
- ❑ Issue Fee
- ❑ Publication Fee (No small entity discount permitted)
- ❑ Advance Order - # of Copies _____

4b. Payment of Fee(s): **(Please first reapply any previously paid issue fee shown above)**
- ❑ A check is enclosed.
- ❑ Payment by credit card. Form PTO-2038 is attached.
- ❑ The director is hereby authorized to charge the required fee(s), any deficiency, or credits any overpayment, to Deposit Account Number _____ (enclose an extra copy of this form).

5. **Change in Entity Status** (from status indicated above)
- ❑ Applicant certifying micro entity status. See 37 CFR 1.29 — NOTE: Absent a valid certification of Micro Entity Status (see forms PTO/SB/15A and 15B), issue fee payment in the micro entity amount will not be accepted at the risk of application abandonment.
- ❑ Applicant asserting small entity status. See 37 CFR 1.27 — NOTE: If the application was previously under micro entity status, checking this box will be taken to be a notification of loss of entitlement to micro entity status.
- ❑ Applicant changing to regular undiscounted fee status. — NOTE: Checking this box will be taken to be a notification of loss of entitlement to small or micro entity status, as applicable.

NOTE: This form must be signed in accordance with 37 CFR 1.31 and 1.33. See 37 CFR 1.4 for signature requirements and certifications.

Authorized Signature _____ Date _____

Typed or printed name _____ Registration No. _____

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UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

31877 7590 02/12/2015

ALLEN D. HERTZ
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BOCA RATON, FL 33428

EXAMINER	
BEAULIEU, YONEL	

ART UNIT	PAPER NUMBER
3668	

DATE MAILED: 02/12/2015

Determination of Patent Term Adjustment under 35 U.S.C. 154 (b)
(Applications filed on or after May 29, 2000)

The Office has discontinued providing a Patent Term Adjustment (PTA) calculation with the Notice of Allowance.

Section 1(h)(2) of the AIA Technical Corrections Act amended 35 U.S.C. 154(b)(3)(B)(i) to eliminate the requirement that the Office provide a patent term adjustment determination with the notice of allowance. See Revisions to Patent Term Adjustment, 78 Fed. Reg. 19416, 19417 (Apr. 1, 2013). Therefore, the Office is no longer providing an initial patent term adjustment determination with the notice of allowance. The Office will continue to provide a patent term adjustment determination with the Issue Notification Letter that is mailed to applicant approximately three weeks prior to the issue date of the patent, and will include the patent term adjustment on the patent. Any request for reconsideration of the patent term adjustment determination (or reinstatement of patent term adjustment) should follow the process outlined in 37 CFR 1.705.

Any questions regarding the Patent Term Extension or Adjustment determination should be directed to the Office of Patent Legal Administration at (571)-272-7702. Questions relating to issue and publication fee payments should be directed to the Customer Service Center of the Office of Patent Publication at 1-(888)-786-0101 or (571)-272-4200.

Google Ex. 1031, p. 037

OMB Clearance and PRA Burden Statement for PTOL-85 Part B

The Paperwork Reduction Act (PRA) of 1995 requires Federal agencies to obtain Office of Management and Budget approval before requesting most types of information from the public. When OMB approves an agency request to collect information from the public, OMB (i) provides a valid OMB Control Number and expiration date for the agency to display on the instrument that will be used to collect the information and (ii) requires the agency to inform the public about the OMB Control Number's legal significance in accordance with 5 CFR 1320.5(b).

The information collected by PTOL-85 Part B is required by 37 CFR 1.311. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, Virginia 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450. Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

Privacy Act Statement

The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether disclosure of these records is required by the Freedom of Information Act.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspection or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Notice of Allowability	Application No. 12/930,735	Applicant(s) MENDELSON, EHUD	
	Examiner YONEL BEAULIEU	Art Unit 3668	AIA (First Inventor to File) Status No

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

All claims being allowable, PROSECUTION ON THE MERITS IS (OR REMAINS) CLOSED in this application. If not included herewith (or previously mailed), a Notice of Allowance (PTOL-85) or other appropriate communication will be mailed in due course. **THIS NOTICE OF ALLOWABILITY IS NOT A GRANT OF PATENT RIGHTS.** This application is subject to withdrawal from issue at the initiative of the Office or upon petition by the applicant. See 37 CFR 1.313 and MPEP 1308.

1. ☒ This communication is responsive to *papers of 1/12/15 and interview of 1/26/15*.
   ☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on_____.
2. ☐ 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.
3. ☒ The allowed claim(s) is/are *1-16*. As a result of the allowed claim(s), 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 .
4. ☐ 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)).

   * Certified copies not received: _____.

Applicant has THREE MONTHS FROM THE "MAILING DATE" of this communication to file a reply complying with the requirements noted below. Failure to timely comply will result in ABANDONMENT of this application.
THIS THREE-MONTH PERIOD IS NOT EXTENDABLE.

5. ☐ CORRECTED DRAWINGS (as "replacement sheets") must be submitted.
   ☐ including changes required by the attached Examiner's Amendment / Comment or in the Office action of Paper No./Mail Date _____.

   Identifying indicia such as the application number (see 37 CFR 1.84(c)) should be written on the drawings in the front (not the back) of each sheet. Replacement sheet(s) should be labeled as such in the header according to 37 CFR 1.121(d).
6. ☐ DEPOSIT OF and/or INFORMATION about the deposit of BIOLOGICAL MATERIAL must be submitted. Note the attached Examiner's comment regarding REQUIREMENT FOR THE DEPOSIT OF BIOLOGICAL MATERIAL.

Attachment(s)

1. ☐ Notice of References Cited (PTO-892)
2. ☐ Information Disclosure Statements (PTO/SB/08), Paper No./Mail Date _____
3. ☐ Examiner's Comment Regarding Requirement for Deposit of Biological Material
4. ☐ Interview Summary (PTO-413), Paper No./Mail Date _____ .
5. ☐ Examiner's Amendment/Comment
6. ☐ Examiner's Statement of Reasons for Allowance
7. ☒ Other *As per Interview of 1/26/15 and papers of 1/12/15, claims 1 - 16 are allowed*.

/Yonel Beaulieu/
Yonel Beaulieu
Primary Examiner
Art Unit: 3668

Applicant-Initiated Interview Summary	Application No.	Applicant(s)	
	12/930,735	MENDELSON, EHUD	
	Examiner	Art Unit	
	YONEL BEAULIEU	3668	

All participants (applicant, applicant's representative, PTO personnel):

(1) *YONEL BEAULIEU*. (3)_____.

(2) *Mr. Allen D. Hertz (Reg. No. 50942).*. (4)_____.

Date of Interview: *26 January 2015*.

Type: ☒ Telephonic ☐ Video Conference
☐ Personal [copy given to: ☐ applicant ☐ applicant's representative]

Exhibit shown or demonstration conducted: ☐ Yes ☐ No.
If Yes, brief description: _____.

Issues Discussed ☐101 ☐112 ☐102 ☐103 ☒Others
(For each of the checked box(es) above, please describe below the issue and detailed description of the discussion)

Claim(s) discussed: *N/A*.

Identification of prior art discussed: *Cohen (20130113936)*.

Substance of Interview
(For each issue discussed, provide a detailed description and indicate if agreement was reached. Some topics may include: identification or clarification of a reference or a portion thereof, claim interpretation, proposed amendments, arguments of any applied references etc...)

As per papers of 1/12/15.

Applicant recordation instructions: The formal written reply to the last Office action must include the substance of the interview. (See MPEP section 713.04). If a reply to the last Office action has already been filed, applicant is given a non-extendable period of the longer of one month or thirty days from this interview date, or the mailing date of this interview summary form, whichever is later, to file a statement of the substance of the interview

Examiner recordation instructions: Examiners must summarize the substance of any interview of record. A complete and proper recordation of the substance of an interview should include the items listed in MPEP 713.04 for complete and proper recordation including the identification of the general thrust of each argument or issue discussed, a general indication of any other pertinent matters discussed regarding patentability and the general results or outcome of the interview, to include an indication as to whether or not agreement was reached on the issues raised.

☐ Attachment

/Yonel Beaulieu/ Yonel Beaulieu Primary Examiner - AU 3668	

Summary of Record of Interview Requirements

Manual of Patent Examining Procedure (MPEP), Section 713.04, Substance of Interview Must be Made of Record
A complete written statement as to the substance of any face-to-face, video conference, or telephone interview with regard to an application must be made of record in the application whether or not an agreement with the examiner was reached at the interview.

Title 37 Code of Federal Regulations (CFR) § 1.133 Interviews
Paragraph (b)

In every instance where reconsideration is requested in view of an interview with an examiner, a complete written statement of the reasons presented at the interview as warranting favorable action must be filed by the applicant. An interview does not remove the necessity for reply to Office action as specified in §§ 1.111, 1.135. (35 U.S.C. 132)

37 CFR §1.2 Business to be transacted in writing.
All business with the Patent or Trademark Office should be transacted in writing. The personal attendance of applicants or their attorneys or agents at the Patent and Trademark Office is unnecessary. The action of the Patent and Trademark Office will be based exclusively on the written record in the Office. No attention will be paid to any alleged oral promise, stipulation, or understanding in relation to which there is disagreement or doubt.

The action of the Patent and Trademark Office cannot be based exclusively on the written record in the Office if that record is itself incomplete through the failure to record the substance of interviews.

It is the responsibility of the applicant or the attorney or agent to make the substance of an interview of record in the application file, unless the examiner indicates he or she will do so. It is the examiner's responsibility to see that such a record is made and to correct material inaccuracies which bear directly on the question of patentability.

Examiners must complete an Interview Summary Form for each interview held where a matter of substance has been discussed during the interview by checking the appropriate boxes and filling in the blanks. Discussions regarding only procedural matters, directed solely to restriction requirements for which interview recordation is otherwise provided for in Section 812.01 of the Manual of Patent Examining Procedure, or pointing out typographical errors or unreadable script in Office actions or the like, are excluded from the interview recordation procedures below. Where the substance of an interview is completely recorded in an Examiners Amendment, no separate Interview Summary Record is required.

The Interview Summary Form shall be given an appropriate Paper No., placed in the right hand portion of the file, and listed on the "Contents" section of the file wrapper. In a personal interview, a duplicate of the Form is given to the applicant (or attorney or agent) at the conclusion of the interview. In the case of a telephone or video-conference interview, the copy is mailed to the applicant's correspondence address either with or prior to the next official communication. If additional correspondence from the examiner is not likely before an allowance or if other circumstances dictate, the Form should be mailed promptly after the interview rather than with the next official communication.

The Form provides for recordation of the following information:
- Application Number (Series Code and Serial Number)
- Name of applicant
- Name of examiner
- Date of interview
- Type of interview (telephonic, video-conference, or personal)
- Name of participant(s) (applicant, attorney or agent, examiner, other PTO personnel, etc.)
- An indication whether or not an exhibit was shown or a demonstration conducted
- An identification of the specific prior art discussed
- An indication whether an agreement was reached and if so, a description of the general nature of the agreement (may be by attachment of a copy of amendments or claims agreed as being allowable). Note: Agreement as to allowability is tentative and does not restrict further action by the examiner to the contrary.
- The signature of the examiner who conducted the interview (if Form is not an attachment to a signed Office action)

It is desirable that the examiner orally remind the applicant of his or her obligation to record the substance of the interview of each case. It should be noted, however, that the Interview Summary Form will not normally be considered a complete and proper recordation of the interview unless it includes, or is supplemented by the applicant or the examiner to include, all of the applicable items required below concerning the substance of the interview.

A complete and proper recordation of the substance of any interview should include at least the following applicable items:
1) A brief description of the nature of any exhibit shown or any demonstration conducted,
2) an identification of the claims discussed,
3) an identification of the specific prior art discussed,
4) an identification of the principal proposed amendments of a substantive nature discussed, unless these are already described on the Interview Summary Form completed by the Examiner,
5) a brief identification of the general thrust of the principal arguments presented to the examiner,
   (The identification of arguments need not be lengthy or elaborate. A verbatim or highly detailed description of the arguments is not required. The identification of the arguments is sufficient if the general nature or thrust of the principal arguments made to the examiner can be understood in the context of the application file. Of course, the applicant may desire to emphasize and fully describe those arguments which he or she feels were or might be persuasive to the examiner.)
6) a general indication of any other pertinent matters discussed, and
7) if appropriate, the general results or outcome of the interview unless already described in the Interview Summary Form completed by the examiner.

Examiners are expected to carefully review the applicant's record of the substance of an interview. If the record is not complete and accurate, the examiner will give the applicant an extendable one month time period to correct the record.

Examiner to Check for Accuracy

If the claims are allowable for other reasons of record, the examiner should send a letter setting forth the examiner's version of the statement attributed to him or her. If the record is complete and accurate, the examiner should place the indication, "Interview Record OK" on the paper recording the substance of the interview along with the date and the examiner's initials.

OK TO ENTER: /Y.B./

In The United States Patent and Trademark Office

Appl. No.	:	12/930,735	Confirmation No. 3181
Applicant	:	Ehud Mendelson	
Title	:	**SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER**	
Filed	:	January 14, 2011	
TC/AU	:	3661	
Examiner	:	Yonel Beaulieu	Tel: (571) 272-6955
Docket No.	:	MEN-11-003	
Customer No.	:	31877	

Mail Stop: AFTER FINAL
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Reply To Final Office Action Dated November 12, 2014

Amendment Submitted Under 37 C.F.R. § 1.121(B)

In Conjunction with a Request for Consideration After Final Pilot Program 2.0

Sir:

Please enter the following amendment and comments into the file of the above-identified patent application, in response to the Final Office Action dated November 12, 2014. The Examiner has established a shortened THREE (3) MONTH statutory period to respond to the Final Office Action. Applicant is submitting the response on or before Monday, January 12, 2015, the actual TWO (2) MONTH anniversary of the subject Office Action. Therefore, Applicant believes the response is considered to be timely submitted and additionally is afforded the benefits under 37 CFR 1.136(a).

Applicant is also submitting a request for consideration under the After Final Pilot Program 2.0. Applicant is available for a conference call with the Examiner, and request that the Examiner call Applicant's representative, Allen D Hertz at 561-716-3915 should the Examiner feel a conference call will forward the status of the application.

Google Ex. 1031, p. 042

Amendments to the Title, which begins on page 03 of this paper.

Amendments to the Claims are reflected in the listing of claims, which begins on page 04 of this paper.

Remarks/Arguments begin on page 10 of this paper.

Conclusions begin on page 32 of this paper.

Google Ex. 1031, p. 043

Search Notes	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	Art Unit
	YONEL BEAULIEU	3663

CPC- SEARCHED		
Symbol	Date	Examiner

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner
G08G1/14, 141-148, 065	6/3/14	YB
G07B 15/00, 06	6/3/14	YB
B60R 25/102, 20, 2009, 30, 33	6/3/14	YB
G07C 5/08	1/26/15	YB

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner
701	1	6/2/14	YB
	400		
	468-469		
340	932.2	6/2/14	YB
	933		
701	1	11/6/14	YB
701	31.5, 1	1/26/15	YB

SEARCH NOTES		
Search Notes	Date	Examiner
Interviews with Allen D. Hertz regarding Cohen (antedatting ref.)	1/26/15	YB

INTERFERENCE SEARCH			
US Class/ CPC Symbol	US Subclass / CPC Group	Date	Examiner
701	31.5	1/26/15	YB
G07C	5/08	1/26/15	YB

Google Ex. 1031, p. 044

Index of Claims	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	Art Unit
	YONEL BEAULIEU	3663

✓	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	06/03/2014	11/10/2014	01/26/2015						
	1	✓	✓	=						
	2	✓	✓	=						
	3	✓	✓	=						
	4	✓	✓	=						
	5	✓	✓	=						
	6	✓	✓	=						
	7	✓	✓	=						
	8	✓	✓	=						
	9	✓	✓	=						
	10	✓	✓	=						
	11	✓	✓	=						
	12	✓	✓	=						
	13	✓	✓	=						
	14	✓	✓	=						
	15	✓	✓	=						
	16	✓	✓	=						

Issue Classification	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	**Art Unit**
	YONEL BEAULIEU	3668

CPC								
Symbol							**Type**	**Version**
G01C		21	/	00			F	2013-01-01
G08G		1	/	14			I	2013-01-01
G01C		21	/	206			I	2013-01-01
G06Q		20	/	327			I	2013-01-01
G07B		15	/	00			I	2013-01-01
H04B		7	/	24			I	2013-01-01
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CPC Combination Sets									
Symbol							**Type**	**Set**	**Ranking**	**Version**
			/							
			/							

NONE		**Total Claims Allowed:**	
(Assistant Examiner)	(Date)	16	
/YONEL BEAULIEU/ Yonel Beaulieu Primary Examiner.Art Unit 3668	1/26/15	O.G. Print Claim(s)	O.G. Print Figure
(Primary Examiner)	(Date)	1	1

Issue Classification	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	**Art Unit**
	YONEL BEAULIEU	3668

US ORIGINAL CLASSIFICATION		INTERNATIONAL CLASSIFICATION												
CLASS	SUBCLASS	CLAIMED					NON-CLAIMED							
701	31.5	G	0	7	C	5 / 08 (2006.01.01)								
CROSS REFERENCE(S)														
CLASS	SUBCLASS (ONE SUBCLASS PER BLOCK)													

NONE		Total Claims Allowed:	
(Assistant Examiner)	(Date)	16	
/YONEL BEAULIEU/ Yonel Beaulieu Primary Examiner.Art Unit 3668	1/26/15	O.G. Print Claim(s)	O.G. Print Figure
(Primary Examiner)	(Date)	1	1

Issue Classification	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	**Art Unit**
	YONEL BEAULIEU	3668

☒ Claims renumbered in the same order as presented by applicant ☐ CPA ☐ T.D. ☐ R.1.47

Final	Original	Final	Original	Final	Original	Final	Original	Final	Original	Final	Original	Final	Original	Final	Original

NONE (Assistant Examiner)	(Date)	**Total Claims Allowed:** 16	
/YONEL BEAULIEU/ Yonel Beaulieu Primary Examiner.Art Unit 3668 (Primary Examiner)	1/26/15 (Date)	O.G. Print Claim(s) 1	O.G. Print Figure 1

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
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Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

31877 7590 01/26/2015

ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

EXAMINER	
BEAULIEU, YONEL	

ART UNIT	PAPER NUMBER
3668	

MAIL DATE	DELIVERY MODE
01/26/2015	PAPER

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.

Examiner-Initiated Interview Summary	Application No.	Applicant(s)	
	12/930,735	MENDELSON, EHUD	
	Examiner	Art Unit	
	YONEL BEAULIEU	3668	

All participants (applicant, applicant's representative, PTO personnel):

(1) *YONEL BEAULIEU*. (3)_____.

(2) *Mr. A. Hertz (Reg. No. 50942)*. (4)_____.

Date of Interview: *22 January 2015*.

Type: ☒ Telephonic ☐ Video Conference
☐ Personal [copy given to: ☐ applicant ☐ applicant's representative]

Exhibit shown or demonstration conducted: ☐ Yes ☒ No.
If Yes, brief description: _____.

Issues Discussed ☐101 ☐112 ☐102 ☐103 ☒Others
(For each of the checked box(es) above, please describe below the issue and detailed description of the discussion)

Claim(s) discussed: *N/A*.

Identification of prior art discussed: *Cohen 20130113936*.

Substance of Interview
(For each issue discussed, provide a detailed description and indicate if agreement was reached. Some topics may include: identification or clarification of a reference or a portion thereof, claim interpretation, proposed amendments, arguments of any applied references etc...)

As per attached PTO-90C.

Applicant recordation instructions: It is not necessary for applicant to provide a separate record of the substance of interview.

Examiner recordation instructions: Examiners must summarize the substance of any interview of record. A complete and proper recordation of the substance of an interview should include the items listed in MPEP 713.04 for complete and proper recordation including the identification of the general thrust of each argument or issue discussed, a general indication of any other pertinent matters discussed regarding patentability and the general results or outcome of the interview, to include an indication as to whether or not agreement was reached on the issues raised.

☐ Attachment

UNITED STATES DEPARTMENT OF COMMERCE
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P.O. Box 1450
Alexandria, Virginia 22313-1450

APPLICATION NO./ CONTROL NO.	FILING DATE	FIRST NAMED INVENTOR / PATENT IN REEXAMINATION	ATTORNEY DOCKET NO.
12/930,735	14 January, 2011	MENDELSON, EHUD	MEN-11-003

ALLEN D. HERTZ
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BOCA RATON, FL 33428

EXAMINER	
YONEL BEAULIEU	
ART UNIT	PAPER
3668	20150122

DATE MAILED:

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

Commissioner for Patents

This communication is in response to the discussion held this morning (1/22/15) regarding Application of the Cohen reference. After reviewing the record, it was found, in that regard, the finality was premature and will be withdrawn.
An Office Action (allowance or otherwise) will follow.

/Yonel Beaulieu/
Yonel Beaulieu
Primary Examiner - AU3668

PTO-90C (Rev.04-03)

Examiner-Initiated Interview Summary	Application No.	Applicant(s)	
	12/930,735	MENDELSON, EHUD	
	Examiner	Art Unit	
	YONEL BEAULIEU	3668	

All participants (applicant, applicant's representative, PTO personnel):

(1) *YONEL BEAULIEU*. (3)_____.

(2) *Mr. A. Hertz (Reg. No. 50942)*. (4)_____.

Date of Interview: *22 January 2015*.

Type: ☒ Telephonic ☐ Video Conference
☐ Personal [copy given to: ☐ applicant ☐ applicant's representative]

Exhibit shown or demonstration conducted: ☐ Yes ☒ No.
If Yes, brief description: _____.

Issues Discussed ☐101 ☐112 ☐102 ☐103 ☒Others
(For each of the checked box(es) above, please describe below the issue and detailed description of the discussion)

Claim(s) discussed: *N/A*.

Identification of prior art discussed: *Cohen 20130113936*.

Substance of Interview
(For each issue discussed, provide a detailed description and indicate if agreement was reached. Some topics may include: identification or clarification of a reference or a portion thereof, claim interpretation, proposed amendments, arguments of any applied references etc...)

As per attached PTO-90C.

Applicant recordation instructions: It is not necessary for applicant to provide a separate record of the substance of interview.

Examiner recordation instructions: Examiners must summarize the substance of any interview of record. A complete and proper recordation of the substance of an interview should include the items listed in MPEP 713.04 for complete and proper recordation including the identification of the general thrust of each argument or issue discussed, a general indication of any other pertinent matters discussed regarding patentability and the general results or outcome of the interview, to include an indication as to whether or not agreement was reached on the issues raised.

☐ Attachment

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

31877 7590 01/21/2015

ALLEN D. HERTZ
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BOCA RATON, FL 33428

EXAMINER	
BEAULIEU, YONEL	

ART UNIT	PAPER NUMBER
3668	

MAIL DATE	DELIVERY MODE
01/21/2015	PAPER

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.

Advisory Action Before the Filing of an Appeal Brief	**Application No.** 12/930,735	**Applicant(s)** MENDELSON, EHUD	
	Examiner YONEL BEAULIEU	**Art Unit** 3668	**AIA (First Inventor to File) Status** No

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

THE REPLY FILED 12 January 2015 FAILS TO PLACE THIS APPLICATION IN CONDITION FOR ALLOWANCE.

NO NOTICE OF APPEAL FILED

1. ☒ The reply was filed after a final rejection. No Notice of Appeal has been filed. To avoid abandonment of this application, applicant must timely file one of the following replies: (1) an amendment, affidavit, or other evidence, which places the application in condition for allowance; (2) a Notice of Appeal (with appeal fee) in compliance with 37 CFR 41.31; or (3) a Request for Continued Examination (RCE) in compliance with 37 CFR 1.114 if this is a utility or plant application. Note that RCEs are not permitted in design applications. The reply must be filed within one of the following time periods:
   a) ☒ The period for reply expires *3* months from the mailing date of the final rejection.
   b) ☐ The period for reply expires on: (1) the mailing date of this Advisory Action; or (2) the date set forth in the final rejection, whichever is later. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the mailing date of the final rejection.
   c) ☐ A prior Advisory Action was mailed more than 3 months after the mailing date of the final rejection in response to a first after-final reply filed within 2 months of the mailing date of the final rejection. The current period for reply expires months from the mailing date of *the prior Advisory Action* or SIX MONTHS from the mailing date of the final rejection, whichever is earlier.

   Examiner Note: If box 1 is checked, check either box (a), (b) or (c). ONLY CHECK BOX (b) WHEN THIS ADVISORY ACTION IS THE FIRST RESPONSE TO APPLICANT'S FIRST AFTER-FINAL REPLY WHICH WAS FILED WITHIN TWO MONTHS OF THE FINAL REJECTION. ONLY CHECK BOX (c) IN THE LIMITED SITUATION SET FORTH UNDER BOX (c). See MPEP 706.07(f).

Extensions of time may be obtained under 37 CFR 1.136(a). The date on which the petition under 37 CFR 1.136(a) and the appropriate extension fee have been filed is the date for purposes of determining the period of extension and the corresponding amount of the fee. The appropriate extension fee under 37 CFR 1.17(a) is calculated from: (1) the expiration date of the shortened statutory period for reply originally set in the final Office action; or (2) as set forth in (b) or (c) above, if checked. Any reply received by the Office later than three months after the mailing date of the final rejection, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

NOTICE OF APPEAL

2. ☐ The Notice of Appeal was filed on _____. A brief in compliance with 37 CFR 41.37 must be filed within two months of the date of filing the Notice of Appeal (37 CFR 41.37(a)), or any extension thereof (37 CFR 41.37(e)), to avoid dismissal of the appeal. Since a Notice of Appeal has been filed, any reply must be filed within the time period set forth in 37 CFR 41.37(a).

AMENDMENTS

3. ☒ The proposed amendments filed after a final rejection, but prior to the date of filing a brief, will not be entered because
   a) ☒ They raise new issues that would require further consideration and/or search (see NOTE below);
   b) ☐ They raise the issue of new matter (see NOTE below);
   c) ☐ They are not deemed to place the application in better form for appeal by materially reducing or simplifying the issues for appeal; and/or
   d) ☐ They present additional claims without canceling a corresponding number of finally rejected claims.

   NOTE:

   Applicant's request for entry into AFCP 2.0 is acknowledged, but is denied because the response cannot be reviewed and a search conducted in the limited amount of time authorized for this pilot program. Therefore, the response is being reviewed under pre-pilot practice. For instance, broadcasting the ID or VIN "in a naming packet" of one of a …Bluetooth "signal" and the Wi-Fi "signal" has not previously been considered. (See 37 CFR 1.116 and 41.33(a)).

4. ☐ The amendments are not in compliance with 37 CFR 1.121. See attached Notice of Non-Compliant Amendment (PTOL-324).
5. ☐ Applicant's reply has overcome the following rejection(s): _____.
6. ☐ Newly proposed or amended claim(s) _____ would be allowable if submitted in a separate, timely filed amendment canceling the non-allowable claim(s).
7. ☐ For purposes of appeal, the proposed amendment(s): (a) ☐ will not be entered, or (b) ☐ will be entered, and an explanation of how the new or amended claims would be rejected is provided below or appended.

AFFIDAVIT OR OTHER EVIDENCE

8. ☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on _____.
9. ☐ The affidavit or other evidence filed after final action, but before or on the date of filing a Notice of Appeal will not be entered because applicant failed to provide a showing of good and sufficient reasons why the affidavit or other evidence is necessary and was not earlier presented. See 37 CFR 1.116(e).
10. ☐ The affidavit or other evidence filed after the date of filing the Notice of Appeal, but prior to the date of filing a brief, will not be entered because the affidavit or other evidence failed to overcome all rejections under appeal and/or appellant fails to provide a showing of good and sufficient reasons why it is necessary and was not earlier presented. See 37 CFR 41.33(d)(1).
11. ☐ The affidavit or other evidence is entered. An explanation of the status of the claims after entry is below or attached.

REQUEST FOR RECONSIDERATION/OTHER

12. ☐ The request for reconsideration has been considered but does NOT place the application in condition for allowance because: _____.
13. ☐ Note the attached Information *Disclosure Statement*(s). (PTO/SB/08) Paper No(s). _____
14. ☐ Other: _____.

STATUS OF CLAIMS

15. The status of the claim(s) is (or will be) as follows:
    Claim(s) allowed:

	/Yonel Beaulieu/ Yonel Beaulieu

Doc Code: A.NE.AFCP
Document Description: After Final Consideration Pilot Program Request

PTO/SB/434 (05-13)

CERTIFICATION AND REQUEST FOR CONSIDERATION UNDER THE AFTER FINAL CONSIDERATION PILOT PROGRAM 2.0

Practitioner Docket No.:	Application No.:	Filing Date:
MEN-11-003	12/930,735	January 14, 2011
First Named Inventor:	**Title:**	
Ehud Mendelson	SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER	

APPLICANT HEREBY CERTIFIES THE FOLLOWING AND REQUESTS CONSIDERATION UNDER THE AFTER FINAL CONSIDERATION PILOT PROGRAM 2.0 (AFCP 2.0) OF THE ACCOMPANYING RESPONSE UNDER 37 CFR 1.116.

1. The above-identified application is (i) an original utility, plant, or design nonprovisional application filed under 35 U.S.C. 111(a) [a continuing application (*e.g.*, a continuation or divisional application) is filed under 35 U.S.C. 111(a) and is eligible under (i)], or (ii) an international application that has entered the national stage in compliance with 35 U.S.C. 371(c).
2. The above-identified application contains an outstanding final rejection.
3. Submitted herewith is a response under 37 CFR 1.116 to the outstanding final rejection. The response includes an amendment to at least one independent claim, and the amendment does not broaden the scope of the independent claim in any aspect.
4. This certification and request for consideration under AFCP 2.0 is the only AFCP 2.0 certification and request filed in response to the outstanding final rejection.
5. Applicant is willing and available to participate in any interview requested by the examiner concerning the present response.
6. This certification and request is being filed electronically using the Office's electronic filing system (EFS-Web).
7. Any fees that would be necessary consistent with current practice concerning responses after final rejection under 37 CFR 1.116, *e.g.*, extension of time fees, are being concurrently filed herewith. [There is no additional fee required to request consideration under AFCP 2.0.]
8. By filing this certification and request, applicant acknowledges the following:
   - Reissue applications and reexamination proceedings are not eligible to participate in AFCP 2.0.
   - The examiner will verify that the AFCP 2.0 submission is compliant, *i.e.*, that the requirements of the program have been met (see items 1 to 7 above). For compliant submissions:
     - The examiner will review the response under 37 CFR 1.116 to determine if additional search and/or consideration (i) is necessitated by the amendment and (ii) could be completed within the time allotted under AFCP 2.0. If additional search and/or consideration is required but cannot be completed within the allotted time, the examiner will process the submission consistent with current practice concerning responses after final rejection under 37 CFR 1.116, *e.g.*, by mailing an advisory action.
     - If the examiner determines that the amendment does not necessitate additional search and/or consideration, or if the examiner determines that additional search and/or consideration is required and could be completed within the allotted time, then the examiner will consider whether the amendment places the application in condition for allowance (after completing the additional search and/or consideration, if required). If the examiner determines that the amendment does not place the application in condition for allowance, then the examiner will contact the applicant and request an interview.
       - The interview will be conducted by the examiner, and if the examiner does not have negotiation authority, a primary examiner and/or supervisory patent examiner will also participate.
       - If the applicant declines the interview, or if the interview cannot be scheduled within ten (10) calendar days from the date that the examiner first contacts the applicant, then the examiner will proceed consistent with current practice concerning responses after final rejection under 37 CFR 1.116.

Signature	Date
	January 12, 2015
Name (Print/Typed)	**Practitioner Registration No.**
Allen D Hertz	50,942

Note: *This form must be signed in accordance with 37 CFR 1.33. See 37 CFR 1.4(d) for signature requirements and certifications. Submit multiple forms if more than one signature is required, see below*.*

[✓] * Total of 1 forms are submitted.

In The United States Patent and Trademark Office

Appl. No.	:	12/930,735	Confirmation No. 3181
Applicant	:	Ehud Mendelson	
Title	:	**SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER**	
Filed	:	January 14, 2011	
TC/AU	:	3661	
Examiner	:	Yonel Beaulieu	Tel: (571) 272-6955
Docket No.	:	MEN-11-003	
Customer No.	:	31877	

Mail Stop: AFTER FINAL
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Reply To Final Office Action Dated November 12, 2014

Amendment Submitted Under 37 C.F.R. § 1.121(B)

In Conjunction with a Request for Consideration After Final Pilot Program 2.0

Sir:

Please enter the following amendment and comments into the file of the above-identified patent application, in response to the Final Office Action dated November 12, 2014. The Examiner has established a shortened THREE (3) MONTH statutory period to respond to the Final Office Action. Applicant is submitting the response on or before Monday, January 12, 2015, the actual TWO (2) MONTH anniversary of the subject Office Action. Therefore, Applicant believes the response is considered to be timely submitted and additionally is afforded the benefits under 37 CFR 1.136(a).

Applicant is also submitting a request for consideration under the After Final Pilot Program 2.0. Applicant is available for a conference call with the Examiner, and request that the Examiner call Applicant's representative, Allen D Hertz at 561-716-3915 should the Examiner feel a conference call will forward the status of the application.

Google Ex. 1031, p. 056

Amendments to the Title, which begins on page 03 of this paper.

Amendments to the Claims are reflected in the listing of claims, which begins on page 04 of this paper.

Remarks/Arguments begin on page 10 of this paper.

Conclusions begin on page 32 of this paper.

Google Ex. 1031, p. 057

IN THE TITLE:

Applicant respectfully reminds the Examiner that the Applicant submitted an amendment to the title in the previous Office Action. Applicant respectfully notes, the Amendment to the Title was not completed through the Office.

Applicant respectfully requests that the Amendments to the Title of the Subject Applicant be Amended. in accordance with this Office Action Response.

Please Revise the **Title** as follows:

From:

"*Vehicle wireless.*"

To:

-- System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User --

Google Ex. 1031, p. 058

IN THE TITLE:

Applicant respectfully reminds the Examiner that the Applicant submitted an amendment to the title in the previous Office Action. Applicant respectfully notes, the Amendment to the Title was not completed through the Office.

Applicant respectfully requests that the Amendments to the Title of the Subject Applicant be Amended. in accordance with this Office Action Response.

Please Revise the **Title** as follows:

From:

"*Vehicle wireless.*"

To:

-- System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User --

Google Ex. 1031, p. 059

Amendments to the Claims:

A current listing of claims is presented below:

Listing of Claims:

Claim 1. (Currently Amended) A method utilizing a personally assigned vehicle identification reference or a manufacturer's assigned vehicle identification number (VIN) as a reference for obtaining information, the method comprises the steps of:

encoding one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number into an Radio Frequency (RF) beacon, wherein said RF beacon is located within the vehicle transmitting the encoding from the vehicle to another party, wherein said RF beacon utilizes at least one of a long range Bluetooth signal (a wireless communication protocol standard using short-wavelength radio waves in the ISM band from 2.4 to 2.485 GHz in accordance with industry standard IEEE 802.15) and Wi-Fi signal (a local area wireless technology that allows an electronic device to exchange data or connect to the internet using 2.4 GHz UHF and 5 GHz SHF radio waves in accordance with industry standard IEEE 802.11);

broadcasting the one of the vehicle ID or the VIN in a naming packet of the at least one of a long range Bluetooth signal and the Wi-Fi signal; and

decoding the one of the vehicle ID or the VIN by an authorize wireless scanning device; and

utilizing the decoded one of the vehicle ID or the VIN to initiate telematics and location base services (LBS) applications.

Claim 2. (Previously Presented) The method according to claim 1, the method further comprising a step of utilizing one of a Bluetooth or Wi-Fi device to scan and decode the one of the vehicle ID or the VIN the one of the vehicle ID or the VIN.

Google Ex. 1031, p. 060

Claim 3. (Previously Presented) The method according to Claim 1, further comprising a step of integrating said RF beacon into a vehicle.

Claim 4. (Previously Presented) The method according to Claim 3, further comprising a step of transmitting the one of the vehicle ID or the VIN only when the RF beacon detects a scanning request from an authorized device.

Claim 5. (Previously Presented) The method according to Claim 1, further comprising a step of determining a location of the vehicle by using at least one RF beacon located at a distance from the vehicle.

Claim 6. (Previously Presented) The method according to Claim 1, further comprising a step of determining a current position of a vehicle by a using the current car ID broadcasting signal in combination with at least one RF beacon located at a distance from the vehicle to determine a location of the vehicle when the vehicle is parked at an indoor location and a GPS method to determine the location of the vehicle when the vehicle is parked at an outdoor location.

Claim 7. (Previously Presented) The method according to Claim 1, further comprising a step of initiating at least one telematics application utilizing the one of the vehicle ID or the VIN, wherein the at least one telematics application is one of:

a return 2 parking application,

an access and security control,

Google Ex. 1031, p. 061

a protection add-on to prevent car theft,

a scanning control mechanism enabling authorities to scan an area for stolen cars using a wireless scanning device that communicates with the RF beacon associated with the vehicle,

a local tracking and add-on to the car GPS navigation for more precise accuracy when needed, and

a digital secure payment method that can be use for gas or parking payment using the one of the vehicle ID or the VIN.

Claim 8. (Previously Presented) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate access through at least one of a tollway, obtain access through a gate, and obtain access to a controlled roadway.

Claim 9. (Previously Presented) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate electronic payment for parking.

Claim 10. (Previously Presented) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate electronic payment for at least one of one of tolls, parking, and payment of gas, wherein the payment is processed through an account associated with the one of the vehicle ID or the VIN.

Google Ex. 1031, p. 062

Claim 11. (Previously Presented) The method according to Claim 1, further comprising a step of activating a telematics application, wherein the telematics application at least one of prevents car thefts and broadcasts the one of the vehicle ID or the VIN in an emergency situation to notify another party of the emergency situation.

Claim 12. (Previously Presented) The method according to Claim 1, further comprising a step of activating a telematics application, wherein the telematics application tracks the vehicle location by broadcasting the one of the vehicle ID or the VIN.

Claim 13. (Previously Presented) The method according to Claim 1, further comprising a step of activating a telematics application, wherein the telematics application provides initial and replenishment payments to a parking meter by utilizing the one of the vehicle ID or the VIN in conjunction with an associated payment transaction process.

Claim 14. (Previously Presented) The method according to Claim 1, the method further employing a return 2 parking telematics application comprising steps of:

scanning an area utilized for parking vehicles for one of the vehicle ID or the VIN;

determining a precise location of the parked vehicle using the one of the vehicle ID or the VIN in conjunction with other RF devices deployed throughout the area utilized for parking vehicles;

determining a distance and direction between a display device and the parking space; and

providing navigation information to the user through an image displayed on the display device.

Google Ex. 1031, p. 063

Claim 15. (Previously Presented) The method according to Claim 14, further comprising a step of displaying a graphical image on the display device presenting navigation between a current position of the display device and the precise location of the parked vehicle.

Claim 16. (Previously Presented) The method according to Claim 14, further comprising a step of presenting the graphical image as an omni directional circular display on the display device.

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REMARKS/ARGUMENTS

Claims

Claims 1-16 remain in the application.

Applicant requests to amend **Claim 1** within this correspondence without prejudice.

No Claims have been canceled.

No Claims have been added.

No Claims have been withdrawn.

REGARDING THE FINAL STATUS

Applicant respectfully requests the Examiner reconsider and withdraw the FINAL STATUS of the subject Application based upon the continued rejection under 2013/0113936 A1 to Cohen.

Applicant respectfully reminds the Examiner that the Applicant presented sufficient findings that Cohen was an ineligible reference based upon priority. The Examiner applied Cohen again in a subsequent reference without rebuttal of the claim of priority and reference to the Provisional Patent Application of Cohen. Applicant clearly presented in both the previous and the subject response that Cohen is an improper reference, where the teachings of Cohen POSTDATE (with emphasis) the claimed priority and teachings in one of the Parent Applications, which clearly supersede Cohen.

The Examiner applied Cohen again to the rejections of **Claims 14-16**.

Therefore, Applicant earnestly believes the Final Status should be withdrawn.

CLAIM AMENDMENT(S)

Claim 1 is an Independent claim. Applicant has amended Independent **Claim 1** to more clearly and concisely define the present invention as follows:

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"broadcasting the one of the vehicle ID or the VIN in a naming packet of the at least one of a long range Bluetooth signal and the Wi-Fi signal; and"

Applicant earnestly believes support for the amendment is provided in Paragraph [00124] and in FIG. 1.

"[00124] Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the Vehicle ID or VIN can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130, using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where did I park my car?" dilemma."

This same concept was presented in US Patent 7,899,583 issued on March 01, 2011 (Application Serial Number 11/396,843 filed on April 03, 2006) to the Applicant, which is also an identified Parent to the subject Application. Applicant respectfully notes, Application Serial 11/396,843 was examined by Yonel BEAULIEU, the current Examiner of the subject Application.

For the Examiner's Convenience, Applicant respectfully quotes the Reasons for Allowance from Application Serial Number 11/396,843:

"The prior art of record fail to teach a wireless parking detector comprising, among other limitations, a portable user's device providing a guide to a parking space, the portable device incorporating a monitoring system comprising parking space monitoring software and a Signal receiver configured to scan for all unique sensor broadcast names, wherein repeated broadcasts are respectively emitted from the RF transmitter directly to portable device and the space monitoring software determines the location of each empty parking space associated with **each received unique sensor broadcast names from the scan** and displays each parking location."

Applicant earnestly believes the amendment to Independent **Claim 1** is properly supported and that the amendment has not introduced any new matter.

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DETAILED ACTION

1. The present application is being examined under the pre-AIA first to invent provisions.

Response to Arguments

2. Applicant's arguments with respect to **Claims 1-16** have been considered but are moot because the arguments do not apply to any of the references being used in the current rejection.

2a. (Applicant's Remarks): Applicant respectfully thanks the Examiner for agreement that the amendments overcame the rejections in the previous Office Action.

Claim Rejections - 35 USC § 103

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

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived 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 pre-AIA 35 U.S.C. 103(a) 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.

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3. Resolving the level of ordinary skill in the pertinent art.

4. Considering objective evidence present in the application indicating obviousness or nonobviousness.

4. The Examiner rejected **Claims 1-16** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over U.S. Patent No. 6,028,537 A to Suman et al ("Suman") in view of Applicant's admitted prior art.

4A. (Examiner's Position): Regarding **Claims 1-4**, Suman teaches a method utilizing a personally assigned vehicle identification reference or manufacturer's assigned VIN as a reference for obtaining information comprising encoding one of a vehicle identification (10) reference or a vehicle identification number (VIN) into an integrated RF beacon (summary, col. 7, lines 41 - 59) - the beacon utilizing one of a long range Bluetooth ™ and Wi-Fi, broadcasting the vehicle 10 or VIN (col. 26, lines 38 - 51), decoding the 10 or the VIN by an authorized wireless scanning device (col, 40, lines 1 - 15), and utilizing the decoded one of the 10 or VIN to initiate telematics and other local based services applications (col, 26, line 52 - col. 27, line 3; col. 39, line 37 - col. 40, line 35).

Suman does not explicitly recite the claimed ISM and Wi-Fi bands. However, as admitted, these bands are industry standards and would have been obvious to one of ordinary skill in the art at the time of the invention was made as well known.

4a(1). (Applicant's Remarks): Claim 1 is an Independent claim. Dependent **Claims 2-4** depend from Independent **Claim 1**.

Applicant has amended Independent **Claim 1** to more clearly and concisely define the present invention as follows:

"broadcasting the one of the vehicle ID or the VIN in a naming packet of the at least one of a long range Bluetooth signal and the Wi-Fi signal; and"

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Applicant respectfully asserts that the cited references fail to teach or suggest all the elements of the claimed invention. As the Examiner is aware, "[a]ll words in a claim must be considered in judging the patentability of that claim against the prior art." M.P.E.P. § 2143.03 (citing In re Wilson, 424 F.2d 1382, 1385, 165 US.P.Q. 494,496 (C.C.P.A. 1970). Moreover, in order to establish a prima facie case of obviousness, the references alone or in combination must teach or suggest all the limitations of Applicant's claimed invention. In re Vaeck, 947 F.2d 488, 20 US.P.Q.2d 1438 (Fed. Cir. 1991).

The Examiner relies upon Suman for a transmission of signal that includes a vehicle identification (10) reference or a vehicle identification number (VIN) into an integrated RF beacon.

Suman teaches in Col. 7, Lines 41-59 the following:

"As but one example, in the system shown in FIG. 1B, the service operator will receive a request from a vehicle owner, typically by a normal telephone request, that a certain vehicle option is either to be enabled or disabled. Such an operation may, for example, be the activation or deactivation of a "LAST DOOR LOCKS ALL DOORS" feature. The service operator responds to the request which identifies the vehicle either by owner or vehicle identification number (VIN) (or both) by entering in keyboard 14, **the vehicle code which is typically an address associated with the particular vehicle and a reprogramming command associated with the requested personalization of the vehicle option change for such vehicle. This information may be modulated onto an RF signal.** This RF signal is transmitted by the service department 11 using the equipment shown in FIG. 2 and received and demodulated by the vehicle system as described in greater detail below in connection with FIGS. 44, 45, and 47, which respond to the reprogramming command to carry out the reprogramming control function."

Suman teaches in col. 26, lines 38 - 51 the following:

"The RF signals A are of the type conventionally utilized for RF signals transmitted from a land-based station 19 (FIG. 1A). The message may include only numerical information if it is

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originated at a conventional telephone subscriber station 15. Alternatively, if the message is generated at a telephone subscriber station 15 having an alpha-numeric input (e.g., a computer keyboard), the message may include alpha-numeric message information from the originating party. The **RF signals A typically have a frequency range from 137 to 175 MHz (VHF band) or within the frequency range 405 to 513 MHz (UHF band)**. The signal format and land-based station are described in greater detail below under the heading "Detailed Description of the Vehicle Personalization and Remote Control Functions."

Suman teaches in col. 26, line 52 through Col. 27, line 3 the following:

"Receiver 420 (FIG. 26) includes an antenna 426 which detects the RF signals from land-based station 19. RF receiver 420 demodulates the signals detected by antenna 426 and conditions the demodulated signal to have digital levels appropriate for decoding in the microcontroller 422. Microcontroller 422 is preferably implemented using a Motorola MC68HC05 microcontroller, which is commercially available from Motorola Corporation. However, any suitable microcontroller may be utilized. In general, microcontroller 422 receives and decodes the data signals output from the RF receiver 420. If the message is a text message for the vehicle in which the system is mounted, the microcontroller is responsive to the text message for generating a serial display control signal which is communicated to display source 424 through a serial data link 428. Additional details of RF receiver 420 and microcontroller 422 are described below under the heading "Detailed Description of the Vehicle Personalization and Remote Control Functions." System 416 may be a two-way pager as described in U.S. Pat. No. 5,153,582."

Suman teaches in col. 39, line 37 through Col. 40, line 35 the following:

"Thus, for example, line 760 may send a control signal upon the selection of the "express window" feature to cause the driver's window to fully lower or raise in response to the activation of the window control switch for a predetermined period of time. This feature can be activated or deactivated by the setting of a switch in the microcontroller memory. As indicated by block 838, the microcontroller also provides a display output signal which is applied to the alpha-numeric

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display 740 to indicate to the owner that the option requested has been changed as requested. The program then returns to the interrupt service routine input B of FIG. 46A.

The anti-theft feature of the system operates in the same manner as one of the vehicle option changes. Typically, if a vehicle is stolen, the owner will call the service center 11 indicating the theft. The service center operator then will transmit the first vehicle address and an anti-theft control command signal which the microcontroller responds to by outputting a signal on line 762 (FIG. 45) to deactivate the vehicle's fuel pump. For safety, the program responds to the anti-theft command to output the fuel pump disabling signal only after the ignition switch has been deactivated and thus the vehicle has come to rest. Alternative or additional anti-theft commands are also possible. Thus, a theft alarm signal output on line 759 (FIG. 45) could be activated to enable the vehicle's audible alarm. Also, instead of deactivating the vehicle's fuel pump, the vehicle's ignition could be interrupted. In some areas, the police department may provide the anti-theft signal transmission facilities such that the owner can report the theft and take affirmative action to protect the vehicle from damage through one telephone call.

If the vehicle address received is not a first address for an option change or anti-theft control but instead is an address identifying a text message (i.e., a second address) as opposed to a vehicle option control signal, the test in block 834 indicates an address and **the program receives and decodes a text message** as indicated by block 840 in FIG. 46C. **Again, the bit error correction subroutine 812 of FIG. 46B is rum to assure the accuracy of the incoming preamble and subsequent address and data as indicated by the block 812 subroutine. Once the subroutine of FIG. 46B has been completed, the message of the incoming signal is placed in the memory as indicated by block 842 of FIG. 46C. The program then proceeds to scan the text message to determine whether or not a telephone number has been received as indicated by block 842 of FIG. 46D**.

If a telephone number is detected in the incoming message as indicated by an affirmative response to the test of block 844, the number is stored in the stack as described below and the number received flag is set as indicated by block 846. The program then proceeds to block 848 and if a telephone number was present, it is displayed on the alpha-numeric display 740 of FIG.

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44 in addition to being stored. This operation is indicated by block 848 of the flow diagram. Next, the microcontroller outputs a signal through the microcontroller indicated by block 850 to alert the owner that a message has been received. This can be a chime coupled to a vehicle multiplex bus 742 which is also used, for example, to alert the driver that a door is open with the key in the ignition, etc., or can be a flashing LED or the like. Subsequent to alerting the driver that a page has been received, the program proceeds to the interrupt routine at input B of FIG. 46A as previously described. In the event a two-way communication system is used, the microprocessor will display any choices of responses that were transmitted with the message, and will allow the user to select one of the predetermined responses to transmit back to the service center and to the originator of the first message."

The technology disclosed by Suman fails to teach the use of Bluetooth or Wi-Fi technology. This was admitted by the Examiner per the following quote: "Suman does not explicitly recite the claimed ISM and Wi-Fi bands."

The Examiner stated relies upon that ISM and Wi-Fi bands are industry standards and would have been obvious to one of ordinary skill in the art at the time of the invention was made as well known. Applicant respectfully disagrees with the Examiner's notation respective to Applicant's own admitted art. A simple notation of various wireless communication protocols does not suggest that one wireless communication protocol can be used in place of another for different applications. Applicant presents additional remarks below regarding distinguishing Bluetooth and Wi-Fi protocols from other wireless communication protocols.

Applicant respectfully notes, the communication links taught by Suman rely upon either electronic serial numbers and/or telephone numbers for the communication process. The identification portion of a paging or cellular communication are required to maintain a specific format, providing specific information associated with the receiving party.

Conversely, the utilization of Bluetooth and/or Wi-Fi protocols introduces a new capability, wherein the protocols allow the user to customize and program a naming convention into the naming packet of the transmission signal. The present invention encodes the VIN or

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vehicle Identification Number into the naming convention of the transmission. Applicant has amended Independent **Claim 1** accordingly to more clearly and concisely define the present invention.

Applicant earnestly believes that the disclosure in Application Serial Number 11/396,843 filed on April 03, 2006, Issued as US Patent 7,899,583 on March 01, 2011, which is also an identified Parent to the subject Application disclosed the initial concept of describing a specific identification associated with the object transmitting a Bluetooth or Wi-Fi signal accordingly.

Applicant respectfully notes, Application Serial 11/396,843 was examined by Yonel BEAULIEU, the current Examiner of the subject Application.

For the Examiner's Convenience, Applicant respectfully quotes the Reasons for Allowance from Application Serial Number 11/396,843:

"The prior art of record fail to teach a wireless parking detector comprising, among other limitations, a portable user's device providing a guide to a parking space, the portable device incorporating a monitoring system comprising parking space monitoring software and a Signal receiver configured to scan for all unique sensor broadcast names, wherein repeated broadcasts are respectively emitted from the RF transmitter directly to portable device and the space monitoring software determines the location of each empty parking space associated with **each received unique sensor broadcast names from the scan** and displays each parking location."

Applicant reiterates, the technology disclosed by Suman fails to teach the use of Bluetooth or Wi-Fi technology. This was admitted by the Examiner per the following quote: "Suman does not explicitly recite the claimed ISM and Wi-Fi bands."

Therefore, Suman clearly fails to teach the utilization of a customized naming convention transmitting in the Bluetooth signal or Wi-Fi signal. More specifically, Suman fails to teach Bluetooth signal or Wi-Fi signal having the vehicle identification number encoded within the signal naming portion of the transmitted signal.

The Examiner takes a position of using ISM and Wi-Fi bands as the RF carriers. The

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Examiner's reasoning is that ISM and Wi-Fi bands are industry standards and would have been obvious to one of ordinary skill in the art at the time of the invention was made as well known.

Applicant respectfully disagrees, as each protocol is designed for a specific type of Application. For example, Suman teaches a protocol that is directed towards two-way paging. The transmissions require a specific signal strength and need to be provided in a specific, repeated format in order to be conveyed through a network from an originating source to be routed to a final destination. The signal requires information specific to the network and targeted destination. Applicant respectfully directs the Examiner to FIGS. 1A and 1B.

Conversely, Bluetooth and Wi-Fi protocols are directed towards direct communications between a transmitting device (originating source) and the target destination. This enables the utilization of differing identifiers and encoded data formats. A second consideration would be distance. Bluetooth and Wi-Fi protocols are designed based upon standards for transmissions that travel in distances in units of feet or yards, transmissions that travel in distances in units of portions or a plurality of miles. This is supported in FIG. 1, where the targeted recipient of the message is a dispatch center. It would be obvious that dispatch centers are not located within feet or yards of each vehicle traveling across the roadways. The teachings of Suman are directed towards a system for remotely communicating with a vehicle from a far distance. Therefore, the signal protocols are not interchangeable and would not be considered as such by those skilled in the art.

Suman fails to teach a solution providing direct communication between a vehicle system and an end destination. Therefore, one would conclude that it is not obvious to Bluetooth and Wi-Fi protocols in the system taught by Suman. (See MPEP 2143)

According to MPEP 2143, there are four requirements to establish a case of obviousness under 35 U.S.C. 103(a), after establishing the *Graham* factual inquires, as follows:

(1) a finding that the prior art included each element claimed, although not necessarily in a

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single prior art reference, with the only difference between the claimed invention and the prior art being the lack of actual combination of the elements in a single prior art reference;

(2) a finding that one of ordinary skill in the art could have combined the elements as claimed by known methods, and that in combination, each element merely performs the same function as it does separately;

(3) a finding that one of ordinary skill in the art would have recognized that the results of the combination were predictable; and

(4) whatever additional findings based on the Graham factual inquiries may be necessary, in view of the facts of the case under consideration, to explain a conclusion of obviousness.

Applicant respectfully asserts the subject rejection is improper according to MPEP 2143, subsections (1), (2), (3), and (4).

Regarding MPEP 2143, subsection (1), the rejection is required to meet the following: a finding that the prior art included each element claimed, although not necessarily in a single prior art reference, with the only difference between the claimed invention and the prior art being the lack of actual combination of the elements in a single prior art reference.

The Examiner affirms that Suman does not explicitly recite the claimed ISM and Wi-Fi bands.

The Examiner relies upon an argument that it would be obvious to utilize the ISM and Wi-Fi bands for the solution taught by Suman. Applicant respectfully reiterates the arguments presented above in this section.

Applicant earnestly believes the combination of Suman in view of the Examiner's position that the claimed ISM and Wi-Fi bands are industry standards and would have been obvious to one of ordinary skill in the art at the time of the invention was made as well known fails to meet the requirements of MPEP 2143, subsection (1).

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Regarding MPEP 2143, subsection (2), the rejection is required to meet the following: a finding that one of ordinary skill in the art would have recognized that the results of the combination were predictable.

Applicant respectfully notes, the transmissions using ISM and Wi-Fi bands are relatively short compared to the requirements of the solution taught by Suman. Applicant respectfully reiterates the arguments presented above in this section.

Therefore, Applicant earnestly believes the results are not predictable.

Applicant earnestly believes the combination of Suman in view of the Examiner's position that the claimed ISM and Wi-Fi bands are industry standards and would have been obvious to one of ordinary skill in the art at the time of the invention was made as well known fails to meet the requirements of MPEP 2143, subsection (2).

Regarding MPEP 2143, subsection (3), the rejection is required to meet the following: a finding that one of ordinary skill in the art could have combined the elements as claimed by known methods, and that in combination, each element merely performs the same function as it does separately.

The solution taught by Suman is distinctly different in function and capability compared to the present invention as claimed. Suman is directed towards a long range transmission requiring signals having a specific format. The transmission is relayed to a specific end recipient.

Conversely, the present invention utilizes Bluetooth or Wi-Fi transmissions, which are point to point, short range transmissions. The identity of the vehicle is included in the naming packet. The naming packet of the Bluetooth or Wi-Fi transmissions are presented as such immediately, without any further decoding of the transmitted signal. Additionally, the information is conveyed without a bidirectional communication or confirmation. Further, the protocol and signal arrangements are distinct between the teaching of Suman and the utilization of Bluetooth or Wi-Fi protocols.

Google Ex. 1031, p. 076

Therefore, Applicant earnestly believes each element does not merely perform the same function as it does separately, as the present invention as claimed.

Applicant earnestly believes the combination of Suman in view of the Examiner's position that the claimed ISM and Wi-Fi bands are industry standards and would have been obvious to one of ordinary skill in the art at the time of the invention was made as well known fails to meet the requirements of MPEP 2143, subsection (3).

Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman et al in view of Applicant's admitted prior art. has been overcome by amendment and remarks submitted herein. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman et al in view of Applicant's admitted prior art.

4a(2). (Applicant's Remarks): Dependent **Claims 2-4** depend from Independent **Claim 1**.

Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al. has been overcome by the amendment and remarks submitted in section 4a(1) above. It necessarily follows that due to their dependency from Independent **Claim 1**, Dependent **Claims 2-4** are also nonobvious in view of Suman et al. in view of Applicant's admitted prior art. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Dependent **Claims 2-4** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman in view of Applicant's admitted prior art.

4B. (Examiner's Position): Regarding **Claim 5**, Suman further teaches determining a location of the vehicle by using at least one RF beacon located at a distance from the vehicle (as illustrated in figs. 1a - 3; col. 11, lines 8 - 13).

4b. (Applicant's Remarks): Dependent **Claim 5** depends from Independent **Claim 1**.

Suman teaches the following (col. 11, lines 8 - 13):

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"Similar to the first embodiment, the second embodiment also includes a location identifying sensor, such as a GPS or differential GPS module 77 having a GPS antenna 78. The GPS/DGPS module 77 is coupled to first microprocessor 66 to provide an indication of the vehicle's location, which may be used for a variety of purposes as discussed below."

Applicant respectfully asserts that the cited references fail to teach or suggest all the elements of the claimed invention. As the Examiner is aware, "[a]ll words in a claim must be considered in judging the patentability of that claim against the prior art." M.P.E.P. § 2143.03 (citing In re Wilson, 424 F.2d 1382, 1385, 165 US.P.Q. 494,496 (C.C.P.A. 1970). Moreover, in order to establish a prima facie case of obviousness, the references alone or in combination must teach or suggest all the limitations of Applicant's claimed invention. In re Vaeck, 947 F.2d 488, 20 US.P.Q.2d 1438 (Fed. Cir. 1991).

Applicant respectfully notes, Dependent **Claim 5** includes "using at least one RF beacon located at a distance from the vehicle."

Applicant earnestly believes Suman fails to teach "using at least one RF beacon located at a distance from the vehicle."

Applicant respectfully requests clarification from the Examiner regarding the teachings of Suman of an RF beacon. As best understood, Applicant earnestly believes the Examiner is relying upon a GPS system as being analogous to the RF beacon. Applicant respectfully notes, a GPS system is significantly different from (not analogous to) "using at least one RF beacon located at a distance from the vehicle." Applicant respectfully directs the Examiner to details pertaining to an RF beacon presented in this or any of the claimed parent applications regarding the features distinguishing the RF beacon from a GPS system.

Applicant respectfully directs the Examiner to the summary presented in section 4g below.

4C. (Examiner's Position): Regarding **Claim 6**, Suman further teaches determining the vehicle

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is parked at an indoor location (Suman teaches garage door opener for the "indoor" approach - fig. 9) and GPS technology to determine the location of the vehicle when parked at an outdoor location (e.g., parked at an airport; col. 18, lines 5 - 28).

4c. (Applicant's Remarks): Dependent **Claim 6** depends from Independent **Claim 1**.

Suman teaches the following (col. 18, lines 5 - 28):

"As seen in FIG. 9, the vehicle 110 also includes an overhead console 150 which is mounted to the roof 152 of the vehicle near the front windshield 113 and between the front window visors such as visor 111 which is the passenger side visor as seen in FIG. 9. Console 150 includes a pair of covered storage compartments 154 and 156 with compartment 154 providing sunglass storage and compartment 156 housing, for example, **a universal garage door opening transmitter**. The console 150 may also include map reading lamps 153 and 155 and provides at its forward end a downwardly inclined bezel 160 housing a display 170 and a four push-button switch assembly 220 which parallels to some extent the switch assembly 120 on the armrest and can be used for the same or similar control functions interchangeably. Thus, a push-button select switch 222 is provided which moves a cursor of the display 170 only to the right as opposed to moving the display left or right as provided by the counter-part rotary switch 122. An "enter" switch 221 corresponds to switch 121 for the entry of a selected command while to the right of the display 170 is a "previous" switch 233 and an "exit" switch 234. The display is preferably a vacuum fluorescent or LCD display capable of providing alpha-numeric display information as well as providing graphic displays such as the icons shown in FIG. 9 or the text message shown in FIG. 22."

Applicant respectfully asserts that the cited references fail to teach or suggest all the elements of the claimed invention. As the Examiner is aware, "[a]ll words in a claim must be considered in judging the patentability of that claim against the prior art." M.P.E.P. § 2143.03 (citing In re Wilson, 424 F.2d 1382, 1385, 165 US.P.Q. 494,496 (C.C.P.A. 1970). Moreover, in order to establish a prima facie case of obviousness, the references alone or in combination must teach or suggest all the limitations of Applicant's claimed invention. In re Vaeck, 947 F.2d 488,

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20 US.P.Q.2d 1438 (Fed. Cir. 1991).

Applicant expresses his clarification to the Examiner respective to the claim. The Examiner is relying upon a remote garage door opener as support for the rejection.

Applicant respectfully asserts, the claim is defining two processes for determining a location of a vehicle:

1) For an INDOOR location (When the vehicle is parked inside a garage, a parking garage, etc.): Using a at least one RF beacon located at a distance from the vehicle to determine a location of the vehicle when the vehicle is parked at an indoor location, and

2) For an OUTDOOR location (When the vehicle is parked outside): Using a GPS method to determine the location of the vehicle when the vehicle is parked at an outdoor location.

Applicant respectfully notes, a garage door opener has nothing to do with the claim. Should the Examiner feel differently, Applicant respectfully requests clarification and support of the logic behind the Examiner's position to support how the system can determine a current location of the vehicle by using a garage door opener.

Applicant respectfully directs the Examiner to the summary presented in section 4g below.

4D. (Examiner's Position): Regarding **Claim 7**, Suman's telematics applications include at least one of security control and protection to prevent car theft (col. 39, lines 49 - 67).

4d. (Applicant's Remarks): Dependent **Claim 7** depends from Independent **Claim 1**.

Applicant respectfully directs the Examiner to the summary presented in section 4g below.

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4E. (Examiner's Position): Regarding **Claim 8**, Suman further teaches at least [one of] obtaining access through gate (transmission of RF signals to open garage doors, access gates ..); (col. 55, lines 19 - 36).

4e. (Applicant's Remarks): Dependent **Claim 8** depends from Independent **Claim 1**.

Suman states (col. 55, lines 19 - 36):

"Trainable transmitter 1840 preferably is constructed in accordance with the teachings of U.S. Pat. No. 5,661,804 entitled TRAINABLE TRANSMITTER CAPABLE OF LEARNING VARIABLE CODES, filed on Jun. 27, 1995, the disclosure of which is incorporated herein by reference. Alternatively, trainable transmitter 1840 may be the trainable transmitter disclosed in U.S. Pat. No. 5,442,340, U.S. Pat. No. 4,479,155, or U.S. Pat. No. 5,475,366, the disclosures of which are incorporated herein by reference. Because the trainable transmitter may be used to learn and transmit RF signals to garage door openers, gates, house light modules, house appliances, and any RF actuated door locks, the integrated vehicle system's controller may be used to remotely close or open a garage door or turn lights on or off in response to an RF cellular or paging signal, provided the vehicle is parked in the near vicinity of these devices."

Applicant respectfully notes, the claim includes utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate access through at least one of a tollway, obtain access through a gate, and obtain access to a controlled roadway.

Applicant respectfully asserts that the cited references fail to teach or suggest all the elements of the claimed invention. As the Examiner is aware, "[a]ll words in a claim must be considered in judging the patentability of that claim against the prior art." M.P.E.P. § 2143.03 (citing In re Wilson, 424 F.2d 1382, 1385, 165 US.P.Q. 494,496 (C.C.P.A. 1970). Moreover, in order to establish a prima facie case of obviousness, the references alone or in combination must teach or suggest all the limitations of Applicant's claimed invention. In re Vaeck, 947 F.2d 488, 20 US.P.Q.2d 1438 (Fed. Cir. 1991).

Suman fails to teach that the signal includes the one of the vehicle ID or the VIN in the

Google Ex. 1031, p. 081

associated FR signal. Suman simply includes a transmission of an RF signal to open an object. Suman teaches an inclusion of a trainable device, which is a common trainable garage door opener or similar transmitter. This EXCLUDES the requirement that the signal include the one of the vehicle ID or the VIN obtained from the RF beacon to cause the access to open (with emphasis). Therefore, this introduces a potential security risk.

Applicant respectfully directs the Examiner to the summary presented in section 4g below.

4F. (Examiner's Position): Regarding **Claims 11 and 12**, Suman's teaching includes theft prevention, tracking (using GPS) the location of the vehicle, and broadcast of vehicle 10 in an emergency situation to notify another party (police) of the situation (col. 13, line 45 - col. 14, line 10).

4f. (Applicant's Remarks): Dependent **Claims 11 and 12** depend from Independent **Claim 1**.

Applicant respectfully directs the Examiner to the summary presented in section 4g below.

4g. (Applicant's Summary): Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al. has been overcome by the amendment and remarks submitted in section 4a(1) above. It necessarily follows that due to their dependency from Independent **Claim 1**, Dependent **Claims 5-8 and 11-12** are also nonobvious in view of Suman et al. in view of Applicant's admitted prior art. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Dependent **Claims 5-8 and 11-12** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman in view of Applicant's admitted prior art.

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5. The Examiner rejected **Claims 9, 10, and 13** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to **Claim 1**, directly or indirectly, and further in view of U.S. Pat. No. 5,485,520 A to Chaum et al ("Chaum").

5A. (Examiner's Position): Regarding **Claims 9, 10, and 13**: As discussed above, Suman teaches all of the base limitations of **Claims 9, 10, and 13** except for the initiation of electronic payment for parking, tolls (abstract; summary; fig. 1; col. 6, line 65 - col. 7, line 65).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including initiation of electronic payment as evidenced by Chaum in order to enhance telematics operations.

5a. (Applicant's Remarks): Dependent **Claim 9, 10, and 13** depend from Independent **Claim 1**.

Applicant respectfully requests clarification of the motivation to combine the electronic payment of Chaum with the vehicle control system of Suman. Suman is directed towards a vehicle communication and remote control system and fails to teach or provide any motivation for use in conjunction with an external payment system.

Chaum teaches an automatic payment system requiring bi-directional communication. Chaum discloses "One or more roadside collection stations (RCS) communicate over a short-range, high speed bidirectional microwave communication link with one or more in-vehicle units (IVU) associated with one or more respectively corresponding vehicles in one or more traffic lanes of a highway."

Chaum teaches (col. 6, line 65 - col. 7, line 65):

"FIG. 1 schematically depicts a typical multi-lane toll plaza environment having four lanes (0-3) respectively associated with roadside collection stations (RCS) 20a (not shown), 20b, 20c, 20d. Each RCS communicates over a high speed short range microwave or rf communication link 22 with in-vehicle units (IVU) 34 located in either a single vehicle in its respective lane (e.g. see lane 1 in FIG. 1) or plural vehicles in its respective lane (e.g. see the pair of motorcycles in lane 2 of FIG. 1) while the vehicle passes through an RCS communication

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footprint 24. In this document the terms the microwave and/or rf are used to refer to any portion of the 4adio frequency spectrum suitable for a short-range communication between an IVU and RCS. As will be appreciated, the dimensions of the footprint are a combined function of the radiation pattern of the rf antennae associated with both the RCS and the IVU. The limited time duration over which a given IVU is present within the RCS communication footprint 24 (which time duration will, of course, also be inversely related to vehicle speed) places a very severe limitation on the time that is available to complete a bi-directional toll payment transaction. For typical speeds and antenna radiation patterns, it is presently anticipated that only a relatively few milliseconds may ultimately be available to complete such a transaction. **Given the vagaries of microwave communication over short ranges between relatively moving antennae and the need to communicate reliably a considerable quantity of data requires highly efficient data protocols and formats**.

As will also be appreciated, the multi-lane toll plaza environment of is quite possible for an IVU in one of the lanes to successfully pass uplink data to an RCS other than the RCS that is nominally associated with that vehicle's actual highway lane. Unless constrained in some manner, it is also possible that a vehicle may be changing lanes during passage through the toll plaza. To accommodate reconciliation of cross-lane data read-in and to otherwise provide timing control over downlinks (and thus to help minimize cross-lane downlink interference between adjacent lanes), the RCS units 20 are interconnected with a plaza computer local area network (LAN) and a downlink plaza timing controller via cabling 26.

A block diagram of the exemplary system is depicted in more detail at FIG. 2. Here, toll plaza 1 is schematically shown to include four lanes, each of which is respectively associated with an RCS 20, the RCS's 20a-20d being interconnected with plaza 1 computer 30 (e.g., a 486-based 33 MHz 8 MByte RAM 40 MByte hard disk PC with special application software running under Windows V3.1) and downlink plaza 1 controller 32 via a LAN and other wiring within cabling 26. The high speed short range bi-directional microwave communication links 22 are also depicted with the in-vehicle unit (IVU) 34 of an associated vehicle travelling along that respective highway lane. As depicted, each IVU 34 is interconnected to a respectively associated removable smart card (SC) 36a-36d. In turn, plaza 1 computer 30 is interconnected with other

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plaza computers at other toll plazas and to a bank reload computer 40 (e.g. via a dial-up link, exchange of floppy disk or tapes) typically positioned in a secure (i.e., tamper resistant or tamper proof) bank facility 42. Reload stations 44 may then be remotely connected to the bank reload computer 40 via another LAN (e.g. wireload stations being located at a gas station 46 or the like as illustrated in FIG. 2). A smart card 36 may then be removably interconnected with a reload station 44 and reloaded with electronic money in a cryptographically secure way via the bank reload computer 40 (which may be located in a tamper resistant or tamper proof bank environment if the private key of a public key cryptosystem pair is required as part of the reloading process)."

Chaum is silent on the identification process, more specifically how the in-vehicle units (IVU) 34 is associated with the account. Chaum additionally touts the importance of high speed microwave signaling.

Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al. has been overcome by the amendment and remarks submitted in section 4a(1) above. It necessarily follows that due to their dependency from Independent **Claim 1**, Dependent **Claims 9, 10, and 13** are also nonobvious in view of Suman et al. in view of Chaum et al. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Dependent **Claims 9, 10, and 13** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to **Claim 1**, directly or indirectly, and further in view of Chaum et al.

6. The Examiner rejected **Claims 14-16** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to **Claim 1** above, and further in view of U.S. Pat. No. 2013/0113936 A1 to Cohen et al. ("Cohen").

6A. (Examiner's Position): Regarding **Claims 14-16**: As discussed above, Suman teaches all of the base limitations of **Claim 16** except for the precise determination of parked vehicle, navigation information on a graphical display device.

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However, Cohen teaches, in an analogous art of vehicle telematics information, precise determination of parked vehicle, navigation information (instructions) on a graphical display device (Paragraphs 0002, 0023, 0025, 0128).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including determination of precise parking location and navigation information on a graphical display device as evidenced by Cohen in order enhance efficiency of the telematics application.

6a. (Applicant's Remarks): Dependent **Claims 15 and 16** depend from Dependent **Claim 14**, which depends from Independent **Claim 1**.

Applicant respectfully reminds the Examiner that the Applicant presented sufficient findings that Cohen was an ineligible reference based upon priority. The Examiner applied Cohen again in a subsequent reference without rebuttal of the claim of priority and reference to the Provisional Patent Application of Cohen. Therefore, Applicant respectfully requests the Examiner reconsider and withdraw the Final Status of the subject Office Action.

Initially, Applicant claims the benefit Application Serial Number 11/396,843 filed on April 03, 2006, which teaches the elements of parking.

Cohen has a priority date of May 10, 2010, which is well after the priority dates of the instant application. Further, the instant application was submitted on January 14, 2011. Cohen has a filing date of May 8, 2011.

Applicant reviewed the Provisional Patent Application, Serial Number 61/332,822 and it is excludes a considerable amount of disclosure compared to the Non-Provisional Application. The Examiner relies upon Paragraphs 0002, 0023, 0025, and 0128. Applicant respectfully notes, these paragraphs were all introduced in the Non-Provisional Application. The PPA discloses the use of cameras. The PPA fails to disclose any method of communicating between the system and a vehicle system. The disclosure of a map (FIG. 6 of the PPA) references a map shown on a kiosk, not an in-vehicle system. Therefore, Cohen is an invalid reference.

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Applicant respectfully disagrees with the logic behind the motivation to combine Suman and Cohen. Suman teaches a system that provides remote operations of a vehicle. Conversely, Cohen teaches a self contained parking system in the PPA that fails to communicate to the vehicle. Therefore, Suman and Cohen lack motivation.

Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al. has been overcome by the amendment and remarks submitted in section 4a(1) above. It necessarily follows that due to their dependency from Independent **Claim 1**, Dependent **Claims 14-16** are also nonobvious in view of Suman et al. in view of Chaum et al. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Dependent **Claims 14-16** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to **Claim 1**, and further in view of Cohen et al.

Conclusions

Applicant respectfully requests the Examiner reconsider and withdraw the FINAL STATUS of the subject Application based upon the continued rejection under 2013/0113936 A1 to Cohen.

Applicant respectfully reminds the Examiner that the Applicant presented sufficient findings that Cohen was an ineligible reference based upon priority. The Examiner applied Cohen again in a subsequent reference without rebuttal of the claim of priority and reference to the Provisional Patent Application of Cohen. Applicant clearly presented in both the previous and the subject response that Cohen is an improper reference, where the teachings of Cohen POSTDATE (with emphasis) the claimed priority and teachings in at least one of the Parent Applications, which clearly supersede Cohen.

The Examiner applied Cohen again to the rejections of **Claims 14-16**.

Therefore, Applicant earnestly believes the Final Status should be withdrawn.

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Applicant respectfully solicits an Examiner's Interview prior to the Examination of the Application in view of this response to the subject Office Action. Applicant respectfully requests the Examiner contact the Applicant's Representative in accordance with the contact information provided below to arrange a date and time for the Examiner's Interview.

Applicant is also submitting a request for consideration under the After Final Pilot Program 2.0. Applicant is available for a conference call with the Examiner, and request that the Examiner call Applicant's representative, Allen D Hertz at 561-716-3915 should the Examiner feel a conference call will forward the status of the application, should the Examiner consider necessary or desirable any formal changes anywhere in the specification, claims, and/or drawings to facilitate passage of the case to issuance.

Claims 1-16 are pending in the application. Independent **Claim 1** was amended herein. Applicant is requesting the Examiner reconsider the subject rejections.

The Subject Final Office Action was mailed on November 12, 2014. The Examiner established a shortened statutory period of THREE (3) MONTH from the date of mailing of the Final Office Action. Applicant has responded on or before the actual TWO (2) MONTH anniversary of Monday, January 12, 2015. Therefore, Applicant believes the response is considered to be timely submitted and additionally affords the benefits under 37 CFR 1.136(a).

Sixteen (16) total claims, including One (1) Independent claim remain pending in this application. Applicant has previously paid for Twenty (20) total claims and three (3) Independent claims. Therefore Applicant believes the claim fee is current and no excess claims fees are due resulting from this amendment.

Applicant earnestly believes the response is complete.

Applicant earnestly believes that no new matter has been introduced.

Google Ex. 1031, p. 088

Respectfully submitted,
Allen D. Hertz
(Member of Customer No. 31877)

By _____
Allen D. Hertz
Reg. No.50,942

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Attachments:

Request for Reconsideration Under the After Final Pilot Program 2.0

Google Ex. 1031, p. 089

Electronic Acknowledgement Receipt

EFS ID:	21189787
Application Number:	12930735
International Application Number:	
Confirmation Number:	3181
Title of Invention:	Vehicle wireless
First Named Inventor/Applicant Name:	Ehud Mendelson
Customer Number:	31877
Filer:	Allen D. Hertz
Filer Authorized By:	
Attorney Docket Number:	MEN-11-003
Receipt Date:	12-JAN-2015
Filing Date:	14-JAN-2011
Time Stamp:	21:19:44
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1		MEN-11-003_Mendelson_FOA_111214_Reply_011215.pdf	1328121 6d71f049cb750acd5c11c022c1ba7cfa329d9714	yes	35

	Multipart Description/PDF files in .zip description		
	Document Description	**Start**	**End**
	After Final Consideration Program Request	1	1
	Response After Final Action	2	5
	Claims	6	10
	Applicant Arguments/Remarks Made in an Amendment	11	35
Warnings:			
Information:			
	Total Files Size (in bytes):	1328121	

This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.

New Applications Under 35 U.S.C. 111
If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371
If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office
If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.

PTO/SB/06 (09-11)
Approved for use through 1/31/2014. OMB 0651-0032
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875	Application or Docket Number 12/930,735	Filing Date 01/14/2011	☐ To be Mailed

ENTITY: ☐ LARGE ☒ SMALL ☐ MICRO

APPLICATION AS FILED – PART I

FOR	(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	RATE ($)	FEE ($)
☐ BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	
☐ SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	
☐ EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	minus 20 =	*	X $ =	
INDEPENDENT CLAIMS (37 CFR 1.16(h))	minus 3 =	*	X $ =	
☐ APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is $310 ($155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			
☐ MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	

APPLICATION AS AMENDED – PART II

AMENDMENT

01/12/2015	(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	RATE ($)	ADDITIONAL FEE ($)
Total (37 CFR 1.16(i))	* 16	Minus	** 20	= 0	X $40 =	0
Independent (37 CFR 1.16(h))	* 1	Minus	***3	= 0	X $210 =	0
☐ Application Size Fee (37 CFR 1.16(s))						
☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))						
					TOTAL ADD'L FEE	0

AMENDMENT

	(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	RATE ($)	ADDITIONAL FEE ($)
Total (37 CFR 1.16(i))	*	Minus	**	=	X $ =	
Independent (37 CFR 1.16(h))	*	Minus	***	=	X $ =	
☐ Application Size Fee (37 CFR 1.16(s))						
☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))						
					TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.
** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20".
*** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3".
The "Highest Number Previously Paid For" (Total or Independent) is the highest number found in the appropriate box in column 1.

SLIE
/HELENA PAYTON/

This collection of information is required by 37 CFR 1.16. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**
If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

31877 7590 11/12/2014

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EXAMINER	
BEAULIEU, YONEL	

ART UNIT	PAPER NUMBER
3668	

MAIL DATE	DELIVERY MODE
11/12/2014	PAPER

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.

Office Action Summary	Application No. 12/930,735	Applicant(s) MENDELSON, EHUD	
	Examiner YONEL BEAULIEU	Art Unit 3668	AIA (First Inventor to File) Status No

-- 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 *9/8/14*.

☐ 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) *1-16* 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) *1-16* 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: _____.

Google Ex. 1031, p. 094

The present application is being examined under the pre-AIA first to invent provisions.

Response to Arguments

Applicant's arguments with respect to claims 1 - 16 have been considered but are moot because the arguments do not apply to any of the references being used in the current rejection.

Claim Rejections - 35 USC § 103

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

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived 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 pre-AIA 35 U.S.C. 103(a) 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 1 – 16 are rejected under pre-AIA 35 U.S.C. 103(a) as being unpatentable over U.S. Patent No. 6028537 A to Suman et al ("Suman") in view of Applicant's admitted prior art.

Regarding claims 1 - 4, Suman teaches a method utilizing a personally assigned vehicle identification reference or manufacturer's assigned VIN as a reference for obtaining information comprising encoding one of a vehicle identification (ID) reference or a vehicle identification number (VIN) into an integrated RF beacon (summary, col. 7, lines 41 – 59) – the beacon utilizing one of a long range Bluetooth™ and Wi-Fi, broadcasting the vehicle ID or VIN (col. 26, lines 38 – 51), decoding the ID or the VIN by an authorized wireless scanning device (col. 40, lines 1 – 15), and utilizing the decoded one of the ID or VIN to initiate telematics and other local based services applications (col. 26, line 52 – col. 27, line 3; col. 39, line 37 – col. 40, line 35).

Suman does not explicitly recite the claimed ISM and Wi-Fi bands. However, as admitted, these bands are industry standards and would have been obvious to one of ordinary skill in the art at the time of the invention was made as well known.

Regarding claim 5, Suman further teaches determining a location of the vehicle by using at least one RF beacon located at a distance from the vehicle (as illustrated in figs. 1a – 3; col. 11, 8 - 13).

Regarding claim 6, Suman further teaches determining the vehicle is parked at an indoor location (Suman teaches garage door opener for the "indoor" approach – fig. 9) and GPS technology to determine the location of the vehicle when parked at an outdoor location (eg., parked at an airport; col. 18, lines 5 - 28).

Regarding claim 7, Suman's telematics applications include at least *one of* security control and protection to prevent car theft (col. 39, lines 49 – 67).

Regarding claim 8, Suman further teaches at least [one of] obtaining access through gate (transmission of RF signals to open garage doors, access gates..; col. 55, lines 19 - 36).

Regarding claims 11 and 12, Suman's teaching includes theft prevention, tracking (using GPS) the location of the vehicle, and broadcast of vehicle ID in an emergency situation to notify another party (police) of the situation (col. 13, line 45 – col. 14, line 10).

Claims 9, 10, and 13 are rejected under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to claim 1, directly or indirectly, and further in view of U.S. Pat. No. 5485520 A to Chaum et al ("Chaum").

As discussed above, Suman teaches all of the base limitations of claims 9, 10 and 13 except for the initiation of electronic payment for parking, tolls (abstract; summary; fig. 1; col. 6, line 65 - co–. 7, line 65).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including initiation of electronic payment as evidenced by Chaum in order to enhance telematics operations.

Claims 14 – 16 are rejected under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to claim 1 above, and further in view of U.S. Pat. No. 20130113936 A1 to Cohen et al. ("Cohen").

As discussed above, Suman teaches all of the base limitations of claim 16 except for the precise determination of parked vehicle, navigation information on a graphical display device.

However, Cohen teaches, in an analogous art of vehicle telematics information, precise determination of parked vehicle, navigation information (instructions) on a graphical display device (¶¶0002, 0023, 0025, 0128).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including determination of precise

parking location and navigation information on a graphical display device as evidenced by Cohen in order enhance efficiency of the telematics application.

Conclusion

Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to YONEL BEAULIEU whose telephone number is (571)272-6955. The examiner can normally be reached on Monday through Thursday between 0900 and 1600.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Fadey S. Jabr can be reached on (571) 272-1516. 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.

/Yonel Beaulieu/
Yonel Beaulieu
Primary Examiner
Art Unit 3668

Search Notes	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	Art Unit
	YONEL BEAULIEU	3663

CPC- SEARCHED		
Symbol	Date	Examiner

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner
G08G1/14, 141-148, 065	6/3/14	YB
G07B 15/00, 06	6/3/14	YB
B60R 25/102, 20, 2009, 30, 33	6/3/14	YB

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner
701	1	6/2/14	YB
	400		
	468-469		
340	932.2	6/2/14	YB
	933		
701	1	11/6/14	YB

SEARCH NOTES		
Search Notes	Date	Examiner

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

Index of Claims	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	**Art Unit**
	YONEL BEAULIEU	3663

✓	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	06/03/2014	11/10/2014							
	1	✓	✓							
	2	✓	✓							
	3	✓	✓							
	4	✓	✓							
	5	✓	✓							
	6	✓	✓							
	7	✓	✓							
	8	✓	✓							
	9	✓	✓							
	10	✓	✓							
	11	✓	✓							
	12	✓	✓							
	13	✓	✓							
	14	✓	✓							
	15	✓	✓							
	16	✓	✓							

In The United States Patent and Trademark Office

Appl. No.	:	12/930,735	Confirmation No. 3181
Applicant	:	Ehud Mendelson	
For	:	**VEHICLE WIRELESS**	
(New Title)	:	**SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER**	
Filed	:	January 14, 2011	
TC/AU	:	3661	
Examiner	:	Yonel Beaulieu	Tel: (571) 272-6955
Docket No.	:	MEN-11-003	
Customer No.	:	31877	

Mail Stop: Amendment
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Reply To Non-Final Office Action Dated June 06, 2014

Amendment Submitted Under 37 C.F.R. § 1.121(B)

Sir:

Please enter the following amendment and comments into the file of the above-identified patent application, in response to the Non-Final Office Action dated June 06, 2014. The Examiner has established a shortened THREE (3) MONTH statutory period to respond to the Non-Final Office Action. Applicant is submitting the response on or before Monday, September 08, 2014, the effective THREE (3) MONTH anniversary of the subject Office Action. Therefore, Applicant believes the response is considered to be timely submitted.

Amendments to the Title, which begins on page 03 of this paper.

Amendments to the Specification, which begins on page 04 of this paper.

Amendments to the Claims are reflected in the listing of claims, which begins on page 5

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of this paper.

Remarks/Arguments begin on page 11 of this paper.

Conclusions begin on page 25 of this paper.

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IN THE TITLE:

Please Revise the **Title** as follows:

From:

"*Vehicle wireless.*"

To:

-- System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User --

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IN THE SPECIFICATION:

Please amend the specification herein as follows (~~Strikethrough~~ or [within brackets] for deletions / Underline for additions):

1) Please amend Paragraph [0001] to introduce the status of the Parent Application as follows:

"[0001] This US Non-Provisional Patent Application is a Continuation-In-Part, which claims the benefit of US Non-Provisional Patent Application 11/396,843 filed on April 3, 2006 (now Issued US Patent No. 7,899,583 on March 01, 2011) that claim the benefit of US Provisional application No. 60/670,097 filed on April 12, 2005."

Applicant has made additional grammatical and stylistic formality corrections in the Specification as identified in the Annotated Specification submitted herewith.

An Annotated Specification is submitted herein and identified in the top margin accordingly.

A Substitute Specification is submitted herein and identified in the top margin accordingly.

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IN THE CLAIMS

Please amend **Claims 1 and 7** without prejudice in accordance with this correspondence.

No claims are canceled in this paper.

No claims are withdrawn in this paper.

No claims are added in this paper.

A complete, current listing of the pending claims starts on page 06 in accordance with 37 CFR § 1.121(c)(3) as follows: The status of each Claim is indicated adjacent the Claim Number in accordance with the proper status identifiers: (Original), (Currently Amended), (Canceled), (Previously presented), (New), (Not Entered), (Withdrawn), and (Withdrawn-currently amended) in accordance with 37 CFR § 1.121. Any changes to the claims are shown by strikethrough (for deleted matter) and underlining (for added matter, excluding New Claims).

Thereafter, starting on a separate page, (Page 11), is the Remarks portion in accordance with 37 CFR § 1.111.

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Amendments to the Claims:

A current listing of claims is presented below:

Listing of Claims:

Claim 1. (Currently Amended) A method utilizing a personally assigned vehicle identification reference or a manufacturer's assigned vehicle identification number (VIN) as a reference for obtaining information, the method comprises the steps of:

encoding one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number into an Radio Frequency (RF) beacon, wherein said RF beacon is located within the vehicle transmitting the encoding from the vehicle to another party, wherein said RF beacon utilizes at least one of a long range Bluetooth (a wireless communication protocol standard using short-wavelength radio waves in the ISM band from 2.4 to 2.485 GHz in accordance with industry standard IEEE 802.15) and Wi-Fi (a local area wireless technology that allows an electronic device to exchange data or connect to the internet using 2.4 GHz UHF and 5 GHz SHF radio waves in accordance with industry standard IEEE 802.11);

broadcasting the one of the vehicle ID or the VIN; and

decoding the one of the vehicle ID or the VIN by an authorize wireless scanning device; and

utilizing the decoded one of the vehicle ID or the VIN to initiate telematics and ~~other local~~ location base services (LBS) applications.

Claim 2. (Previously Presented) The method according to claim 1, the method further comprising a step of utilizing one of a Bluetooth or Wi-Fi device to scan and decode the one of the vehicle ID or the VIN the one of the vehicle ID or the VIN.

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Claim 3. (Previously Presented) The method according to Claim 1, further comprising a step of integrating said RF beacon into a vehicle.

Claim 4. (Previously Presented) The method according to Claim 3, further comprising a step of transmitting the one of the vehicle ID or the VIN only when the RF beacon detects a scanning request from an authorized device.

Claim 5. (Previously Presented) The method according to Claim 1, further comprising a step of determining a location of the vehicle by using at least one RF beacon located at a distance from the vehicle.

Claim 6. (Previously Presented) The method according to Claim 1, further comprising a step of determining a current position of a vehicle by a using the current car ID broadcasting signal in combination with at least one RF beacon located at a distance from the vehicle to determine a location of the vehicle when the vehicle is parked at an indoor location and a GPS method to determine the location of the vehicle when the vehicle is parked at an outdoor location.

Claim 7. (Currently Amended) The method according to Claim 1, further comprising a step of initiating at least one telematics application utilizing the one of the vehicle ID or the VIN, wherein the at least one telematics application is one of:

a return 2 parking application,

an access and security control,

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a protection add-on to prevent car theft,

a scanning control mechanism enabling authorities to scan an area for stolen cars using a wireless scanning device that communicates with the RF beacon associated with the vehicle,

a local tracking and add-on to the car GPS navigation for more precise accuracy when needed, and

a digital secure payment method that can be use for [[Gas]] gas or parking payment using the one of the vehicle ID or the VIN.

Claim 8. (Previously Presented) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate access through at least one of a tollway, obtain access through a gate, and obtain access to a controlled roadway.

Claim 9. (Previously Presented) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate electronic payment for parking.

Claim 10. (Previously Presented) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate electronic payment for at least one of one of tolls, parking, and payment of gas, wherein the payment is processed through an account associated with the one of the vehicle ID or the VIN.

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Claim 11. (Previously Presented) The method according to Claim 1, further comprising a step of activating a telematics application, wherein the telematics application at least one of prevents car thefts and broadcasts the one of the vehicle ID or the VIN in an emergency situation to notify another party of the emergency situation.

Claim 12. (Previously Presented) The method according to Claim 1, further comprising a step of activating a telematics application, wherein the telematics application tracks the vehicle location by broadcasting the one of the vehicle ID or the VIN.

Claim 13. (Previously Presented) The method according to Claim 1, further comprising a step of activating a telematics application, wherein the telematics application provides initial and replenishment payments to a parking meter by utilizing the one of the vehicle ID or the VIN in conjunction with an associated payment transaction process.

Claim 14. (Previously Presented) The method according to Claim 1, the method further employing a return 2 parking telematics application comprising steps of:

scanning an area utilized for parking vehicles for one of the vehicle ID or the VIN;

determining a precise location of the parked vehicle using the one of the vehicle ID or the VIN in conjunction with other RF devices deployed throughout the area utilized for parking vehicles;

determining a distance and direction between a display device and ~~to~~ the parking space; and

providing navigation information to the user through an image displayed on the display device.

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Claim 15. (Previously Presented) The method according to Claim 14, further comprising a step of displaying a graphical image on the display device presenting navigation between a current position of the display device and the precise location of the parked vehicle.

Claim 16. (Previously Presented) The method according to Claim 14, further comprising a step of presenting the graphical image as an omni directional circular display on the display device.

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REMARKS/ARGUMENTS

Claims

Claims 1-16 remain in the application.

Applicant requests to amend **Claim 1** within this correspondence without prejudice.

No Claims have been canceled.

No Claims have been added.

No Claims have been withdrawn.

DETAILED ACTION

1. The present application is being examined under the pre-AIA first to invent provisions.

Specification

2. (Examiner's Position): The disclosure is objected to because of the following informalities: Please update the current status of the Parent file (Application), namely, U.S. Pat. Appl. 11/396,843.

Appropriate correction is required.

2a. (Applicant's Remarks): Applicant has amended the Specification to include the current status of the Parent Application as requested by the Examiner. Applicant has amended the Specification as follows:

"[0001] This US Non-Provisional Patent Application is a Continuation-In-Part, which claims the benefit of US Non-Provisional Patent Application 11/396,843 filed on April 3, 2006 (now Issued US Patent No. 7,899,583 on March 01, 2011) that claim the benefit of US Provisional application No. 60/670,097 filed on April 12, 2005."

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Applicant earnestly believes the objection to the Specification has been overcome by amendments to the Specification submitted herein. Applicant respectfully requests the Examiner reconsider and withdraw the objection to the Specification.

Claim Objections

3A. (Examiner's Position): The Examiner objected to **Claim 7** because of the following informalities: "Gas" (line 13) should be --gas--. Appropriate correction is required.

3a. (Applicant's Remarks): Applicant has amended Dependent **Claim 7** to correct the following informalities: "Gas" (line 13) should be --gas-- as follows:

"a digital secure payment method that can be use for [[Gas]] gas or parking payment using the one of the vehicle ID or the VIN."

Applicant earnestly believes the objection to Dependent **Claim 7** because of informalities has been overcome by amendment to Dependent **Claim 7** submitted herein. Applicant respectfully requests the Examiner reconsider and withdraw the objection to Dependent **Claim 7** because of informalities.

3B. (Examiner's Position): The use of the trademark "Bluetooth" (**Claim 1** at least) has been noted in this application. It should be capitalized wherever it appears and be accompanied by the generic terminology.

Although the use of trademarks is permissible in patent applications, the proprietary nature of the marks should be respected and every effort made to prevent their use in any manner which might adversely affect their validity as trademarks.

3b. (Applicant's Remarks): Applicant has amended Independent **Claim 1** to more clearly identify both Bluetooth and Wi-Fi as follows:

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"encoding one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number into an Radio Frequency (RF) beacon, wherein the one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number is utilized and transmitted as an RF beacon device name, wherein said RF beacon is located within the vehicle transmitting the encoding from the vehicle to another party, wherein said RF beacon utilizes at least one of a long range Bluetooth (a wireless communication protocol standard using short-wavelength radio waves in the ISM band from 2.4 to 2.485 GHz in accordance with industry standard IEEE 802.15) and Wi-Fi (a local area wireless technology that allows an electronic device to exchange data or connect to the internet using 2.4 GHz UHF and 5 GHz SHF radio waves in accordance with industry standard IEEE 802.11);"

Applicant earnestly believes the term Bluetooth and Wi-Fi refer to wireless protocols and industry standards and these have been accepted as such in multiple applications previously prosecuted and allowed accordingly. The terminology includes specific limitations that are associated with each protocol.

Applicant earnestly believes the objection to Independent **Claim 1** because of informalities has been overcome by amendment to Independent **Claim 1** submitted herein. Applicant respectfully requests the Examiner reconsider and withdraw the objection to Independent **Claim 1** because of informalities.

Claim Rejections-35 USC § 112

4. The Examiner rejected **Claim 1** under 35 U.S.C. 112(b) or 35 U.S.C. 112 (pre-AIA), second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which the inventor or a joint inventor, or for pre-AIA the applicant regards as the invention.

4A. (Examiner's Position): In **Claim 1**, "other local base services applications" (bridging last two lines) is indefinite. What specifically are those applications?

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(claims linked to **Claim 1** are necessarily rejected.)

4a. (Applicant's Remarks): Claim 1 is an Independent claim.

Applicant has amended Independent **Claim 1** to more clearly and concisely define the presented invention as follows:

"utilizing the decoded one of the vehicle ID or the VIN to initiate telematics and ~~other local~~ location base services (LBS) applications."

Applicant has amended Independent Claim 1 to more clearly and concisely define the present invention as initiating telematics and location based services, wherein telematics is distiguished from location based services (LBS). Telematics provides the information which is used by the location based services (LBS).

Therefore, Applicant earnestly believes the amendment eliminates a requirement to define specific location based services (LBS).

Applicant earnestly believes the rejection of Independent **Claim 1** under 3 35 U.S.C. 112 (pre-AIA), second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which, for pre-AIA, the applicant regards as the invention has been overcome by amendment to Independent **Claim 1** submitted herein. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Independent **Claim 1** under 3 35 U.S.C. 112 (pre-AIA), second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which, for pre-AIA, the applicant regards as the invention.

Claim Rejections-35 USC § 101

5. 35 U.S.C. 101 reads as follows:

> Whoever invents or discovers any new and useful process, machine, manufacture, or composition of matter, or any new and useful improvement thereof, may obtain a patent therefor, subject to the conditions and requirements of this title.

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5A. (Examiner's Position): The Examiner rejected **Claim 1** under 35 U.S.C. 101 because the claimed invention is directed to non-statutory subject matter.

The steps of **Claim 1** are not carried out by a machine (computer, rnicroprocessor...) and therefore construed as a mental process which is non-statutory. (claims dependent on **claim 1** are necessarily rejected.)

5a. (Applicant's Remarks): Claim 1 is an Independent claim.

Applicant respectfully traverses the rejection of Independent **Claim 1** under 35 U.S.C. 101 because the claimed invention is directed to non-statutory subject matter, as the task is processed by a machine. The RF beacon is an encoding transmitter that transmits an RF signal. This can not be accomplished as a mental process.

Applicant respectfully directs the Examiner to Applicant's other issued / allowed applications, which rely upon similar language for other applications of use.

Applicant earnestly believes the rejection of Independent **Claim 1** under 35 U.S.C. 101 because the claimed invention is directed to non-statutory subject matter has been overcome by remarks submitted herein. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Independent **Claim 1** under 35 U.S.C. 101 because the claimed invention is directed to non-statutory subject matter.

Claim Rejections-35 USC § 102

6. The following is a quotation of the appropriate paragraphs of pre-AIA 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-

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

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7. The Examiner rejected **Claims 1-8, 11, and 12** under pre-AIA 35 U.S.C. 102(b) as being anticipated by U.S. Patent No. 6028537 A to Suman et al ("Suman").

7A. (Examiner's Position): Regarding **Claims 1-4**, Suman teaches a method utilizing a personally assigned vehicle identification reference or manufacturer's assigned VIN as a reference for obtaining information comprising encoding one of a vehicle identification (10) reference or a vehicle identification number (VIN) into an integrated RF beacon (summary, col, 7, lines 41-59)-the beacon utilizing one of a long range Bluetooth ™ and Wi-Fi, broadcasting the vehicle ID or VIN (col. 26, lines 38-51), decoding the 10 or the VIN by an authorized wireless scanning device (col. 40, lines 1-15), and utilizing the decoded one of the 10 or VIN to initiate telematics and other local based services applications (col. 26, line 52-col. 27, line 3; col, 39, line 37-col, 40, line 35).

7a(1). (Applicant's Remarks): **Claim 1** is an Independent claim.

Applicant has amended Independent **Claim 1** to reiterate the definition of Bluetooth and Wi-Fi, as directed by the Examiner in section 3B above.

Applicant has amended Independent **Claim 1** to more clearly and concisely define the present invention as follows:

"A method utilizing a personally assigned vehicle identification reference or a manufacturer's assigned vehicle identification number (VIN) as a reference for obtaining information, the method comprises the steps of:

encoding one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number into an Radio Frequency (RF) beacon, wherein the one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number is utilized and transmitted as an RF beacon device name, wherein said RF beacon is located within the vehicle transmitting the encoding from the vehicle to another party, wherein said RF beacon utilizes at least one of a long range Bluetooth (a wireless communication protocol standard using short-wavelength radio waves in the ISM band from 2.4 to 2.485 GHz in accordance with industry standard IEEE

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802.15) and Wi-Fi (a local area wireless technology that allows an electronic device to exchange data or connect to the internet using 2.4 GHz UHF and 5 GHz SHF radio waves in accordance with industry standard IEEE 802.11);

broadcasting the one of the vehicle ID or the VIN; and

decoding the one of the vehicle ID or the VIN by an authorize wireless scanning device; and

utilizing the decoded one of the vehicle ID or the VIN to initiate telematics and ~~other local~~ location base services (LBS) applications."

The Examiner states that Suman teaches a method of transmitting the one of a vehicle identification (10) reference or a vehicle identification number (VIN) into an integrated RF beacon (summary, col, 7, lines 41-59)-the beacon utilizing one of a long range Bluetooth ™ and Wi-Fi, broadcasting the vehicle ID or VIN (col. 26, lines 38-51).

Applicant respectfully asserts that the cited references fail to teach or suggest all the elements of the claimed invention. As the Examiner is aware, "[a]ll words in a claim must be considered in judging the patentability of that claim against the prior art." M.P.E.P. § 2143.03 (citing In re Wilson, 424 F.2d 1382, 1385, 165 US.P.Q. 494,496 (C.C.P.A. 1970). Moreover, in order to establish a prima facie case of obviousness, the references alone or in combination must teach or suggest all the limitations of Applicant's claimed invention. In re Vaeck, 947 F.2d 488, 20 US.P.Q.2d 1438 (Fed. Cir. 1991).

Suman teaches the following (Quoted from Suman col, 7, lines 41-59):

"As but one example, in the system shown in FIG. 1B, the service operator will receive a request from a vehicle owner, typically by a normal telephone request, that a certain vehicle option is either to be enabled or disabled. Such an operation may, for example, be the activation or deactivation of a "LAST DOOR LOCKS ALL DOORS" feature. The service operator responds to the request which identifies the vehicle either by owner or vehicle identification

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number (VIN) (or both) by entering in keyboard 14, the vehicle code which is typically an address associated with the particular vehicle and a reprogramming command associated with the requested personalization of the vehicle option change for such vehicle. This information may be modulated onto an RF signal. This RF signal is transmitted by the service department 11 using the equipment shown in FIG. 2 and received and demodulated by the vehicle system as described in greater detail below in connection with FIGS. 44, 45, and 47, which respond to the reprogramming command to carry out the reprogramming control function. Also, **the land-based station may transmit messages including communications and other information to the vehicle**. Further, signals may be received from the vehicle, in the form of requests for information, roadside assistance, emergency services, directions to a particular location, and for various other types of information or services."

Suman teaches the following (Quoted from Suman col. 26, lines 38-51):

"**The RF signals A are of the type conventionally utilized for RF signals transmitted from a land-based station 19 (FIG. 1A)**. The message may include only numerical information if it is originated at a conventional telephone subscriber station 15. Alternatively, if the message is generated at a telephone subscriber station 15 having an alpha-numeric input (e.g., a computer keyboard), the message may include alpha-numeric message information from the originating party. The RF signals A typically have a frequency range from 137 to 175 MHz (VHF band) or within the frequency range 405 to 513 MHz (UHF band). The signal format and land-based station are described in greater detail below under the heading "Detailed Description of the Vehicle Personalization and Remote Control Functions."

Applicant respectfully notes, the transmitting frequency and protocols taught by Suman are distinctly different than those of Bluetooth and/or WiFi. Suman is directed towards an application that interfaces with a long distance (remotely located) base system. Conversely, the present application is directed towards an interface employing a number of short distance transceivers (using Bluetooth and/or Wi-Fi protocols) to communicate with the vehicle.

Bluetooth is a wireless communication protocol standard using short-wavelength radio

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waves in the ISM band from 2.4 to 2.485 GHz in accordance with industry standard IEEE 802.15.

WiFi is a local area wireless technology that allows an electronic device to exchange data or connect to the internet using 2.4 GHz UHF and 5 GHz SHF radio waves in accordance with industry standard IEEE 802.11.

Both of the protocols are directed towards short distance, low power wireless communications.

Conversely, Suman teaches a longer range transmission protocol, more specifically typically having a frequency range from 137 to 175 MHz (VHF band) or within the frequency range 405 to 513 MHz (UHF band).

Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al has been overcome by the remarks submitted herein.

The intent of the Invention is to transmit an identifier of the vehicle outward for use with telematics and location based services (LBS). The location based services (LBS) utilize the vehicle identifier to provide specific data to the occupant(s) of the vehicle. Applicant has amended Independent **Claim 1** to more clearly and concisely define the present invention as follows:

" encoding one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number into an Radio Frequency (RF) beacon, **wherein the one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number is utilized and transmitted as an RF beacon device name, wherein said RF beacon is located within the vehicle transmitting the encoding from the vehicle to another party,** wherein said RF beacon utilizes at least one of a long range Bluetooth (a wireless communication protocol standard using short-wavelength radio waves in the ISM band from 2.4 to 2.485 GHz in accordance with industry standard IEEE 802.15) and Wi-Fi (a local area wireless technology that

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allows an electronic device to exchange data or connect to the internet using 2.4 GHz UHF and 5 GHz SHF radio waves in accordance with industry standard IEEE 802.11);"

Conversely, Suman teaches a system where an individual contacts a service company, usually by telephone, and the service company programs the vehicle identification number into a transmitting system. The base station then transmits the encoded message containing the VIN to the vehicle. Applicant respectfully notes, this is the opposite process of the present invention as claimed in Independent **Claim 1**.

Further, Applicant has amended Independent **Claim 1** to more clearly and concisely define the present invention as using the Vehicle ID or VIN as the naming convention for the RF beacon. Suman is silent regarding the use of the Vehicle ID or VIN as the naming convention for the RF beacon. The use of the Vehicle ID or VIN as the naming convention for the RF beacon provides a number of distinct advantages. Each Bluetooth or Wi-Fi based transceiver continuously scans for other like devices. The scanning process recognizes other like devices by their naming convention that is transmitted as a beacon signal. Suman clearly fails to teach or consider this aspect provided by Bluetooth and Wi-Fi protocols.

Support is provided in Paragraph [0098], which states:

"[0098] The disclosed approach pertaining to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. **The disclosed system uses the Bluetooth or the Wi-Fi module naming as a key (Sequence of numbers and letters, much like a VIN number in cars) to be decode into the Bluetooth or Wi-Fi ID/name and serve as triggering mechanism for telematics applications**."

Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al. has been overcome by the amendment and remarks submitted herein. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by

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Suman et al.

7a(2). (Applicant's Remarks): Dependent **Claims 2-4** depend directly or indirectly from Independent **Claim 1**. Applicant respectfully directs the Examiner to the summary presented in section 7g below.

7B. (Examiner's Position): Regarding **Claim 5**, Suman further teaches determining a location of the vehicle by using at least one RF beacon located at a distance from the vehicle (as illustrated in figs. 1a-3; col. 11, 8-13).

7b. (Applicant's Remarks): Dependent **Claim 5** depends from Independent **Claim 1**. Applicant respectfully directs the Examiner to the summary presented in section 7g below.

7C. (Examiner's Position): Regarding **Claim 6**, Suman further teaches determining the vehicle is parked at an indoor location (Suman teaches garage door opener for the "indoor" approach-fig. 9) and GPS technology to determine the location of the vehicle when parked at an outdoor location (e.g., parked at an airport; col. 18, lines 5-28).

7c. (Applicant's Remarks): Dependent **Claim 6** depends from Independent **Claim 1**. Applicant respectfully directs the Examiner to the summary presented in section 7g below.

7D. (Examiner's Position): Regarding **Claim 7**, Suman's telematics applications include at least one of security control and protection to prevent car theft (col. 39, lines 49-67).

7d. (Applicant's Remarks): Dependent **Claim 7** depends from Independent **Claim 1**. Applicant respectfully directs the Examiner to the summary presented in section 7g below.

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7E. (Examiner's Position): Regarding **Claim 8**, Suman further teaches at least [one of obtaining access through gate (transmission of RF signals to open garage doors, access gates .. ; col. 55, lines 19-36).

7e. (Applicant's Remarks): Dependent **Claim 8** depends from Independent **Claim 1**. Applicant respectfully directs the Examiner to the summary presented in section 7g below.

7F. (Examiner's Position): Regarding **Claims 11 and 12**, Suman's teaching includes theft prevention, tracking (using GPS) the location of the vehicle, and broadcast of vehicle 10 in an emergency situation to notify another party (police) of the situation (col. 13, line 45-col. 14, line 10).

7f. (Applicant's Remarks): Dependent **Claims 11 and 12** each depend from Independent **Claim 1**. Applicant respectfully directs the Examiner to the summary presented in section 7g below.

7g. (Applicant's Summary): Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al. has been overcome by the amendment and remarks submitted in section 7a(1) above. It necessarily follows that due to their dependency from Independent **Claim 1**, Dependent **Claims 2-8, 11, and 12** are also nonobvious in view of Suman et al. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Dependent **Claims 2-8, 11, and 12** under pre-AIA 35 U.S.C. 102(b) as being anticipated by Suman et al.

Claim Rejections*-35 *USC § 103

8. The following is a quotation of pre-AIA 35 U.S.C. 103(a) which forms the basis for all

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obviousness rejections set forth in this Office action:

> (a) Apatent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived 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 pre-AIA 35 U.S.C. 103(a) 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.

8A. (Examiner's Position): The Examiner rejected **Claims 9, 10, and 13** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to **Claim 1**, directly or indirectly, and further in view of U.S. Pat. No. 5485520 A to Chaum et al ("Chaum").

As discussed above, Suman teaches all of the base limitations of **Claims 9, 10 and 13** except for the initiation of electronic payment for parking, tolls (abstract; summary; fig. 1; col, 6, line 65-co-. 7, line 65).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including initiation of electronic payment as evidenced by Chaum in order to enhance telematics operations.

8a. (Applicant's Remarks): Dependent **Claims 9, 10 and 13** each depend directly from Independent **Claim 1**.

Applicant earnestly believes the rejection of Independent **Claim 1** under pre-AIA 35

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U.S.C. 102(b) as being anticipated by Suman et al. has been overcome by the amendment and remarks submitted in section 7a(1) above. It necessarily follows that due to their dependency from Independent **Claim 1**, Dependent **Claims 9, 10, and 13** are also nonobvious in view of Suman et al. and Chaum. Applicant respectfully requests the Examiner reconsider and withdraw the rejection of Dependent **Claims 9, 10, and 13** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman as applied to **Claim 1**, directly or indirectly, and further in view of Chaum et al.

9A. (Examiner's Position): The Examiner rejected **Claims 14-16** under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to **Claim 1** above, and further in view of U.S. Pat. Application Publication No. 2013/0113936 A1 to Cohen et al. ("Cohen").

As discussed above, Suman teaches all of the base limitations of **Claim 16** except for the precise determination of parked vehicle, navigation information on a graphical display device.

However, Cohen teaches, in an analogous art of vehicle telematics information, precise determination of parked vehicle, navigation information (instructions) on a graphical display device (Paragraphs 0002, 0023, 0025, 0128).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including determination of precise parking location and navigation information on a graphical display device as evidenced by Cohen in order enhance efficiency of the telematics application.

9a. (Applicant's Remarks): Dependent **Claims 14-16** depend directly or indirectly from Independent **Claim 1**.

Applicant respectfully notes, U.S. Pat. Application Publication No. 2013/0113936 A1 to Cohen et al. has a priority date that is AFTER the filing date of the instant application, excluding any considerations to the claim of priority of the subject application.

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Cohen et al. has a priority date of the PCT of May 8, 2011, which claims the benefit of Provisional Patent Application No. 61/332,822, which has a filing date of May 10, 2010. Applicant respectfully claims priority to Non-Provisional Patent Application 11/396,843 filed on April 3, 2006 that claim the benefit of US Provisional application No. 60/670,097 filed on April 12, 2005. The claim of priority of the subject application is significantly prior to Cohen. Applicant additionally Suggests the Examiner review the Provisional Patent Application of Cohen for proper support and disclosure.

Applicant earnestly believes that Cohen, et al. is an improper reference. Applicant respectfully requests the Examiner reconsider and withdraw Cohen et al. as a reference.

Conclusions

Applicant respectfully solicits an Examiner's Interview prior to the Examination of the Application in view of this response to the subject Office Action. Applicant respectfully requests the Examiner contact the Applicant's Representative in accordance with the contact information provided below to arrange a date and time for the Examiner's Interview.

Claims 1-16 are pending in the application. Independent **Claim 1 and** Dependent **Claim 7** were amended herein. Applicant is requesting the Examiner reconsider the subject rejections.

The Subject Non-Final Office Action was mailed on June 02, 2014. The Examiner established a shortened statutory period of THREE (3) MONTH from the date of mailing of the Non-Final Office Action. Applicant has responded on or before the effective Three (3) MONTH anniversary of Monday, September 08, 2014. Therefore, Applicant believes the response is considered to be timely submitted.

Sixteen (16) total claims, including One (1) Independent claim remain pending in this application. Applicant has previously paid for Twenty (20) total claims and three (3) Independent claims. Therefore Applicant believes the claim fee is current and no excess claims fees are due resulting from this amendment.

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An Annotated Specification is submitted herein and identified in the top margin accordingly.

A Substitute Specification is submitted herein and identified in the top margin accordingly.

Applicant earnestly believes the response is complete.

Applicant earnestly believes that no new matter has been introduced.

Should the Examiner consider necessary or desirable any formal changes anywhere in the specification, claims, and/or drawings, then it is respectfully asked that such changes be made by Examiner's Amendment, if the Examiner feels this would facilitate passage of the case to issuance. Applicant respectfully solicits a telephone call at 561-716-3915 from the Examiner to discuss any considerations.

Respectfully submitted,
Allen D. Hertz
(Member of Customer No. 31877)

By _____
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Attachments:
Annotated Specification (22 Pages)
Substitute Specification (22 Pages)

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~~Vehicle wireless~~

System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User

Cross Reference to Related Applications:

[0001] This US Non-Provisional Patent Application is a Continuation-In-Part, which claims the benefit of US Non-Provisional Patent Application 11/396,843 filed on April 3, 2006 (now Issued US Patent No. 7,899,583 on March 01, 2011) that claim the benefit of US Provisional application No. 60/670,097 filed on April 12, 2005.

Field of the Invention:

[0002] This invention is directed generally to the field of "location based navigation" and, more particularly, to such method to be used in car wireless and Mobile phone telematics application such as detecting and navigating to the exact location where ~~we~~ someone parks ~~our~~ their car either indoors and outdoors – return2parking method and allow a car reference identification (ID) or Vehicle Identification Number (VIN) to be broadcast wirelessly for telematics applications.

BACKGROUND OF THE INVENTION

[0003] Introduction to location based services (LPS):

[0004] Location based services are rapidly expanding. Outdoor location technologies are mainly based on Global Positioning System (GPS) technologies. GPS does not perform properly

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indoors, and even outdoor the accuracy is still at more than 100-300 feet, not accurate to a car exact space but to an area, such low accuracy can point to more than 50 cars... not quite accurate and again the GPS based solutions ~~are~~ do not work~~ing~~ indoors.

[0005] The need for a system, such as ~~ours~~ the disclosed invention, arises from various market segments and applications. One example in the market is the "Car Navigator" That uses integrated positioning and navigation systems based on GPS receivers as the primary positioning technology. Subsequent to the events of September 11th. The Federal government mandated that GPS capability be ~~built in to~~included in all cellular phones.

[0006] However, the fact that uninterrupted satellite reception is not possible in many situations is a major limitation of GPS based systems. Densely populated areas and radio-frequency-signal shadowed locations, such as urban centers (a.k.a. "urban canyons") parking garage, generally do not allow proper operation of GPS, yet it is in these locations ~~that~~ where the need is greatest.

[0007] There is a clear need for a cost effective system that maintains performance and accuracy indoors, in urban canyons, ~~and~~ in parking garages, and in city centers, like finding where ~~we~~ someone parked ~~our~~ their car.

[0008] Another important issue is that GPS itself is susceptible to jamming and other man-made interferences.

[0009] Description of the Global Positioning System (GPS) System:

[0010] The Global Positioning System (GPS) is a satellite-based navigation and time transfer system developed by the U.S. Department of Defence. GPS serves marine, airborne and terrestrial users, both military and civilian. Specifically, GPS includes the Standard Positioning Service (SPS) that provides civilian users with 100 meter accuracy as to the location or position of the user. It also serves military users with the Precise Positioning Service that provides 20 meter accuracy for the user. Both of these services are available worldwide with no requirement for any local equipment.

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[0011] View of GPS limitations:

[0012] A first~~First~~ limitation of GPS is that upon activation the GPS receiver scans for signals from the GPS satellites. The unit must locate and receive signals from at least four satellites to be able to determine its location. This process of locating the satellites, receiving the data and achieving a position fix can take several minutes. This delay is problematic for many GPS applications.

[0013] A second~~Second~~ limitation of GPS is that the receiver needs a clear view of the sky to successfully receive signals from the satellites, again under unfriendly RF conditions such as inside buildings, ~~or~~ in "urban canyons", inside parking garage, or in the shadows of high buildings, the GPS suffers from multi-path effects and therefore shows poor performance, or none at all.

[0014] ~~Third~~ A third Limitation – limited accuracy: There is a problem of limited accuracy of the civilian GPS signal. While knowing your position to within 50 to 200 feet anywhere on the planet is a major technological feat, it is still not accurate enough, to locate and navigate to an empty parking space, where each space measures about 10 feet, and most parking garages are located where the GPS cannot work effectively moreover as explain before there is a need for an application to find in accurate and simple way where ~~we~~ someone parked ~~our~~ their car.

[0015] Existing navigation systems, such as in-car navigation systems and new mandatory GPS equipped cellular phones, are based on GPS and have the aforementioned limitations.

[0016] Another significant factor adding to the limitations of the GPS based systems is the important role of map production; normally a driver, requires a map to be as detailed and as up-to-date as possible. The existing maps used by the GPS based systems provide limited detail and are not able to reflect changes on a real time basis. The recent introduction of imagery services, such as Google Earth (TM) and its competitors that are offered as an enhancement to GPS at a fee still provide out of date information, with the unsatisfactory result that users encounter road changes and area development not shown on the maps and imagery.

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[0017] In this modern age when urban development is exploding, the lack of details and updates of the topographic maps and satellite images is critical; additionally and importantly, indoor location maps and indoor parking garage map are not available for the GPS navigation systems.

[0018] The basic aspect of ~~our~~ the present innovation is to ~~make~~ utilize the vehicle ID and allow scanning ~~it~~ for the vehicle ID for telematics application like return2parking, security, and have possibly great effect in term of protection from thieves.

[0019] ~~Our~~ The disclosed system and method will allow use of the car's own VIN number

[0020] To be broadcast as additional theft solution.

[0021] Car theft is common in most major cities in North America. Despite a hiatus in the 90s, the number of cars stolen has skyrocketed in the past decade. Close to 1.2 million cars were stolen in North America last year. That is nearly one car every 20 seconds. Car theft is not an innocuous problem; it is a billion dollar industry. Besides hurting the individual, it results in excess insurance premiums and takes time away from law enforcement.

[0022] There is no device that is 100 per cent anti-car-theft, but experts indicate that use of any type of mechanism will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices.

[0023] For the past 30 years, there have been many attempts made to develop the ultimate anti-theft car device. Many devices have come and gone and the latest anti-car-theft device is VIN etching. A VIN or Vehicle Identification Number has been placed on automobiles for more than 40 years. In most cases, the VIN is etched onto the dashboard metal plate near the steering wheel. Some manufacturers place the VIN on other parts of the car. Whenever a vehicle is reported stolen, the police broadcast this number to the FBI's central computers where it is on a database. The first thing police always do when a stolen car is recovered is check the VIN number.

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[0024] The practice of etching VIN numbers on~~-~~to many parts of the car including the windows and windshield has recently become very popular. Many security experts believe that this is a foolproof anti-theft mechanism. Because the VIN is obvious on the windows, the criminals have to replace the windows before they can sell the car.

[0025] In the old days, the thieves simply erased or switched the VIN number tags from the dashboard. However, when the VIN is etched on to the windows, all the windows require replacement and this can become expensive. While removing and replacing car windows is relatively simple, it certainly is not cost effective for the crook. Once the VIN is etched onto each window of the car, it acts like a fingerprint. Law enforcement can rapidly access your VIN number and check it with the national data bank to determine if the car is stolen.

[0026] While some thieves do avoid cars with etched VIN on the windows, this is not a golden rule. Many cars are stolen by teenagers simply out for a joyride and VIN etching on the windows is not a deterrent. However, there is ample data from law enforcement and insurance companies that cars etched with VIN on the windows have a low probability of getting stolen. The VIN etching system has led to other benefits; many auto dealers now regularly mark all their products to prevent theft.

[0027] Despite this new innovation, one has to remember that if a thief wants to steal your car, he or she will find a way no matter what security system you have. But in general, thieves usually target easy to pick cars. So the onus is on to you to make it slightly more difficult for the thief. The majority of cars get stolen because the owner of the car is simply careless. Leaving the keys in the car or leaving the windows open is an invitation to thieves. No amount of car theft protection is a solution for stupidity and, unfortunately, there is no cure for being foolish either. However, with ~~our~~ the proposed solution, ~~you~~ the vehicle owner may win in the end.

[0028] ~~We~~ The present invention takes that solution a step ~~ahead~~ forward and ~~make~~ utilizes the car digital ID, meaning assigning the car an ID or use the current car ID, the Vehicle Identification Number (VIN)~~identification number~~, the same number that is assigned physically to the car from manufacture as a car ID and allow it to be broadcast digitally and wirelessly.

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[0029] To explain ~~our~~ the proposed solution it easy to compare the car license plate as an Internet Protocol (IP) address~~,~~ , ~~you~~ One can think of an IP Address like a vehicle's license plate. Every vehicle driving on the road has a license plate which is registered to the local DMV. The license plate is kind of like the car's identification card, which allows someone (usually a ~~cop~~law enforcement officer) to run the plate and find out all kinds of information about the owner of the vehicle in which the license plate is registered to. An IP Address works the same way. Every computer surfing the web has to have some type of identifying IP Address, whether it be an IP assigned to the actual computer, the router the computer is connected to, or the proxy server the computer is connecting with. This address is what identifies a computer on the web as a license plate is what identifies a vehicle on the road.

[0030] A Media Access Control (MAC) Address on the other hand is the physical address of the Network Interface Cards (NIC) in a computer (equivocal to a serial number). On broadcast networks, such as Ethernet, the MAC address uniquely identifies each node (workstation/computer) for specific packet delivery. A NIC's MAC address would be analogous to a vehicle's VIN number for use in this application. The MAC address identifies the physical networking hardware in an manner which is similar to the way a vehicle's VIN identifies a specific vehicle.

[0031] These analogies are to help one understand that a dynamic IP Address can change just like a vehicle's license plate number can be changed. Conversely, a MAC Address cannot be changed just like a vehicle's VIN cannot be changed.

[0032] Application:

[0033] In general, ~~our~~ the disclosed system is based on method to assign the car ID (again it can be the same as the car VIN number or other assign name and ID) it can be assign by the car manufacture as built-in the car or as an add-on assign by the car owner and allow the ID to be broadcast wirelessly for telematics applications.

[0034] ~~We~~ The present invention focuses ~~have focused~~ on a solution that can work outdoors as well as indoors without the need for GPS that, as described before, has ~~have~~ the limitations in term of indoors and the accuracy needed to find the exact location of the car, either indoors~~,~~ , in a

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parking garage or just have the ability to use the broadcast ID for additional theft protection, tracking capabilities allow use the ID for secure access when need precise ID of the car and not only a remote clicker that can be transfer between cars or "car pass" to allow toll or access road as well as security and marketing or easy statistically information.

[0035] Examples of indoor applications:

[0036] The application can be for the car owner benefit as well for municipals or police.

[0037] The user may wish to locate where he parked his car outdoors, ~~or~~ indoors, in a garage, or in the street.

[0038] The user may wish to use his car ID as replacement or add-on for payment such as toll roads, pay to park or at the gas station using his car ID wirelessly as a payment trigger mechanism.

[0039] The user may be looking to access a designated area that requires a specific ID , or an area needed to open a gate using a remote, instead of the remote he can use his car ID for such access.

[0040] Police can now scan and search for car from remote area and scan the area for the car instead of going one by one to verify licence. ~~Plate~~plate.

[0041] The car owner or authorities can use the broadcast ID to scan for stolen cars.

[0042] Such system can serve as add-on to the car alarming and may be the ideal solution to lower car theft.

[0043] It may be ideal solution as add on with additional sensor to trigger broadcasting from the car when needed like in emergency.

[0044] Or again, the car owner may just wish to locate his car and answer to the most demanding dilemma of any driver, "Where did I park my car?"

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[0045] By using and modifying existing technology, ~~our~~ the disclosed system will integrate easily with other transportation and communication systems.

[0046] Reference to prior ~~arts~~art:

[0047] Parking:

[0048] Despite the problems encountered by vehicle operators at parking facilities, most existing parking monitoring systems focus on collecting information for management. Some prior art systems employ sensors at entrances and exits to parking facilities or sections of such facilities (See U.S. Pat. No. 3,130,298 to Schwarz). These sensors trigger a counter to determine the number of cars in the monitored area by subtracting the number of cars leaving the area from those that have entered. At least one of these monitoring systems also engages a timer to determine the aggregate usage time of the facility by summing the total time from the entry of the cars to their departure (See U.S. Pat. No. 3,867,615 to Sioufi). These systems profess to be useful in monitoring the usage of the parking facility.

[0049] ~~Prior Art curbside~~ Curbside parking monitoring systems have been coupled with centralized signals which indicate general areas where drivers may find a curbside parking space (~~See~~ see U.S. Pat. Nos. 3,114,128 and 3,166,732 to Ljungman). Upon sensing that a space adjacent a parking meter is vacant, the system signals drivers from a signpost at an intersection of the city block along which the parking space is vacant. The signal appears in a binary yes or no stating that one or more parking spaces are available in the adjacent block-long area. However, because the driver seeing a parking available signal is not advised of the number and specific location of parking spaces that are available in that block, the vehicle operator may proceed to the indicated location to find that a single available space has already been occupied or that the space will not accommodate his vehicle. In either situation, the binary availability signal may lead the vehicle operator on a fruitless quest.

[0050] Another monitoring system for a parking facility compares the number of cars within a designated area (determined by counting cars entering minus cars departing the area) with the number of spaces within that area. When the net number of cars equals the number of spaces, the system registers that the area is completely full and signals drivers to proceed to the next area

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(~~See~~ see U.S. Pat. No.3,158,836 to McCauley). Unfortunately, such systems again only yield a binary yes or no signal to the drivers. Even if an area contains only one available space, even if the space is obstructed, will not accommodate the driver's car, or is otherwise undesirable, a driver still will be lead to that area.

[0051] These ~~prior art~~known systems are of only limited help to vehicle operators and do not resolve many concerns associated with parking an automobile.

[0052] U.S. Pat. No. 5,293,163 to Kakihara, et al., entitled, "Navigation Apparatus for Vehicles", describes a system for finding garages or other parking facilities with available parking spaces. It provides for the display of available parking information in map format. This vehicle navigational system patent does not address the problem of locating available on-street parking. Instead, it addresses the problem of locating parking lots with available spaces. Parking lots in congested city areas are not very cost effective, and they may not be in close proximity to the driver's destination. The patent does not direct drivers directly to an available metered space, a less expensive alternative, but simply to a large parking lot where they will have to search for an available space. In addition, the Kakihara map display only directs the driver as far as a parking facility. The driver still must navigate around the parking facility to locate an available space.

[0053] U.S. Pat. No. 5,432,508 to Jackson, entitled, "Technique for Facilitating and Monitoring Vehicle Parking", describes a scheme for finding available parking spaces in garages and other parking facilities. It provides for the display of available parking information at the entrance of a garage and makes a provision for a light source to be mounted above a parking space to indicate its availability. Remote access to the data is provided by a dial-up telecommunication interface. Because the technique described operates over a wire line medium, it does not lend itself to being easily deployed in a wide area. Also, because parking information is never provided to any device within a vehicle, drivers still need to navigate through a garage to locate available spaces.

[0054] Parking meters with sensors, parking meters with transmitters, and navigational equipment receiving and displaying external information are well known in the art. U.S. Pat. No.

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5,442,348 entitled, "Computerized Parking Meter", for example, describes a parking meter utilizing an ultrasonic transducer to detect when a car is occupying a parking space. Similarly, U.S. Pat. No. 5,454,461, entitled, "Electronic Parking Meter and System", describes a parking meter utilizing a sonar transducer for parked vehicle detection and radio means for receiving billing information.

[0055] Accurate Navigation

[0056] U.S. Pat. No. 5,504,482 to Schreder describes an automobile equipped with an inertial and satellite navigation system as well as a local area digitized street map. The main use of this patent is for route guidance in the presence of traffic jams, etc. Schreder describes how information as to the state of the traffic on a highway can be transmitted and utilized by a properly equipped vehicle to change the route the driver would take in going to his destination. Schreder does not disclose sub-meter vehicle location accuracy determination

[0057] Vehicle Location

[0058] U.S. Pat. No. 5,272,483 to Kato describes an automobile navigation system. This invention attempts to correct for the inaccuracies in the GPS system through the use of an inertial guidance, geomagnetic sensor, or vehicle crank shaft speed sensor. However, it is unclear as to whether the second position system is actually more accurate than the GPS system. This combined system, however, cannot be used for sub-meter positioning of an automobile.

[0059] U.S. Pat. No. 5,383,127 to Shibata uses map matching algorithms to correct for errors in the GPS navigational system to provide a more accurate indication of where the vehicle is or, in particular, on what road the vehicle is. This procedure does not give sub-meter accuracy. Its main purpose is for navigation and, in particular, in determining the road on which the vehicle is ~~travelingtravelling~~.

[0060] U.S. Pat. No. 5,416,712 to Geier, et al. relates generally to navigation systems and more specifically to global positioning systems that use dead reckoning apparatus to fill in as backup during periods of GPS shadowing such as occur amongst obstacles, e.g., tall buildings in large cities. This patent shows a method of optimally combining the information available from

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GPS even when less than 3 or 4 satellites are available with information from a low-cost, inertial gyro, having errors that range from 1-5%. This patent provides an excellent analysis of how to use a modified Kalman filter to optimally use the available information.

[0061] U.S. Pat. No. 5,606,506 to Kyrtsos provides a good background of the GPS satellite system. It discloses a method for improving the accuracy of the GPS system using an inertial guidance system. This is based on the fact that the GPS signals used by Kyrtsos do not contain a differential correction and the selective access feature is on locating a vacant parking space is an ordeal that causes frustration for many commuters. Even if a commuter pays to enter a parking lot, valuable time is consumed searching for a parking space within the parking lot. It seems that parking lots that service hospitals, airports, mass transit stations, entertainment forums, shopping malls and the like are always the most crowded, when time is the most crucial. As urban and suburban regions become more populated, finding a vacant parking space will become increasingly difficult for commuters.

[0062] U.S. Pat. No. 5,910,782 to Schmitt et al. ('782 patent) discloses a system for finding available on-street parking using an on-board vehicle navigation system and parking meters equipped with sensing devices. According to the '782 patent, real time metered parking space information can be accessed from a central location or directly by a vehicle, upon entering a specific geographic area.

[0063] U.S. Pat. No. 5,940,481 to Zeitman ('481 patent) discloses a parking management control system used to report parking, monitor parking and reserve parking spaces. According to the '481 patent, a user reports parking in a particular parking facility to a central control unit using a personal non-dedicated mobile communications device. The central control unit then confirms whether parking in the particular parking facility is authorized or not. The central control unit also generates a report indicating which parking facilities are supposed to be vacant for law enforcement officials so that unauthorized parking can be ticketed. The '481 patent also discloses that a user can reserve a desired parking facility by selecting a desired parking facility from a map provided from the central control unit. If a potential user, other than the registered user, communicates a request to park in the reserved parking facility, the control unit transmits a

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response to the potential user indicating that the parking facility is reserved and not authorized for use.

[0064] Patent Application 2008/0071882 VIN number obtaining method by ~~general~~ General Motors, Corporation ~~C~~c/o Reising Ethington Barnes Kisselle, an electronic VIN request is generated at the vehicle through a vehicle user interface, such as a visual display, a microphone, a speaker, a keypad, or an electronic control or button. According to another embodiment, the electronic VIN request is generated at an entity, such as a remote call center, that is remotely located from the vehicle. In either case, the electronic VIN request causes the vehicle hardware to query one or more vehicle electronic module(s) for electronic VIN(s) stored therein, so that output related to the electronic VIN(s) can be provided.

[0065] The VIN ID is generate and send to a call center via internet or communication method where the ID need to be sent via communication device to a call center data base the car device needed vehicle electronic module includes at least one module selected from the group consisting of: an instrument cluster module, a body control module, an engine control module, and a power train control module clearly a complete deferent system and method from ~~our~~ the disclosed innovation where ~~we~~ the invention uses a Wi-Fi or Bluetooth tag/beacon with an assigned ID to become the car ID and allows it to be broadcast , ~~not~~ without using the ~~I~~internet, ~~or~~ cellular technology, ~~or~~ web based communication, or any two-way communication at all, ~~As~~ as ~~our~~ the associated tag/beacon will be scanned for ID only and there is no exchange of communication like describe on the patent application above.

[0066] A ~~Iphone and other~~ smart phone application to help find your parked car – most are based on GPS and as describe above are not effective indoors and the low accuracy of the GPS (over 50 m) making it not practical for precise finding.

[0067] Other applications utilize the smart phone camera with somehow primitive way to record the location where ~~you~~ one parks their car or to have an SMS message deliver with information about the location, such solution are not ways to exactly navigate the user to the car but provide more information to assist the user to find ~~his~~ their parked car.

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[0068] RFID ~~locStor~~ locators are ~~Rfid~~ RFID based device and not Wi-Fi or Bluetooth and such communication method ~~Rfid~~ RFID ~~have~~ has a very limit range and the signal is blocked by cars and people.

[0069] Lojack(TM) tracking systems are theft recovery system for locating stolen vehicles only and not providing the car owner the user ability to find his parking car or other telematics applications.

[0070] On-Sstar(TM) vehicle communication system provides remote vehicle diagnostics and emergency assistant and are based on cellular communication ~~na~~ and does ~~dose~~ not offer the user other telematics application like return2parking.

[0071] Wireless ~~rf~~RFID- auto-finder are keychain device and a battery powered device mount in the car it transfer data between the receiver and the finder device and using a tone-audio generation inside the finder to point to the direction of the parked car, have limit range and are not ~~be~~ used with the user's mobile phone like ~~our~~ the disclosed innovation and are not set to be built in the car and also are not set to broadcast the vehicle ID for other telematics applications.

[0072] At the present time, however, no prior art device utilizes the capabilities to assign and broadcast the car ID or the VIN number in such method over wireless directly to the car owner mobile phone without using the Internet, ~~or~~ cellular technology, ~~or~~ GPS, or any other two-way communication~~,~~, ~~the~~ The car wireless device are autonomous and can be a Wi-Fi or long range Bluetooth with over 1000 m range.

[0073] ~~Our~~ The disclosed system automatically detects a signal directly from the autonomous beacon/tag built-in the car or add on to it, no real communication needed as the beacon in the car behave as it mentioned, as a beacon, meaning the system only broadcasts ~~only~~ an ID. Other systems must have bandwidth or other communication method available, over which to send a request to a central system, call center or to a database, and then must wait for a response. This takes time!

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[0074] Even if the other systems have bandwidth, they still based on the existing search concept where there is need submits a query, searches and waits for the response. All are impractical while driving and when one needs a fast response. ~~Our~~ The disclosed method provides the information automatically, without submitting any query, and the response is as fast as needed.

[0075] Again, most of the existing ~~prior arts~~known art ~~are~~ relies upon~~based~~ either on a GPS based system or the existing car navigator, that also depends on a GPS, ~~too, And~~ Additionally, the existing mapping that these systems use has the same limitations described previously and is impractical.

[0076] Location technologies:

[0077] Various technologies are used for wireless indoor location. These may be classified in two aspects:

[0078] The algorithm - i.e. the method of location used.

[0079] The physical layer – i.e. the wireless technology used to communicate with the mobile device.

[0080] Location methods:

[0081] The methods typically used in indoor location are "borrowed" from the outdoor GPS location methods inventory. Specifically, four types of methods are used indoor:

[0082] Proximity Detection (PD), Received Signal Strength (RSSI), Time of ~~arrival~~ Arrival (TOA), and Angle of Arrival (AOA).

[0083] Proximity Detection (PD):

[0084] This method relies upon a dense grid of antennas, each having a well-known position. When a mobile is detected by a single antenna, it is considered to be collocated with it. When more than one antenna detects the mobile, it is considered to be collocated with the one that receives the strongest signal. This method is relatively simple to implement. It can be

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implemented over different types of physical media. In particular, IR and RFID are based on this method.

[0085] Triangulation:

[0086] Triangulation takes PD a step further, in the sense that it is based on measuring the signal level measurements from each antenna (possibly by using a triangulation mechanism), with respect to each mobile device. Following that, mobile is located by using a triangulation algorithm.

[0087] Like the PD method, triangulation is relatively simple to implement.

[0088] Time of ~~arrival~~ Arrival (TOA):

[0089] TOA is based on triggering the mobile devices to respond, and measuring the time it takes for the response to fly back to the antenna. The elapsed time represents the distance between the two. By using distances from few antennas, a mobile's position can be triangulated. TOA is considered to be the most accurate method, because multipath effects can be filtered out. Yet, it is considerably more complex to implement, as it requires a modification to the hardware on the mobile side, as well as special modifications on the antenna side.

[0090] Angle of Arrival (AOA):

[0091] AOA is based on finding the direction of maximal signal intensity for each antenna-device pair. By finding the intersection of few such direction vectors, a mobile's position can be estimated, AOA is considerably less accurate than TOA, due to limited angular resolution and the fact that indoor much of the signal is reflected. Also, AOA antennas are more complex, as they require multi-section, highly directional antennas, and multiple RF circuitries.

[0092] WLAN (IEEE 802.11b):

[0093] This midrange wireless local networking standard, operating in the 2.4GHz ISM band, has become very popular in public hotspots and enterprise locations during the last few

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years. With a typical gross bitrates of 11 Mbps and a range of 50-100 m, IEEE 802.11b is currently the dominant local wireless networking standard.

[0094] One limitation of such systems is the fact that WLAN tags are relatively bulky and power hungry. Thus, such locators are mainly useful to locate WLAN enabled instruments, such as portable computers. Note that in WLAN, antennas are actually part of access points (APs), through which devices communicate with the access network. This is also the case with Bluetooth.

[0095] Bluetooth (IEEE 802.15):

[0096] Bluetooth is a newer wireless local networking standard that operates in the 2.4 GHz ISM band. Compared to WLAN, the gross bit rates is lower (1 Mbps) but ~~our~~ the disclosed method doesn't use data transfer at all, the new Bluetooth 4 specification allow long range of over 1000m with low power consuming and it is ideal for beacon operation. Moreover Bluetooth is a "lighter" standard, highly ubiquitous (embedded in almost all mobile phones, PDAs, PC peripherals, etc.) Bluetooth tags are small, pocketsize transceivers and they are low cost, ~~our~~ the proposed Bluetooth beacon ~~is~~ has a cost that is below $10.

[0097] Every Bluetooth or Wi-Fi device's tag has allow to assign name for unique ID/name. This ID can be used for the car ID and by broadcast the ID serve eventually for the other telematics application, by decode the VIN number into Bluetooth or Wi-Fi ID at manufacture or by the car owner providing car ID to be broadcast wirelessly.

[0098] ~~Our~~ The disclosed approach pertaining to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. ~~We~~ The disclosed system uses the Bluetooth or the Wi-Fi module naming as a key (Sequence of numbers and letters, much like a VIN number in cars) to be decode into the Bluetooth or Wi-Fi ID/name and serve as triggering mechanism for telematics applications.

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[0099] Beacon mean – Wi-Fi or Bluetooth beacon built in at the vehicle or add-on to the vehicle.

[00100] Beacon ID - the vehicle ID or the VIN number are decoded into the Wi-Fi or the Bluetooth ID.

[00101] The beacons are placed in a broadcasting mode ~~when~~ only when the ID's are broadcast allowing the ID to be transmitted without having to be connected.

[00102] The beacon can spend most of the time in a deep "sleep" mode and only in a "wakeup" mode for scanning by the user's mobile phone device or any other assigned devices.

[00103] Because there is no data transfer and the beacon is in a "sleep" mode most of the time there is a very low power ~~consuming~~ consumption from the beacon stand point and also from the user's mobile phone where ~~the~~ battery power ~~are~~ is very important.

[00104] The ID broadcast is serving as advertising presence and proximity detection car be trigger for such as keyless entry , security entry, gate remote access and very practically add on to the car theft protection.

[00105] The display method in return2parking application

[00106] The display method in return2parking application is ~~our~~ a unique way to bridge existing devices like cellular phones, and other Bluetooth or Wi-Fi devices. ~~We~~ The present invention provides ~~our~~ an overlay add-up display method over the mobile phone display as a real-time floating overlay Omni directional circular display on the car owner mobile phone.

[00107] The overlay add-up device/display works without mapping, a VOR like add-up display shows the direction to the parked car in the immediate area or use the garage or local area mapping at the background.

[00108] Automatic payments can be handled via systems. ~~Our~~ The disclosed system can be an attractive additional feature for cities that deploy ~~WI-FI~~Wi-Fi.

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[00109] In case of an emergency, or in a security situation, the system can provide authorities an ability to scan and get information about parked cars ~~from~~ remotely via a wireless system and can serve as a security add-on.

[00110] Using the system, municipalities and parking operators can manage their facilities better, compile helpful statistics and increase inventory control of the parking spaces resulting in better service and increased availability.

SUMMARY OF THE INVENTION

[00111] In accordance with the present invention, these are ~~our~~ the invention's ~~project's~~ characteristics:

[00112] According to one aspect of the invention, ~~there is provided~~ a system and method is provided for ~~use~~ using a wireless method to allow, assign, and decode a digital ID representative of a ~~the~~ Vehicle Identification (ID) or Vehicle Identification Number (VIN) ~~number~~ and allow ~~it~~ the Vehicle ID to be broadcast wirelessly to trigger and allow telematics and other applications.

[00113] According to another aspect, there is provided a method for assigning a ~~vehicle~~ Vehicle ID ~~Id~~ or encode the Vehicle Identification Number (VIN) into a Wi-Fi or Bluetooth beacon module built-in the vehicle or as add-on device and allow it to be broadcast wirelessly for telematics applications~~,~~. This method generally comprises the steps of: (a) Scan for a vehicle beacon ID or VIN number via wireless Wi-Fi or Bluetooth device (example car owner mobile phone) scanning can be done from long distance (b) ~~getting~~ receiving and decoding the car beacon ID (the car ID or the VIN ~~number~~ decoded into the beacon module (c) receiving beacon/car ID trigger telematics application; for example return 2 parking application where the car ID will allow navigation to the location where the car is parking.

[00114] According to another aspect, there is provided a method for obtain the beacon/vehicle ID without exchanging any communication between the user mobile phone or other Wi-Fi or

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Bluetooth devices and no other communication like cellular technology or Internet access needed.

[00115] According to yet another aspect there is provided a method to apply the vehicle/beacon ID as a triggering mechanism to telematics and other applications.

BRIEF DESCRIPTION OF THE DRAWINGS

[00116] A better understanding of the present invention may be obtained by reference to the accompanying drawings, which should be considered in conjunction with the detailed description, all in accordance with the present invention.

[00117] Figure 1 is an illustration of the wireless ~~vehicle~~ Vehicle ID and ~~the~~ some of the telematics and other applications that can be used by the method in accordance with the present invention.

[00118] Figure 2 is an illustration of the return 2 parking method as an application on a mobile phone in accordance with the present invention.

[00119] Figure 3 is an illustration of the mobile phone application of return 2 parking in accordance with the present invention.

[00120] Like reference numerals refer to like parts throughout the several views of the drawings.

DESCRIPTION OF THE PREFERRED EMBODIMENT

[00121] In all the figures of the drawings, sub-features and integral parts that correspond to one another bear the same reference symbol.

[00122] Referring now to the drawings in detail and first particularly to Figures 1-3 thereof.

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[00123] These figures illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method.

[00124] Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the ~~vehicle~~ Vehicle ID or VIN ~~number~~ can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130, using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where did I park my car?" dilemma.

[00125] Another application that can benefit from using the innovation method of broadcasting the vehicle ID is access control 140, knowing the vehicle VIN number wirelessly from remote (decoding) can allow the vehicle access to secure or strict area where there is a need for precise ID of the vehicle and it can serve as a replacement or add-on to a remote gate , access control, strict road access, permission access, and other security access that are deferent from a remote gate use today as it can be set using the precise ~~car~~ Vehicle ID/VIN ~~number~~ without a need for a remote and such allowing better control than the existing remote that can be moved from car to car.

[00126] Additional application that can benefit from using Vehicle ID broadcast are theft prevention 150, ~~our~~ the disclosed system and method will allow the car's own VIN ~~number~~ To be broadcast as additional theft prevention, providing a mechanism that surely will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices especially when the method describe above will allow the police easy way to scan and determine if the car is stolen, moreover there is a possibilities to add sensor to the beacons that will allow it to add notification to the broadcasting of the car ID in a case of emergency and or finding that the car is stolen.

[00127] As the car ID's are protected and secure from changing or protected by the car owner password to prevent unauthorized ability to modify the car ID.

[00128] The ability to have the car VIN ~~number~~ broadcast or scan by the authorities from remote instead of going plate by plate will easy the police and other authorities work, more over

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it can easily replace or add-on to car plate recognition with remote scanning instead of one by one. In a way ~~we~~ the disclosed method takes the physical old style VIN plate and ~~make~~ applies it to the digital era.

[00129] Going to additional application 160, the RF beacon, Wi-Fi or Bluetooth will behave as a trigger mechanism for telematics and other application that can use the decode broadcast of the car ID/VIN to exploit many telematics and other application, or application delivery of local content according to the trigger ID provide by ~~our~~ the disclosed method, the delivery of such content can be using the Internet ~~and~~ and/or cellular communication where the basic concept is to have the ability to recognize and decode the car VIN ~~number~~ for smart marketing~~,~~, secure access~~,~~, maintenance, parking, digital payments~~,~~, add-on to prevent car theft as well as to track the car without GPS or other communication.

[00130] Another application that can be benefit from the ability to know wirelessly the car ID or VIN number are application that need to track the car especially when you need more precise way to track the car especially indoor or in an area where GPS can't be provided or there is need for more accuracy than GPS accuracy.

[00131] The ability to integrate the GPS tracking and or cellular ID tracking with the additional beacons installed in the car will provide high accuracy for tracking and it can also to add additional accuracy to the car GPS navigation.

[00132] Going to explorer additional application 180, that will benefit from using the digital wireless car ID or VIN ~~number~~ as a way for secure payment in a gas station or pay for parking in a garage or in the street where the digital broadcast of the VIN ~~number~~ or the car ID can be scan and decode to provide a secure way for payments a precise and protected way.

[00133] Our method provides the ability to broadcast the car ID/VIN ~~number~~ when needed, meaning when it scan by the car owner device or other authorize devices

[00134] The wireless beacon Wi-Fi or Bluetooth in the car can be in a "sleep mode" and "wake up" only for authorize scanning request saving power from the car and from the user

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scanning device, A.K.A. mobile unit or mobile phone with RF Bluetooth or Wi-Fi device that will allow to decode and use the broadcast car ID/VIN ~~number~~.

[00135] It must be note that there is no privacy issue to know or view the car VIN ~~number~~ as anyone can access it easily by view the VIN ~~number~~ attached to the car, what ~~we~~ it is suggested in ~~our~~ the disclosed method is taking a step to the digital era and making the VIN ~~number~~ available to many usefully application for the benefit of the car owner, the public and the authorities when needed.

[00136] Referring to Fig 2; This drawing illustrate return 2 parking application a solution to the everyday dilemma of most of drivers when trying to find out where ~~we~~ one parked ~~our~~ their car, the car 100, with Bluetooth or Wi-Fi device will broadcast 110 the car ID or the VIN ~~number~~ 120 to the car owner mobile phone 200, where the mobile phone will use Wi-Fi or Bluetooth to scan 220 for the known car ID , must be note that the car owner and his mobile phone will scan only for the known car ID/VIN ~~number~~ and not to other cars ID, the long range beacon in the car will be recognize by the mobile scanning and the car where about, the car location with ability to recognize the signal strength as well the direction the bearing will calculate the distance and will be displayed on a circular overlay image 210 on the user mobile phone device and will allow navigate to the park car – return 2 parking.

[00137] Going to Fig 3; This drawing illustrates ~~is illustrate~~ the application on the mobile phone 200 with Wi-Fi or Bluetooth 220 that will scan for the park car in return 2 parking application and display the car location over a circle overlay 210 on the mobile display 230.

[00138] The above-described embodiments are merely exemplary illustrations of implementations set forth for a clear understanding of the principles of the invention. Many variations, combinations, modifications or equivalents may be substituted for elements thereof without departing from the scope of the invention. Therefore, it is intended that the invention not be limited to the particular embodiments disclosed as the best mode contemplated for carrying out this invention, but that the invention will include all the embodiments falling within the scope of the appended claims.

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System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User

Cross Reference to Related Applications:

[0001] This US Non-Provisional Patent Application is a Continuation-In-Part, which claims the benefit of US Non-Provisional Patent Application 11/396,843 filed on April 3, 2006 (now Issued US Patent No. 7,899,583 on March 01, 2011) that claim the benefit of US Provisional application No. 60/670,097 filed on April 12, 2005.

Field of the Invention:

[0002] This invention is directed generally to the field of "location based navigation" and, more particularly, to such method to be used in car wireless and Mobile phone telematics application such as detecting and navigating to the exact location where someone parks their car either indoors and outdoors – return2parking method and allow a car reference identification (ID) or Vehicle Identification Number (VIN) to be broadcast wirelessly for telematics applications.

BACKGROUND OF THE INVENTION

[0003] Introduction to location based services (LPS):

[0004] Location based services are rapidly expanding. Outdoor location technologies are mainly based on Global Positioning System (GPS) technologies. GPS does not perform properly indoors, and even outdoor the accuracy is still at more than 100-300 feet, not accurate to a car

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exact space but to an area, such low accuracy can point to more than 50 cars... not quite accurate and again the GPS based solutions do not work indoors.

[0005] The need for a system, such as the disclosed invention, arises from various market segments and applications. One example in the market is the "Car Navigator" That uses integrated positioning and navigation systems based on GPS receivers as the primary positioning technology. Subsequent to the events of September 11th. The Federal government mandated that GPS capability be included in all cellular phones.

[0006] However, the fact that uninterrupted satellite reception is not possible in many situations is a major limitation of GPS based systems. Densely populated areas and radio-frequency-signal shadowed locations, such as urban centers (a.k.a. "urban canyons") parking garage, generally do not allow proper operation of GPS, yet it is in these locations where the need is greatest.

[0007] There is a clear need for a cost effective system that maintains performance and accuracy indoors, in urban canyons, in parking garages, and in city centers, like finding where someone parked their car.

[0008] Another important issue is that GPS itself is susceptible to jamming and other man-made interferences.

[0009] Description of the Global Positioning System (GPS) System:

[0010] The Global Positioning System (GPS) is a satellite-based navigation and time transfer system developed by the U.S. Department of Defence. GPS serves marine, airborne and terrestrial users, both military and civilian. Specifically, GPS includes the Standard Positioning Service (SPS) that provides civilian users with 100 meter accuracy as to the location or position of the user. It also serves military users with the Precise Positioning Service that provides 20 meter accuracy for the user. Both of these services are available worldwide with no requirement for any local equipment.

[0011] View of GPS limitations:

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[0012] A first limitation of GPS is that upon activation the GPS receiver scans for signals from the GPS satellites. The unit must locate and receive signals from at least four satellites to be able to determine its location. This process of locating the satellites, receiving the data and achieving a position fix can take several minutes. This delay is problematic for many GPS applications.

[0013] A second limitation of GPS is that the receiver needs a clear view of the sky to successfully receive signals from the satellites, again under unfriendly RF conditions such as inside buildings, in "urban canyons", inside parking garage, or in the shadows of high buildings, the GPS suffers from multi-path effects and therefore shows poor performance, or none at all.

[0014] A third Limitation – limited accuracy: There is a problem of limited accuracy of the civilian GPS signal. While knowing your position to within 50 to 200 feet anywhere on the planet is a major technological feat, it is still not accurate enough, to locate and navigate to an empty parking space, where each space measures about 10 feet, and most parking garages are located where the GPS cannot work effectively moreover as explain before there is a need for an application to find in accurate and simple way where someone parked their car.

[0015] Existing navigation systems, such as in-car navigation systems and new mandatory GPS equipped cellular phones, are based on GPS and have the aforementioned limitations.

[0016] Another significant factor adding to the limitations of the GPS based systems is the important role of map production; normally a driver, requires a map to be as detailed and as up-to-date as possible. The existing maps used by the GPS based systems provide limited detail and are not able to reflect changes on a real time basis. The recent introduction of imagery services, such as Google Earth (TM) and its competitors that are offered as an enhancement to GPS at a fee still provide out of date information, with the unsatisfactory result that users encounter road changes and area development not shown on the maps and imagery.

[0017] In this modern age when urban development is exploding, the lack of details and updates of the topographic maps and satellite images is critical; additionally and importantly, indoor location maps and indoor parking garage map are not available for the GPS navigation systems.

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[0018] The basic aspect of the present innovation is to utilize the vehicle ID and allow scanning for the vehicle ID for telematics application like return2parking, security, and have possibly great effect in term of protection from thieves.

[0019] The disclosed system and method will allow use of the car's own VIN number

[0020] To be broadcast as additional theft solution.

[0021] Car theft is common in most major cities in North America. Despite a hiatus in the 90s, the number of cars stolen has skyrocketed in the past decade. Close to 1.2 million cars were stolen in North America last year. That is nearly one car every 20 seconds. Car theft is not an innocuous problem; it is a billion dollar industry. Besides hurting the individual, it results in excess insurance premiums and takes time away from law enforcement.

[0022] There is no device that is 100 per cent anti-car-theft, but experts indicate that use of any type of mechanism will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices.

[0023] For the past 30 years, there have been many attempts made to develop the ultimate anti-theft car device. Many devices have come and gone and the latest anti-car-theft device is VIN etching. A VIN or Vehicle Identification Number has been placed on automobiles for more than 40 years. In most cases, the VIN is etched onto the dashboard metal plate near the steering wheel. Some manufacturers place the VIN on other parts of the car. Whenever a vehicle is reported stolen, the police broadcast this number to the FBI's central computers where it is on a database. The first thing police always do when a stolen car is recovered is check the VIN number.

[0024] The practice of etching VIN numbers onto many parts of the car including the windows and windshield has recently become very popular. Many security experts believe that this is a foolproof anti-theft mechanism. Because the VIN is obvious on the windows, the criminals have to replace the windows before they can sell the car.

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[0025] In the old days, the thieves simply erased or switched the VIN number tags from the dashboard. However, when the VIN is etched on to the windows, all the windows require replacement and this can become expensive. While removing and replacing car windows is relatively simple, it certainly is not cost effective for the crook. Once the VIN is etched onto each window of the car, it acts like a fingerprint. Law enforcement can rapidly access your VIN number and check it with the national data bank to determine if the car is stolen.

[0026] While some thieves do avoid cars with etched VIN on the windows, this is not a golden rule. Many cars are stolen by teenagers simply out for a joyride and VIN etching on the windows is not a deterrent. However, there is ample data from law enforcement and insurance companies that cars etched with VIN on the windows have a low probability of getting stolen. The VIN etching system has led to other benefits; many auto dealers now regularly mark all their products to prevent theft.

[0027] Despite this new innovation, one has to remember that if a thief wants to steal your car, he or she will find a way no matter what security system you have. But in general, thieves usually target easy to pick cars. So the onus is on to you to make it slightly more difficult for the thief. The majority of cars get stolen because the owner of the car is simply careless. Leaving the keys in the car or leaving the windows open is an invitation to thieves. No amount of car theft protection is a solution for stupidity and, unfortunately, there is no cure for being foolish either. However, with the proposed solution, the vehicle owner may win in the end.

[0028] The present invention takes that solution a step forward and utilizes the car digital ID, meaning assigning the car an ID or use the current car ID, the Vehicle Identification Number (VIN), the same number that is assigned physically to the car from manufacture as a car ID and allow it to be broadcast digitally and wirelessly.

[0029] To explain the proposed solution it easy to compare the car license plate as an Internet Protocol (IP) address. One can think of an IP Address like a vehicle's license plate. Every vehicle driving on the road has a license plate which is registered to the local DMV. The license plate is kind of like the car's identification card, which allows someone (usually a law enforcement officer) to run the plate and find out all kinds of information about the owner of the

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vehicle in which the license plate is registered to. An IP Address works the same way. Every computer surfing the web has to have some type of identifying IP Address, whether it be an IP assigned to the actual computer, the router the computer is connected to, or the proxy server the computer is connecting with. This address is what identifies a computer on the web as a license plate is what identifies a vehicle on the road.

[0030] A Media Access Control (MAC) Address on the other hand is the physical address of the Network Interface Cards (NIC) in a computer (equivocal to a serial number). On broadcast networks, such as Ethernet, the MAC address uniquely identifies each node (workstation/computer) for specific packet delivery. A NIC's MAC address would be analogous to a vehicle's VIN number for use in this application. The MAC address identifies the physical networking hardware in an manner which is similar to the way a vehicle's VIN identifies a specific vehicle.

[0031] These analogies are to help one understand that a dynamic IP Address can change just like a vehicle's license plate number can be changed. Conversely, a MAC Address cannot be changed just like a vehicle's VIN cannot be changed.

[0032] Application:

[0033] In general, the disclosed system is based on method to assign the car ID (again it can be the same as the car VIN number or other assign name and ID) it can be assign by the car manufacture as built-in the car or as an add-on assign by the car owner and allow the ID to be broadcast wirelessly for telematics applications.

[0034] The present invention focuses on a solution that can work outdoors as well as indoors without the need for GPS that, as described before, has the limitations in term of indoors and the accuracy needed to find the exact location of the car, either indoors, in a parking garage or just have the ability to use the broadcast ID for additional theft protection, tracking capabilities allow use the ID for secure access when need precise ID of the car and not only a remote clicker that can be transfer between cars or "car pass" to allow toll or access road as well as security and marketing or easy statistically information.

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[0035] Examples of indoor applications:

[0036] The application can be for the car owner benefit as well for municipals or police.

[0037] The user may wish to locate where he parked his car outdoors, indoors, in a garage, or in the street.

[0038] The user may wish to use his car ID as replacement or add-on for payment such as toll roads, pay to park or at the gas station using his car ID wirelessly as a payment trigger mechanism.

[0039] The user may be looking to access a designated area that requires a specific ID , or an area needed to open a gate using a remote, instead of the remote he can use his car ID for such access.

[0040] Police can now scan and search for car from remote area and scan the area for the car instead of going one by one to verify licence plate.

[0041] The car owner or authorities can use the broadcast ID to scan for stolen cars.

[0042] Such system can serve as add-on to the car alarming and may be the ideal solution to lower car theft.

[0043] It may be ideal solution as add on with additional sensor to trigger broadcasting from the car when needed like in emergency.

[0044] Or again, the car owner may just wish to locate his car and answer to the most demanding dilemma of any driver, "Where did I park my car?"

[0045] By using and modifying existing technology, the disclosed system will integrate easily with other transportation and communication systems.

[0046] Reference to prior art:

[0047] Parking:

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[0048] Despite the problems encountered by vehicle operators at parking facilities, most existing parking monitoring systems focus on collecting information for management. Some prior art systems employ sensors at entrances and exits to parking facilities or sections of such facilities (See U.S. Pat. No. 3,130,298 to Schwarz). These sensors trigger a counter to determine the number of cars in the monitored area by subtracting the number of cars leaving the area from those that have entered. At least one of these monitoring systems also engages a timer to determine the aggregate usage time of the facility by summing the total time from the entry of the cars to their departure (See U.S. Pat. No. 3,867,615 to Sioufi). These systems profess to be useful in monitoring the usage of the parking facility.

[0049] Curbside parking monitoring systems have been coupled with centralized signals which indicate general areas where drivers may find a curbside parking space (see U.S. Pat. Nos. 3,114,128 and 3,166,732 to Ljungman). Upon sensing that a space adjacent a parking meter is vacant, the system signals drivers from a signpost at an intersection of the city block along which the parking space is vacant. The signal appears in a binary yes or no stating that one or more parking spaces are available in the adjacent block-long area. However, because the driver seeing a parking available signal is not advised of the number and specific location of parking spaces that are available in that block, the vehicle operator may proceed to the indicated location to find that a single available space has already been occupied or that the space will not accommodate his vehicle. In either situation, the binary availability signal may lead the vehicle operator on a fruitless quest.

[0050] Another monitoring system for a parking facility compares the number of cars within a designated area (determined by counting cars entering minus cars departing the area) with the number of spaces within that area. When the net number of cars equals the number of spaces, the system registers that the area is completely full and signals drivers to proceed to the next area (see U.S. Pat. No.3,158,836 to McCauley). Unfortunately, such systems again only yield a binary yes or no signal to the drivers. Even if an area contains only one available space, even if the space is obstructed, will not accommodate the driver's car, or is otherwise undesirable, a driver still will be lead to that area.

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[0051] These known systems are of only limited help to vehicle operators and do not resolve many concerns associated with parking an automobile.

[0052] U.S. Pat. No. 5,293,163 to Kakihara, et al., entitled, "Navigation Apparatus for Vehicles", describes a system for finding garages or other parking facilities with available parking spaces. It provides for the display of available parking information in map format. This vehicle navigational system patent does not address the problem of locating available on-street parking. Instead, it addresses the problem of locating parking lots with available spaces. Parking lots in congested city areas are not very cost effective, and they may not be in close proximity to the driver's destination. The patent does not direct drivers directly to an available metered space, a less expensive alternative, but simply to a large parking lot where they will have to search for an available space. In addition, the Kakihara map display only directs the driver as far as a parking facility. The driver still must navigate around the parking facility to locate an available space.

[0053] U.S. Pat. No. 5,432,508 to Jackson, entitled, "Technique for Facilitating and Monitoring Vehicle Parking", describes a scheme for finding available parking spaces in garages and other parking facilities. It provides for the display of available parking information at the entrance of a garage and makes a provision for a light source to be mounted above a parking space to indicate its availability. Remote access to the data is provided by a dial-up telecommunication interface. Because the technique described operates over a wire line medium, it does not lend itself to being easily deployed in a wide area. Also, because parking information is never provided to any device within a vehicle, drivers still need to navigate through a garage to locate available spaces.

[0054] Parking meters with sensors, parking meters with transmitters, and navigational equipment receiving and displaying external information are well known in the art. U.S. Pat. No. 5,442,348 entitled, "Computerized Parking Meter", for example, describes a parking meter utilizing an ultrasonic transducer to detect when a car is occupying a parking space. Similarly, U.S. Pat. No. 5,454,461, entitled, "Electronic Parking Meter and System", describes a parking meter utilizing a sonar transducer for parked vehicle detection and radio means for receiving billing information.

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[0055] Accurate Navigation

[0056] U.S. Pat. No. 5,504,482 to Schreder describes an automobile equipped with an inertial and satellite navigation system as well as a local area digitized street map. The main use of this patent is for route guidance in the presence of traffic jams, etc. Schreder describes how information as to the state of the traffic on a highway can be transmitted and utilized by a properly equipped vehicle to change the route the driver would take in going to his destination. Schreder does not disclose sub-meter vehicle location accuracy determination

[0057] Vehicle Location

[0058] U.S. Pat. No. 5,272,483 to Kato describes an automobile navigation system. This invention attempts to correct for the inaccuracies in the GPS system through the use of an inertial guidance, geomagnetic sensor, or vehicle crank shaft speed sensor. However, it is unclear as to whether the second position system is actually more accurate than the GPS system. This combined system, however, cannot be used for sub-meter positioning of an automobile.

[0059] U.S. Pat. No. 5,383,127 to Shibata uses map matching algorithms to correct for errors in the GPS navigational system to provide a more accurate indication of where the vehicle is or, in particular, on what road the vehicle is. This procedure does not give sub-meter accuracy. Its main purpose is for navigation and, in particular, in determining the road on which the vehicle is travelling.

[0060] U.S. Pat. No. 5,416,712 to Geier, et al. relates generally to navigation systems and more specifically to global positioning systems that use dead reckoning apparatus to fill in as backup during periods of GPS shadowing such as occur amongst obstacles, e.g., tall buildings in large cities. This patent shows a method of optimally combining the information available from GPS even when less than 3 or 4 satellites are available with information from a low-cost, inertial gyro, having errors that range from 1-5%. This patent provides an excellent analysis of how to use a modified Kalman filter to optimally use the available information.

[0061] U.S. Pat. No. 5,606,506 to Kyrtsos provides a good background of the GPS satellite system. It discloses a method for improving the accuracy of the GPS system using an inertial

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guidance system. This is based on the fact that the GPS signals used by Kyrtsos do not contain a differential correction and the selective access feature is on locating a vacant parking space is an ordeal that causes frustration for many commuters. Even if a commuter pays to enter a parking lot, valuable time is consumed searching for a parking space within the parking lot. It seems that parking lots that service hospitals, airports, mass transit stations, entertainment forums, shopping malls and the like are always the most crowded, when time is the most crucial. As urban and suburban regions become more populated, finding a vacant parking space will become increasingly difficult for commuters.

[0062] U.S. Pat. No. 5,910,782 to Schmitt et al. ('782 patent) discloses a system for finding available on-street parking using an on-board vehicle navigation system and parking meters equipped with sensing devices. According to the '782 patent, real time metered parking space information can be accessed from a central location or directly by a vehicle, upon entering a specific geographic area.

[0063] U.S. Pat. No. 5,940,481 to Zeitman ('481 patent) discloses a parking management control system used to report parking, monitor parking and reserve parking spaces. According to the '481 patent, a user reports parking in a particular parking facility to a central control unit using a personal non-dedicated mobile communications device. The central control unit then confirms whether parking in the particular parking facility is authorized or not. The central control unit also generates a report indicating which parking facilities are supposed to be vacant for law enforcement officials so that unauthorized parking can be ticketed. The '481 patent also discloses that a user can reserve a desired parking facility by selecting a desired parking facility from a map provided from the central control unit. If a potential user, other than the registered user, communicates a request to park in the reserved parking facility, the control unit transmits a response to the potential user indicating that the parking facility is reserved and not authorized for use.

[0064] Patent Application 2008/0071882 VIN number obtaining method by General Motors, Corporation c/o Reising Ethington Barnes Kisselle, an electronic VIN request is generated at the vehicle through a vehicle user interface, such as a visual display, a microphone, a speaker, a keypad, or an electronic control or button. According to another embodiment, the electronic VIN

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request is generated at an entity, such as a remote call center, that is remotely located from the vehicle. In either case, the electronic VIN request causes the vehicle hardware to query one or more vehicle electronic module(s) for electronic VIN(s) stored therein, so that output related to the electronic VIN(s) can be provided.

[0065] The VIN ID is generate and send to a call center via internet or communication method where the ID need to be sent via communication device to a call center data base the car device needed vehicle electronic module includes at least one module selected from the group consisting of: an instrument cluster module, a body control module, an engine control module, and a power train control module clearly a complete deferent system and method from the disclosed innovation where the invention uses a Wi-Fi or Bluetooth tag/beacon with an assigned ID to become the car ID and allows it to be broadcast , without using the Internet, cellular technology, web based communication, or any two-way communication at all, as the associated tag/beacon will be scanned for ID only and there is no exchange of communication like describe on the patent application above.

[0066] A smart phone application to help find your parked car – most are based on GPS and as describe above are not effective indoors and the low accuracy of the GPS (over 50 m) making it not practical for precise finding.

[0067] Other applications utilize the smart phone camera with somehow primitive way to record the location where one parks their car or to have an SMS message deliver with information about the location, such solution are not ways to exactly navigate the user to the car but provide more information to assist the user to find their parked car.

[0068] RFID locators are RFID based device and not Wi-Fi or Bluetooth and such communication method –RFID has a very limit range and the signal is blocked by cars and people.

[0069] Lojack(TM) tracking systems are theft recovery system for locating stolen vehicles only and not providing the car owner the user ability to find his parking car or other telematics applications.

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[0070] On-Star(TM) vehicle communication system provides remote vehicle diagnostics and emergency assistant and are based on cellular communication and does not offer the user other telematics application like return2parking.

[0071] Wireless RFID- auto-finder are keychain device and a battery powered device mount in the car it transfer data between the receiver and the finder device and using a tone-audio generation inside the finder to point to the direction of the parked car, have limit range and are not used with the user's mobile phone like the disclosed innovation and are not set to be built in the car and also are not set to broadcast the vehicle ID for other telematics applications.

[0072] At the present time, however, no prior art device utilizes the capabilities to assign and broadcast the car ID or the VIN number in such method over wireless directly to the car owner mobile phone without using the Internet, cellular technology, GPS, or any other two-way communication. The car wireless device are autonomous and can be a Wi-Fi or long range Bluetooth with over 1000 m range.

[0073] The disclosed system automatically detects a signal directly from the autonomous beacon/tag built-in the car or add on to it, no real communication needed as the beacon in the car behave as it mentioned, as a beacon, meaning the system only broadcasts an ID. Other systems must have bandwidth or other communication method available, over which to send a request to a central system, call center or to a database, and then must wait for a response. This takes time!

[0074] Even if the other systems have bandwidth, they still based on the existing search concept where there is need submits a query, searches and waits for the response. All are impractical while driving and when one needs a fast response. The disclosed method provides the information automatically, without submitting any query, and the response is as fast as needed.

[0075] Again, most of the existing known art relies upon either on a GPS based system or the existing car navigator, that also depends on a GPS. Additionally, the existing mapping that these systems use has the same limitations described previously and is impractical.

[0076] Location technologies:

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[0077] Various technologies are used for wireless indoor location. These may be classified in two aspects:

[0078] The algorithm - i.e. the method of location used.

[0079] The physical layer – i.e. the wireless technology used to communicate with the mobile device.

[0080] Location methods:

[0081] The methods typically used in indoor location are "borrowed" from the outdoor GPS location methods inventory. Specifically, four types of methods are used indoor:

[0082] Proximity Detection (PD), Received Signal Strength (RSSI), Time of Arrival (TOA), and Angle of Arrival (AOA).

[0083] Proximity Detection (PD):

[0084] This method relies upon a dense grid of antennas, each having a well-known position. When a mobile is detected by a single antenna, it is considered to be collocated with it. When more than one antenna detects the mobile, it is considered to be collocated with the one that receives the strongest signal. This method is relatively simple to implement. It can be implemented over different types of physical media. In particular, IR and RFID are based on this method.

[0085] Triangulation:

[0086] Triangulation takes PD a step further, in the sense that it is based on measuring the signal level measurements from each antenna (possibly by using a triangulation mechanism), with respect to each mobile device. Following that, mobile is located by using a triangulation algorithm.

[0087] Like the PD method, triangulation is relatively simple to implement.

[0088] Time of Arrival (TOA):

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[0089] TOA is based on triggering the mobile devices to respond, and measuring the time it takes for the response to fly back to the antenna. The elapsed time represents the distance between the two. By using distances from few antennas, a mobile's position can be triangulated. TOA is considered to be the most accurate method, because multipath effects can be filtered out. Yet, it is considerably more complex to implement, as it requires a modification to the hardware on the mobile side, as well as special modifications on the antenna side.

[0090] Angle of Arrival (AOA):

[0091] AOA is based on finding the direction of maximal signal intensity for each antenna-device pair. By finding the intersection of few such direction vectors, a mobile's position can be estimated, AOA is considerably less accurate than TOA, due to limited angular resolution and the fact that indoor much of the signal is reflected. Also, AOA antennas are more complex, as they require multi-section, highly directional antennas, and multiple RF circuitries.

[0092] WLAN (IEEE 802.11b):

[0093] This midrange wireless local networking standard, operating in the 2.4GHz ISM band, has become very popular in public hotspots and enterprise locations during the last few years. With a typical gross bitrates of 11 Mbps and a range of 50-100 m, IEEE 802.11b is currently the dominant local wireless networking standard.

[0094] One limitation of such systems is the fact that WLAN tags are relatively bulky and power hungry. Thus, such locators are mainly useful to locate WLAN enabled instruments, such as portable computers. Note that in WLAN, antennas are actually part of access points (APs), through which devices communicate with the access network. This is also the case with Bluetooth.

[0095] Bluetooth (IEEE 802.15):

[0096] Bluetooth is a newer wireless local networking standard that operates in the 2.4 GHz ISM band. Compared to WLAN, the gross bit rates is lower (1 Mbps) but the disclosed method doesn't use data transfer at all, the new Bluetooth 4 specification allow long range of over

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1000m with low power consuming and it is ideal for beacon operation. Moreover Bluetooth is a "lighter" standard, highly ubiquitous (embedded in almost all mobile phones, PDAs, PC peripherals, etc.) Bluetooth tags are small, pocketsize transceivers and they are low cost, the proposed Bluetooth beacon has a cost that is below $10.

[0097] Every Bluetooth or Wi-Fi device's tag has allow to assign name for unique ID/name. This ID can be used for the car ID and by broadcast the ID serve eventually for the other telematics application, by decode the VIN number into Bluetooth or Wi-Fi ID at manufacture or by the car owner providing car ID to be broadcast wirelessly.

[0098] The disclosed approach pertaining to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. The disclosed system uses the Bluetooth or the Wi-Fi module naming as a key (Sequence of numbers and letters, much like a VIN number in cars) to be decode into the Bluetooth or Wi-Fi ID/name and serve as triggering mechanism for telematics applications.

[0099] Beacon mean – Wi-Fi or Bluetooth beacon built in at the vehicle or add-on to the vehicle.

[00100] Beacon ID - the vehicle ID or the VIN number are decoded into the Wi-Fi or the Bluetooth ID.

[00101] The beacons are placed in a broadcasting mode only when the ID's are broadcast allowing the ID to be transmitted without having to be connected.

[00102] The beacon can spend most of the time in a deep "sleep" mode and only in a "wakeup" mode for scanning by the user's mobile phone device or any other assigned devices.

[00103] Because there is no data transfer and the beacon is in a "sleep" mode most of the time there is a very low power consumption from the beacon stand point and also from the user's mobile phone where battery power is very important.

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[00104] The ID broadcast is serving as advertising presence and proximity detection car be trigger for such as keyless entry , security entry, gate remote access and very practically add on to the car theft protection.

[00105] The display method in return2parking application

[00106] The display method in return2parking application is a unique way to bridge existing devices like cellular phones, and other Bluetooth or Wi-Fi devices. The present invention provides an overlay add-up display method over the mobile phone display as a real-time floating overlay Omni directional circular display on the car owner mobile phone.

[00107] The overlay add-up device/display works without mapping, a VOR like add-up display shows the direction to the parked car in the immediate area or use the garage or local area mapping at the background.

[00108] Automatic payments can be handled via systems. The disclosed system can be an attractive additional feature for cities that deploy Wi-Fi.

[00109] In case of an emergency, or in a security situation, the system can provide authorities an ability to scan and get information about parked cars remotely via a wireless system and can serve as a security add-on.

[00110] Using the system, municipalities and parking operators can manage their facilities better, compile helpful statistics and increase inventory control of the parking spaces resulting in better service and increased availability.

SUMMARY OF THE INVENTION

[00111] In accordance with the present invention, these are the invention's characteristics:

[00112] According to one aspect of the invention, a system and method is provided for using a wireless method to allow, assign, and decode a digital ID representative of a Vehicle

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Identification (ID) or Vehicle Identification Number (VIN) and allow the Vehicle ID to be broadcast wirelessly to trigger and allow telematics and other applications.

[00113] According to another aspect, there is provided a method for assigning a Vehicle ID or encode the Vehicle Identification Number (VIN) into a Wi-Fi or Bluetooth beacon module built-in the vehicle or as add-on device and allow it to be broadcast wirelessly for telematics applications. This method generally comprises the steps of: (a) Scan for a vehicle beacon ID or VIN number via wireless Wi-Fi or Bluetooth device (example car owner mobile phone) scanning can be done from long distance (b) receiving and decoding the car beacon ID (the car ID or the VIN decoded into the beacon module (c) receiving beacon/car ID trigger telematics application; for example return 2 parking application where the car ID will allow navigation to the location where the car is parking.

[00114] According to another aspect, there is provided a method for obtain the beacon/vehicle ID without exchanging any communication between the user mobile phone or other Wi-Fi or Bluetooth devices and no other communication like cellular technology or Internet access needed.

[00115] According to yet another aspect there is provided a method to apply the vehicle/beacon ID as a triggering mechanism to telematics and other applications.

BRIEF DESCRIPTION OF THE DRAWINGS

[00116] A better understanding of the present invention may be obtained by reference to the accompanying drawings, which should be considered in conjunction with the detailed description, all in accordance with the present invention.

[00117] Figure 1 is an illustration of the wireless Vehicle ID and some of the telematics and other applications that can be used by the method in accordance with the present invention.

[00118] Figure 2 is an illustration of the return 2 parking method as an application on a mobile phone in accordance with the present invention.

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[00119] Figure 3 is an illustration of the mobile phone application of return 2 parking in accordance with the present invention.

[00120] Like reference numerals refer to like parts throughout the several views of the drawings.

DESCRIPTION OF THE PREFERRED EMBODIMENT

[00121] In all the figures of the drawings, sub-features and integral parts that correspond to one another bear the same reference symbol.

[00122] Referring now to the drawings in detail and first particularly to Figures 1-3 thereof.

[00123] These figures illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method.

[00124] Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the Vehicle ID or VIN can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130, using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where did I park my car?" dilemma.

[00125] Another application that can benefit from using the innovation method of broadcasting the vehicle ID is access control 140, knowing the vehicle VIN number wirelessly from remote (decoding) can allow the vehicle access to secure or strict area where there is a need for precise ID of the vehicle and it can serve as a replacement or add-on to a remote gate , access control, strict road access, permission access, and other security access that are deferent from a remote gate use today as it can be set using the precise Vehicle ID/VIN without a need for a remote and such allowing better control than the existing remote that can be moved from car to car.

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[00126] Additional application that can benefit from using Vehicle ID broadcast are theft prevention 150, the disclosed system and method will allow the car's own VIN to be broadcast as additional theft prevention, providing a mechanism that surely will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices especially when the method describe above will allow the police easy way to scan and determine if the car is stolen, moreover there is a possibilities to add sensor to the beacons that will allow it to add notification to the broadcasting of the car ID in a case of emergency and or finding that the car is stolen.

[00127] As the car ID's are protected and secure from changing or protected by the car owner password to prevent unauthorized ability to modify the car ID.

[00128] The ability to have the car VIN broadcast or scan by the authorities from remote instead of going plate by plate will easy the police and other authorities work, more over it can easily replace or add-on to car plate recognition with remote scanning instead of one by one. In a way the disclosed method takes the physical old style VIN plate and applies it to the digital era.

[00129] Going to additional application 160, the RF beacon, Wi-Fi or Bluetooth will behave as a trigger mechanism for telematics and other application that can use the decode broadcast of the car ID/VIN to exploit many telematics and other application, or application delivery of local content according to the trigger ID provide by the disclosed method, the delivery of such content can be using the Internet and/or cellular communication where the basic concept is to have the ability to recognize and decode the car VIN for smart marketing, secure access, maintenance, parking, digital payments, add-on to prevent car theft as well as to track the car without GPS or other communication.

[00130] Another application that can be benefit from the ability to know wirelessly the car ID or VIN number are application that need to track the car especially when you need more precise way to track the car especially indoor or in an area where GPS can't be provided or there is need for more accuracy than GPS accuracy.

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[00131] The ability to integrate the GPS tracking and or cellular ID tracking with the additional beacons installed in the car will provide high accuracy for tracking and it can also to add additional accuracy to the car GPS navigation.

[00132] Going to explorer additional application 180, that will benefit from using the digital wireless car ID or VIN as a way for secure payment in a gas station or pay for parking in a garage or in the street where the digital broadcast of the VIN or the car ID can be scan and decode to provide a secure way for payments a precise and protected way.

[00133] Our method provides the ability to broadcast the car ID/VIN when needed, meaning when it scan by the car owner device or other authorize devices

[00134] The wireless beacon Wi-Fi or Bluetooth in the car can be in a "sleep mode" and "wake up" only for authorize scanning request saving power from the car and from the user scanning device, A.K.A. mobile unit or mobile phone with RF Bluetooth or Wi-Fi device that will allow to decode and use the broadcast car ID/VIN.

[00135] It must be note that there is no privacy issue to know or view the car VIN as anyone can access it easily by view the VIN attached to the car, what it is suggested in the disclosed method is taking a step to the digital era and making the VIN available to many usefully application for the benefit of the car owner, the public and the authorities when needed.

[00136] Referring to Fig 2: This drawing illustrate return 2 parking application a solution to the everyday dilemma of most of drivers when trying to find out where one parked their car, the car 100, with Bluetooth or Wi-Fi device will broadcast 110 the car ID or the VIN 120 to the car owner mobile phone 200, where the mobile phone will use Wi-Fi or Bluetooth to scan 220 for the known car ID , must be note that the car owner and his mobile phone will scan only for the known car ID/VIN and not to other cars ID, the long range beacon in the car will be recognize by the mobile scanning and the car where about, the car location with ability to recognize the signal strength as well the direction the bearing will calculate the distance and will be displayed on a circular overlay image 210 on the user mobile phone device and will allow navigate to the park car – return 2 parking.

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[00137] Going to Fig 3: This drawing illustrates the application on the mobile phone 200 with Wi-Fi or Bluetooth 220 that will scan for the park car in return 2 parking application and display the car location over a circle overlay 210 on the mobile display 230.

[00138] The above-described embodiments are merely exemplary illustrations of implementations set forth for a clear understanding of the principles of the invention. Many variations, combinations, modifications or equivalents may be substituted for elements thereof without departing from the scope of the invention. Therefore, it is intended that the invention not be limited to the particular embodiments disclosed as the best mode contemplated for carrying out this invention, but that the invention will include all the embodiments falling within the scope of the appended claims.

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Electronic Acknowledgement Receipt

EFS ID:	20080783
Application Number:	12930735
International Application Number:	
Confirmation Number:	3181
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First Named Inventor/Applicant Name:	Ehud Mendelson
Customer Number:	31877
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Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1		MEN-11-003_Mendelson_NFOA_060614_Reply_090814_Comp.pdf	751361 d0e144c58045eb8650eb942aa87a1e3c80457101	yes	70

	Multipart Description/PDF files in .zip description		
	Document Description	**Start**	**End**
	Amendment/Req. Reconsideration-After Non-Final Reject	1	5
	Drawings-only black and white line drawings	6	10
	Applicant Arguments/Remarks Made in an Amendment	11	26
	Specification	27	48
	Specification	49	70
Warnings:			
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If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371
If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office
If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.

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PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875	Application or Docket Number 12/930,735	Filing Date 01/14/2011	☐ To be Mailed

ENTITY: ☐ LARGE ☒ SMALL ☐ MICRO

APPLICATION AS FILED – PART I

FOR	(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	RATE ($)	FEE ($)
☐ BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	
☐ SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	
☐ EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	minus 20 =	*	X $ =	
INDEPENDENT CLAIMS (37 CFR 1.16(h))	minus 3 =	*	X $ =	
☐ APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is $310 ($155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			
☐ MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	

APPLICATION AS AMENDED – PART II

AMENDMENT 09/08/2014	(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	RATE ($)	ADDITIONAL FEE ($)
Total (37 CFR 1.16(i))	* 16	Minus	** 20	= 0	X $40 =	0
Independent (37 CFR 1.16(h))	* 1	Minus	***3	= 0	X $210 =	0
☐ Application Size Fee (37 CFR 1.16(s))						
☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))						
					TOTAL ADD'L FEE	0

AMENDMENT	(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	RATE ($)	ADDITIONAL FEE ($)
Total (37 CFR 1.16(i))	*	Minus	**	=	X $ =	
Independent (37 CFR 1.16(h))	*	Minus	***	=	X $ =	
☐ Application Size Fee (37 CFR 1.16(s))						
☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))						
					TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.

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The "Highest Number Previously Paid For" (Total or Independent) is the highest number found in the appropriate box in column 1.

LIE
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This collection of information is required by 37 CFR 1.16. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003

CONFIRMATION NO. 3181

31877
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

PUBLICATION NOTICE



Title: Vehicle wireless

Publication No.US-2014-0213176-A1
Publication Date:07/31/2014

NOTICE OF PUBLICATION OF APPLICATION

The above-identified application will be electronically published as a patent application publication pursuant to 37 CFR 1.211, et seq. The patent application publication number and publication date are set forth above.

The publication may be accessed through the USPTO's publically available Searchable Databases via the Internet at www.uspto.gov. The direct link to access the publication is currently http://www.uspto.gov/patft/.

The publication process established by the Office does not provide for mailing a copy of the publication to applicant. A copy of the publication may be obtained from the Office upon payment of the appropriate fee set forth in 37 CFR 1.19(a)(1). Orders for copies of patent application publications are handled by the USPTO's Office of Public Records. The Office of Public Records can be reached by telephone at (703) 308-9726 or (800) 972-6382, by facsimile at (703) 305-8759, by mail addressed to the United States Patent and Trademark Office, Office of Public Records, Alexandria, VA 22313-1450 or via the Internet.

In addition, information on the status of the application, including the mailing date of Office actions and the dates of receipt of correspondence filed in the Office, may also be accessed via the Internet through the Patent Electronic Business Center at www.uspto.gov using the public side of the Patent Application Information and Retrieval (PAIR) system. The direct link to access this status information is currently http://pair.uspto.gov/. Prior to publication, such status information is confidential and may only be obtained by applicant using the private side of PAIR.

Further assistance in electronically accessing the publication, or about PAIR, is available by calling the Patent Electronic Business Center at 1-866-217-9197.

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003	3181

31877 7590 06/06/2014

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EXAMINER	
BEAULIEU, YONEL	

ART UNIT	PAPER NUMBER
3663	

MAIL DATE	DELIVERY MODE
06/06/2014	PAPER

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.

Office Action Summary	Application No. 12/930,735	Applicant(s) MENDELSON, EHUD	
	Examiner YONEL BEAULIEU	Art Unit 3663	AIA (First Inventor to File) Status No

-- 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 _____.

☐ 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) *1-16* 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) *1-16* 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 *3/15/14* 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 *1/14/11*.

3) ☐ Interview Summary (PTO-413) Paper No(s)/Mail Date. _____ .

4) ☐ Other: _____.

The present application is being examined under the pre-AIA first to invent provisions.

Specification

The disclosure is objected to because of the following informalities: please update the current status of the parent file, namely, U.S. Pat. Appl. 11/396843. Appropriate correction is required.

Claim Objections

Claim 7 is objected to because of the following informalities: “Gas” (line 13) should be - -gas- -. Appropriate correction is required.

The use of the trademark “Bluetooth” (claim 1 at least) has been noted in this application. It should be capitalized wherever it appears and be accompanied by the generic terminology.

Although the use of trademarks is permissible in patent applications, the proprietary nature of the marks should be respected and every effort made to prevent their use in any manner which might adversely affect their validity as trademarks.

Claim Rejections - 35 USC § 112

Claim 1 is rejected under 35 U.S.C. 112(b) or 35 U.S.C. 112 (pre-AIA), second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which the inventor or a joint inventor, or for pre-AIA the applicant regards as the invention.

In claim 1, “other local base services applications” (bridging last two lines) is indefinite. What specifically are those applications?

(claims linked to claim 1 are necessarily rejected.)

Claim Rejections - 35 USC § 101

35 U.S.C. 101 reads as follows:

> Whoever invents or discovers any new and useful process, machine, manufacture, or composition of matter, or any new and useful improvement thereof, may obtain a patent therefor, subject to the conditions and requirements of this title.

Claim 1 is rejected under 35 U.S.C. 101 because the claimed invention is directed to non-statutory subject matter.

The steps of claim 1 are not carried out by a machine (computer, microprocessor,,,) and therefore construed as a mental process which is non-statutory.

(claims dependent on claim 1 are necessarily rejected.)

Claim Rejections - 35 USC § 102

The following is a quotation of the appropriate paragraphs of pre-AIA 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 –
>
> (b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

Claims 1 – 8, 11, and 12 are rejected under pre-AIA 35 U.S.C. 102(b) as being anticipated by U.S. Patent No. 6028537 A to Suman et al (“Suman”).

Regarding claims 1 - 4, Suman teaches a method utilizing a personally assigned vehicle identification reference or manufacturer's assigned VIN as a reference for obtaining information comprising encoding one of a vehicle identification (ID) reference or a vehicle identification number (VIN) into an integrated RF beacon (summary, col. 7, lines 41 – 59) – the beacon utilizing one of a long range Bluetooth™ and Wi-Fi, broadcasting the vehicle ID or VIN (col. 26, lines 38 – 51), decoding the ID or the VIN by an authorized wireless scanning device (col. 40, lines 1 – 15), and utilizing the decoded one of the ID or VIN to initiate telematics and other local based services applications (col. 26, line 52 – col. 27, line 3; col. 39, line 37 – col. 40, line 35).

Regarding claim 5, Suman further teaches determining a location of the vehicle by using at least one RF beacon located at a distance from the vehicle (as illustrated in figs. 1a – 3; col. 11, 8 - 13).

Regarding claim 6, Suman further teaches determining the vehicle is parked at an indoor location (Suman teaches garage door opener for the "indoor" approach – fig. 9) and GPS technology to determine the location of the vehicle when parked at an outdoor location (eg., parked at an airport; col. 18, lines 5 - 28).

Regarding claim 7, Suman's telematics applications include at least *one of* security control and protection to prevent car theft (col. 39, lines 49 – 67).

Regarding claim 8, Suman further teaches at least [one of] obtaining access through gate (transmission of RF signals to open garage doors, access gates..; col. 55, lines 19 - 36).

Regarding claims 11 and 12, Suman's teaching includes theft prevention, tracking (using GPS) the location of the vehicle, and broadcast of vehicle ID in an emergency situation to notify another party (police) of the situation (col. 13, line 45 – col. 14, line 10).

Claim Rejections - 35 USC § 103

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

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived 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 pre-AIA 35 U.S.C. 103(a) 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 9, 10, and 13 are rejected under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to claim 1, directly or indirectly, and further in view of U.S. Pat. No. 5485520 A to Chaum et al ("Chaum").

As discussed above, Suman teaches all of the base limitations of claims 9, 10 and 13 except for the initiation of electronic payment for parking, tolls (abstract; summary; fig. 1; col. 6, line 65 - co–. 7, line 65).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including initiation of electronic payment as evidenced by Chaum in order to enhance telematics operations.

Claims 14 – 16 are rejected under pre-AIA 35 U.S.C. 103(a) as being unpatentable over Suman ('537) as applied to claim 1 above, and further in view of U.S. Pat. No. 20130113936 A1 to Cohen et al. ("Cohen").

As discussed above, Suman teaches all of the base limitations of claim 16 except for the precise determination of parked vehicle, navigation information on a graphical display device.

However, Cohen teaches, in an analogous art of vehicle telematics information, precise determination of parked vehicle, navigation information (instructions) on a graphical display device (¶¶0002, 0023, 0025, 0128).

It would have been obvious to one of ordinary skill in the art at the time of the invention to have modified Suman's teaching by including determination of precise parking location and navigation information on a graphical display device as evidenced by Cohen in order enhance efficiency of the telematics application.

Conclusion

The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. As per attached PTO-892.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to YONEL BEAULIEU whose telephone number is (571)272-6955. The examiner can normally be reached on Monday through Thursday between 0900 and 1600.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Thomas Tarcza can be reached on (571) 272-6979. 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.

/Yonel Beaulieu/
Yonel Beaulieu
Primary Examiner
Art Unit 3663

Notice of References Cited	Application/Control No. 12/930,735	Applicant(s)/Patent Under Reexamination MENDELSON, EHUD	
	Examiner YONEL BEAULIEU	Art Unit 3663	Page 1 of 1

U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
*	A	US-2013/0113936	05-2013	Cohen et al.	348/148
*	B	US-2012/0188101	07-2012	Ganot, Zvi	340/932.2
*	C	US-6,028,537	02-2000	Suman et al.	340/988
*	D	US-5,485,520	01-1996	Chaum et al.	705/74
	E	US-			
	F	US-			
	G	US-			
	H	US-			
	I	US-			
	J	US-			
	K	US-			
	L	US-			
	M	US-			

FOREIGN PATENT DOCUMENTS

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	P					
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	R					
	S					
	T					

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*		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.

Search Notes	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	Art Unit
	YONEL BEAULIEU	3663

CPC- SEARCHED		
Symbol	Date	Examiner

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner
G08G1/14, 141-148, 065	6/3/14	YB
G07B 15/00, 06	6/3/14	YB
B60R 25/102, 20, 2009, 30, 33	6/3/14	YB

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner
701	1	6/2/14	YB
	400		
	468-469		
340	932.2	6/2/14	YB
	933		

SEARCH NOTES		
Search Notes	Date	Examiner

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

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CONFIRMATION NO. 3181

SERIAL NUMBER	FILING or 371(c) DATE	CLASS	GROUP ART UNIT	ATTORNEY DOCKET NO.
12/930,735	01/14/2011 RULE	701	3663	MEN-11-003

APPLICANTS

INVENTORS

Ehud Mendelson, Coral Springs, FL;

**** CONTINUING DATA ***************************

This application is a DIV of 11/396,843 04/03/2006 PAT 7899583
which claims benefit of 60/670,097 04/12/2005

**** FOREIGN APPLICATIONS ***************************

**** IF REQUIRED, FOREIGN FILING LICENSE GRANTED ** **** SMALL ENTITY **
02/04/2011

Foreign Priority claimed	☐ Yes ☑ No	☐ Met after Allowance	STATE OR COUNTRY	SHEETS DRAWINGS	TOTAL CLAIMS	INDEPENDENT CLAIMS
35 USC 119(a-d) conditions met	☐ Yes ☐ No					
Verified and Acknowledged	/YONEL BEAULIEU/ Examiner's Signature	Initials	FL	3	16	1

ADDRESS

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12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428
UNITED STATES

TITLE

Vehicle wireless

FILING FEE RECEIVED	FEES: Authority has been given in Paper	☐ All Fees
545	No._____ to charge/credit DEPOSIT ACCOUNT	☐ 1.16 Fees (Filing)
	No._____ for following:	☐ 1.17 Fees (Processing Ext. of time)
		☐ 1.18 Fees (Issue)
		☐ Other _____
		☐ Credit

Doc code: IDS
Doc description: Information Disclosure Statement (IDS) Filed

PTO/SB/08a (01-10)
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	Application Number	
	Filing Date	
	First Named Inventor	Ehud Mendelson
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VIN Broadcas

U.S.PATENTS						
Examiner Initial*	Cite No	Patent Number	Kind Code[1]	Issue Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
/YB/	1	3130298		4/21/1964	Schwarz	
/YB/	2	3867615		2/18/1975	Sioufi	
/YB/	3	3114128		12/10/1963	Ljungman	
/YB/	4	3166732		01/19/1965	Ljungman	
/YB/	5	3158836		11/24/1964	McCauley	
/YB/	6	5293163		03/8/1994	Kakihara	
/YB/	7	5432508		07/11/1995	Jackson	
/YB/	8	5442348		08/15/1995	Mushell	

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)		
	Application Number	
	Filing Date	
	First Named Inventor	Ehud Mendelson
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VIN Broadcas

/YB/	9	5454461		10/03/1995	Jacobs	
/YB/	10	5504482		04/02/1996	Schreder	
/YB/	11	5272483		12/21/1993	Kato	
/YB/	12	5383127		01/17/1995	Shibata	
/YB/	13	5416712		05/16/1995	Geier	
/YB/	14	5606506		02/25/1997	Kyrtsos	
/YB/	15	5910782		06/08/1999	Schmitt	
/YB/	16	5940481		08/17/1999	Zeitman	

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U.S.PATENT APPLICATION PUBLICATIONS

Examiner Initial*	Cite No	Publication Number	Kind Code[1]	Publication Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
/YB/	1	20080071882			Reising Ethington Barnes Kisselle	

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INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)		
	Application Number	
	Filing Date	
	First Named Inventor	Ehud Mendelson
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VIN Broadcas

FOREIGN PATENT DOCUMENTS

Examiner Initial*	Cite No	Foreign Document Number[3]	Country Code[2] i	Kind Code[4]	Publication Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear	T[5]
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	1		☐

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EXAMINER SIGNATURE

Examiner Signature	/Yonel Beaulieu/ (06/03/2014)	Date Considered	

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[1] See Kind Codes of USPTO Patent Documents at www.USPTO.GOV or MPEP 901.04. [2] Enter office that issued the document, by the two-letter code (WIPO Standard ST.3). [3] For Japanese patent documents, the indication of the year of the reign of the Emperor must precede the serial number of the patent document. [4] Kind of document by the appropriate symbols as indicated on the document under WIPO Standard ST.16 if possible. [5] Applicant is to place a check mark here if English language translation is attached.

Index of Claims	Application/Control No.	Applicant(s)/Patent Under Reexamination
	12930735	MENDELSON, EHUD
	Examiner	**Art Unit**
	YONEL BEAULIEU	3663

✓	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	06/03/2014								
	1	✓								
	2	✓								
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	15	✓								
	16	✓								

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Search: L33

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Prior Art Searches						
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Date	L33	L32 and l21	1	L33	L33	L33
Date	L32	L31 and l19	22	L32	L32	L32
Date	L31	L30 or l29 or l28	4130	L31	L31	L31
Date	L30	B60R25/20,30,33,102,2009.cpc.	1975	L30	L30	L30
Date	L29	g07b15/00,06.cpc.	1474	L29	L29	L29
Date	L28	g08g1/14,141-148,065.cpc.	752	L28	L28	L28
	DB=PGPB,USPT; PLUR=YES; OP=OR					
Date	L27	340/932.2.ccls.	1251	L27	L27	L27
Date	L26	340/933.2.ccls.	0	L26	L26	L26
Date	L25	L24 and l23	3	L25	L25	L25
Date	L24	available adj (space or spot)	47839	L24	L24	L24
Date	L23	L21 and l20	22	L23	L23	L23
Date	L22	L21 and 20	1653	L22	L22	L22
Date	L21	navigation same park$ same (image or display$)	1959	L21	L21	L21
Date	L20	((precise or accurate) adj location) same park$	461	L20	L20	L20
Date	L19	((precise or accurate) adj location) same parking	161	L19	L19	L19
Date	L18	L17 and fuel	1	L18	L18	L18
Date	L17	L16 and gas	1	L17	L17	L17
Date	L16	L15 and parking	1	L16	L16	L16
Date	L15	L14 and pay$	5	L15	L15	L15
Date	L14	L13 and toll	7	L14	L14	L14
Date	L13	chaum.in.	60	L13	L13	L13
Date	L12	L1 and (emergency and police)	1	L12	L12	L12
Date	L11	L1 and (emergency and law)	1	L11	L11	L11
Date	L10	L1 and gate	1	L10	L10	L10
Date	L9	L1 and (fee or payment)	0	L9	L9	L9
Date	L8	L1 and (toll or fare)	0	L8	L8	L8
Date	L7	L1 and theft	1	L7	L7	L7
Date	L6	L1 and park$	1	L6	L6	L6

Google Ex. 1031, p. 193

Date	L5	L1 and garage	1	L5	L5	L5
Date	L4	L1 and building	0	L4	L4	L4
Date	L3	L1 and gps	1	L3	L3	L3
Date	L2	L1 and parking	1	L2	L2	L2
Date	L1	6028537.pn.	1	L1	L1	L1

END OF SEARCH HISTORY

Google Ex. 1031, p. 194

PATENT ASSIGNMENT COVER SHEET

Electronic Version v1.1
Stylesheet Version v1.2

EPAS ID: PAT2861619

SUBMISSION TYPE:	NEW ASSIGNMENT
NATURE OF CONVEYANCE:	ASSIGNMENT

CONVEYING PARTY DATA

Name	Execution Date
EHUD MENDELSON	04/10/2014

RECEIVING PARTY DATA

Name:	GAMBA GROUP LIMITED
Street Address:	260 TRIQ SAN ALBERT
City:	GZIRA
State/Country:	MALTA
Postal Code:	GZR 1150

PROPERTY NUMBERS Total: 1

Property Type	Number
Application Number:	12930735

CORRESPONDENCE DATA

Fax Number: (561)883-0115

Correspondence will be sent to the e-mail address first; if that is unsuccessful, it will be sent using a fax number, if provided; if that is unsuccessful, it will be sent via US Mail.

Email: Patents@AllenHertz.com
Correspondent Name: ALLEN D. HERTZ, P.A.
Address Line 1: 12784 TULIPWOOD CIRCLE
Address Line 4: BOCA RATON, FLORIDA 33428

ATTORNEY DOCKET NUMBER:	MEN-11-003
NAME OF SUBMITTER:	ALLEN D. HERTZ
SIGNATURE:	/allen d hertz/
DATE SIGNED:	05/19/2014
	This document serves as an Oath/Declaration (37 CFR 1.63).

Total Attachments: 3
source=MEN-11-003_Mendelson_Assignment-Executed#page1.tif
source=MEN-11-003_Mendelson_Assignment-Executed#page2.tif
source=MEN-11-003_Mendelson_Assignment-Executed#page3.tif

ASSIGNMENT

WHEREAS, I:

(4) **Ehud Mendelson**,

residing, respectively, at:

(4) **11190 Heron Bay Blvd. Suite 916, Coral Springs, FL, 33076**,

have made an invention entitled: **Vehicle Wireless**

and [ ] are about to make application for United States Letters Patent therefor, the same being executed by us on _____, 2014; and

[X] have made application for United States Letters Patent thereof, filed **January 14, 2011**, under **Serial No. 12/930,735**, currently pending; and

WHEREAS, **Gamba Group Limited**, an For Profit Corporation organized and existing under the laws of the country of **Malta** and having an office and place of business at **262 Triq San Alber, Gzira, Malta, GZR 1152**, is desirous of acquiring the entire interest in said invention, said United States patent application, and in any Letters Patent which may issue thereon;

NOW, THEREFORE, be it known that for and in consideration of my employment **Gamba Group Limited**, and other good and valuable consideration, I do hereby sell, assign, and transfer unto **Gamba Group Limited**, its successors, assigns, and legal representatives, all right, title, and interest in and to said invention and any improvements thereon for all countries of the world, and in and to said application, including any continuations and divisions thereof, and any substitute applications therefor, and any patent which may issue thereon, and any reissues of the same; and all right, title, and interest in and to every patent application filed on said invention in any other country, including renewals, revivals, continuations, and divisions thereof, and any substitute applications therefor, and any and all patents which may issue thereon, and any reissues and extensions of the same; and we hereby authorize and request competent authorities to grant and issue any and all patents on said invention to **Gamba Group Limited** as the assignee of the entire interest therein; and we further agree to execute upon request of the assignee such additional documents, if any, as are necessary and proper to secure patent protection on said invention throughout all countries of the world, and otherwise to give full effect to and perfect the rights of the assignee under this Assignment.

IN TESTIMONY WHEREOF, I have hereunto signed my name on the dates indicated hereinafter:

04/10/2014
Date

MENDELSON
Ehud Mendelson

STATE OF Florida)
) ss.:
COUNTY OF Broward)

Before me a Notary Public for Said County, personally appeared Ehud Mendelson, to me known and known to me to be the person who executed the foregoing instrument and acknowledged it to be a free act and deed.

Witness my hand and seal April 10th, 2014.

Claudia Valeria Villalobos
Notary Public

[Notary Seal]

My Commission expires:
Dec, 18, 2015

PATENT APPLICATION FEE DETERMINATION RECORD

Substitute for Form PTO-875

Application or Docket Number: 12/930,735

APPLICATION AS FILED - PART I

FOR	(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY FEE($)
BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	140		N/A	
SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	300		N/A	
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	360		N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	16 minus 20 =	*	x 40 =	0.00	OR		
INDEPENDENT CLAIMS (37 CFR 1.16(h))	1 minus 3 =	*	x 210 =	0.00			
APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is $310 ($155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			0.00			
MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				0.00			
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	800		TOTAL	

APPLICATION AS AMENDED - PART II

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY ADDITIONAL FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY ADDITIONAL FEE($)
AMENDMENT A	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY ADDITIONAL FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY ADDITIONAL FEE($)
AMENDMENT B	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.

** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20".

*** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3".

The "Highest Number Previously Paid For" (Total or Independent) is the highest found in the appropriate box in column 1.

UNITED STATES PATENT AND TRADEMARK OFFICE

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APPLICATION NUMBER	FILING or 371(c) DATE	GRP ART UNIT	FIL FEE REC'D	ATTY.DOCKET.NO	TOT CLAIMS	IND CLAIMS
12/930,735	01/14/2011	3661	545	MEN-11-003	16	1

CONFIRMATION NO. 3181

UPDATED FILING RECEIPT

31877
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

OC000000067886939

Date Mailed: 04/21/2014

Receipt is acknowledged of this non-provisional patent application. The application will be taken up for examination in due course. Applicant will be notified as to the results of the examination. Any correspondence concerning the application must include the following identification information: the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. **If an error is noted on this Filing Receipt, please submit a written request for a Filing Receipt Correction. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections**

Inventor(s)

Ehud Mendelson, Coral Springs, FL;

Applicant(s)

Ehud Mendelson, Coral Springs, FL;

Power of Attorney: The patent practitioners associated with Customer Number 31877

Domestic Priority data as claimed by applicant

This application is a DIV of 11/396,843 04/03/2006 PAT 7899583
which claims benefit of 60/670,097 04/12/2005

Foreign Applications for which priority is claimed (You may be eligible to benefit from the **Patent Prosecution Highway** program at the USPTO. Please see http://www.uspto.gov for more information.) - None.
Foreign application information must be provided in an Application Data Sheet in order to constitute a claim to foreign priority. See 37 CFR 1.55 and 1.76.

If Required, Foreign Filing License Granted: 02/04/2011

The country code and number of your priority application, to be used for filing abroad under the Paris Convention, is **US 12/930,735**

Projected Publication Date: 07/31/2014

Non-Publication Request: No

Early Publication Request: No
** **SMALL ENTITY** **

Google Ex. 1031, p. 200

Title

Vehicle wireless

Preliminary Class

701

Statement under 37 CFR 1.55 or 1.78 for AIA (First Inventor to File) Transition Applications: No

PROTECTING YOUR INVENTION OUTSIDE THE UNITED STATES

Since the rights granted by a U.S. patent extend only throughout the territory of the United States and have no effect in a foreign country, an inventor who wishes patent protection in another country must apply for a patent in a specific country or in regional patent offices. Applicants may wish to consider the filing of an international application under the Patent Cooperation Treaty (PCT). An international (PCT) application generally has the same effect as a regular national patent application in each PCT-member country. The PCT process **simplifies** the filing of patent applications on the same invention in member countries, but **does not result** in a grant of "an international patent" and does not eliminate the need of applicants to file additional documents and fees in countries where patent protection is desired.

Almost every country has its own patent law, and a person desiring a patent in a particular country must make an application for patent in that country in accordance with its particular laws. Since the laws of many countries differ in various respects from the patent law of the United States, applicants are advised to seek guidance from specific foreign countries to ensure that patent rights are not lost prematurely.

Applicants also are advised that in the case of inventions made in the United States, the Director of the USPTO must issue a license before applicants can apply for a patent in a foreign country. The filing of a U.S. patent application serves as a request for a foreign filing license. The application's filing receipt contains further information and guidance as to the status of applicant's license for foreign filing.

Applicants may wish to consult the USPTO booklet, "General Information Concerning Patents" (specifically, the section entitled "Treaties and Foreign Patents") for more information on timeframes and deadlines for filing foreign patent applications. The guide is available either by contacting the USPTO Contact Center at 800-786-9199, or it can be viewed on the USPTO website at http://www.uspto.gov/web/offices/pac/doc/general/index.html.

For information on preventing theft of your intellectual property (patents, trademarks and copyrights), you may wish to consult the U.S. Government website, http://www.stopfakes.gov. Part of a Department of Commerce initiative, this website includes self-help "toolkits" giving innovators guidance on how to protect intellectual property in specific countries such as China, Korea and Mexico. For questions regarding patent enforcement issues, applicants may call the U.S. Government hotline at 1-866-999-HALT (1-866-999-4258).

Google Ex. 1031, p. 201

LICENSE FOR FOREIGN FILING UNDER

Title 35, United States Code, Section 184

Title 37, Code of Federal Regulations, 5.11 & 5.15

GRANTED

The applicant has been granted a license under 35 U.S.C. 184, if the phrase "IF REQUIRED, FOREIGN FILING LICENSE GRANTED" followed by a date appears on this form. Such licenses are issued in all applications where the conditions for issuance of a license have been met, regardless of whether or not a license may be required as set forth in 37 CFR 5.15. The scope and limitations of this license are set forth in 37 CFR 5.15(a) unless an earlier license has been issued under 37 CFR 5.15(b). The license is subject to revocation upon written notification. The date indicated is the effective date of the license, unless an earlier license of similar scope has been granted under 37 CFR 5.13 or 5.14.

This license is to be retained by the licensee and may be used at any time on or after the effective date thereof unless it is revoked. This license is automatically transferred to any related applications(s) filed under 37 CFR 1.53(d). This license is not retroactive.

The grant of a license does not in any way lessen the responsibility of a licensee for the security of the subject matter as imposed by any Government contract or the provisions of existing laws relating to espionage and the national security or the export of technical data. Licensees should apprise themselves of current regulations especially with respect to certain countries, of other agencies, particularly the Office of Defense Trade Controls, Department of State (with respect to Arms, Munitions and Implements of War (22 CFR 121-128)); the Bureau of Industry and Security, Department of Commerce (15 CFR parts 730-774); the Office of Foreign AssetsControl, Department of Treasury (31 CFR Parts 500+) and the Department of Energy.

NOT GRANTED

No license under 35 U.S.C. 184 has been granted at this time, if the phrase "IF REQUIRED, FOREIGN FILING LICENSE GRANTED" DOES NOT appear on this form. Applicant may still petition for a license under 37 CFR 5.12, if a license is desired before the expiration of 6 months from the filing date of the application. If 6 months has lapsed from the filing date of this application and the licensee has not received any indication of a secrecy order under 35 U.S.C. 181, the licensee may foreign file the application pursuant to 37 CFR 5.15(b).

SelectUSA

The United States represents the largest, most dynamic marketplace in the world and is an unparalleled location for business investment, innovation, and commercialization of new technologies. The U.S. offers tremendous resources and advantages for those who invest and manufacture goods here. Through SelectUSA, our nation works to promote and facilitate business investment. SelectUSA provides information assistance to the international investor community; serves as an ombudsman for existing and potential investors; advocates on behalf of U.S. cities, states, and regions competing for global investment; and counsels U.S. economic development organizations on investment attraction best practices. To learn more about why the United States is the best country in the world to develop technology, manufacture products, deliver services, and grow your business, visit http://www.SelectUSA.gov or call +1-202-482-6800.

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735		Ehud Mendelson	MEN-11-003

CONFIRMATION NO. 3181

WITHDRAWAL NOTICE

31877
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

OC000000067886891

Date Mailed: 04/21/2014

Letter Regarding a New Notice and/or the Status of the Application

If a new notice or Filing Receipt is enclosed, applicant may disregard the previous notice mailed on 01/23/2012. The time period for reply runs from the mail date of the new notice. Within the time period for reply, applicant is required to file a reply in compliance with the requirements set forth in the new notice to avoid abandonment of the application.

Registered users of EFS-Web may alternatively submit their reply to this notice via EFS-Web. https://sportal.uspto.gov/authenticate/AuthenticateUserLocalEPF.html

For more information about EFS-Web please call the USPTO Electronic Business Center at **1-866-217-9197** or visit our website at http://www.uspto.gov/ebc.

If the reply is not filed electronically via EFS-Web, the reply must be accompanied by a copy of the new notice.

If the Office previously granted a petition to withdraw the holding of abandonment or a petition to revive under 37 CFR 1.137, the status of the application has been returned to pending status.

/hsarwari/

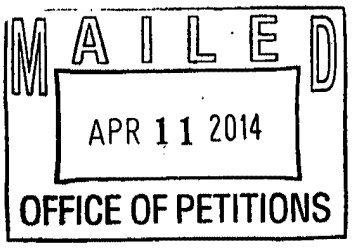
Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

Google Ex. 1031, p. 203

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ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON FL 33428



In re Application of	:	
Ehud Mendelson	:	
Application No.: 12/930735	:	DECISION ON
Filing or 371(c) Date: 01/14/2011	:	PETITION
Attorney Docket Number: MEN-11-003	:	

This is a decision in response to the Petition for Revival of an Application for Patent Abandoned Unintentionally Under 37 CFR 1.137(a), filed March 15, 2014.

This Petition is hereby **granted**.

The above-identified application became abandoned for failure to file a complete and proper reply to the Notice to File Corrected Application Papers ("Notice"), mailed February 4, 2011, 2013. The Notice set a two (2) month period for reply. Extensions of time under 37 CFR 1.136(a) were available. Applicant filed replies to the Notice, the last reply prior to abandonment was filed on July 6, 2011. No complete and proper reply having been received, the application became abandoned on July 7, 2011.

The petition satisfies the conditions for revival pursuant to the provisions of 37 CFR 1.137(b) in that (1) the reply; (2) the petition fee; and (3) the required statement of unintentional delay have been filed with the present petition. Accordingly, the reply is accepted as having been unintentionally delayed.

This application is being forwarded to the Office of Patent Application Processing for processing of the reply, and for continued processing in due course.

Telephone inquiries concerning this decision should be directed to the undersigned at (571) 272-3232.

/DW/

Derek Woods
Attorney Advisor
Office of Petitions

Doc Code: PET.OP
Document Description: Petition for Review by the Office of Petitions

PTO/SB/64 (12-13)
Approved for use through 07/31/2016. OMB 0651-0031
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

PETITION FOR REVIVAL OF AN APPLICATION FOR PATENT ABANDONED UNINTENTIONALLY UNDER 37 CFR 1.137(a)

Page 1 of 2

Docket Number (Optional)

MEN-11-003

First named inventor: Ehud Mendelson

Application No.: 12/182,757 Art Unit: 3661

Filed: January 14, 2011 Examiner: Not Yet Assigned

Title: CAR WIRELESS A SYSTEM AND METHOD TO ASSIGN VEHICLE ID AND WIRELESSLY PROVIDES TELEMATICS APPLICATION INDOOR AND

Attention: Office of Petitions
Mail Stop Petition
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450
FAX (571) 273-8300

NOTE: If information or assistance is needed in completing this form, please contact the Office of Petitions at (571) 272-3282.

The above-identified application became abandoned for failure to file a timely and proper reply to a notice or action by the United States Patent and Trademark Office. The date of abandonment is the day after the expiration date of the period set for reply in the Office notice or action plus any extensions of time actually obtained.

APPLICANT HEREBY PETITIONS FOR REVIVAL OF THIS APPLICATION.

NOTE: A grantable petition requires the following items:

(1) Petition fee;
(2) Reply and/or issue fee;
(3) Terminal disclaimer with disclaimer fee – required for all utility and plant applications filed before June 8, 1995, and for all design applications; and
(4) Statement that the entire delay was unintentional.

1. **Petition fee**

☑ Small entity fee $ 850 (37 CFR 1.17(m)). Applicant asserts small entity status. See 37 CFR 1.27.

☐ Undiscounted fee $ _____ (37.CFR.1.17(m)).

2. **Reply and/or fee**

A The reply and/or fee to the above-noted Office notice or action in the form of

Notice to File Corrected Application Papers dated February 04, 2011 (identify the type of reply):

☐ has been filed previously on _____.

☑ is enclosed herewith.

B The issue fee and publication fee (if applicable) of $ _____

☐ has been paid previously on _____.

☐ is enclosed herewith.

This collection of information is required by 37 CFR 1.137(a). The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11, 1.14 and 41.6. This collection is estimated to take 1 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Mail Stop Petition, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

Doc Code: PET.OP
Document Description: Petition for Review by the Office of Petitions

PTO/SB/64 (12-13)
Approved for use through 07/31/2016. OMB 0651-0031
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

PETITION FOR REVIVAL OF AN APPLICATION FOR PATENT ABANDONED UNINTENTIONALLY UNDER 37 CFR 1.137(*)

3. **Terminal disclaimer with disclaimer fee**

☑ Since this utility/plant application was filed on or after June 8, 1995, no terminal disclaimer is required.

☐ A terminal disclaimer (and disclaimer fee (37 CFR 1.20(d)) of $ _____) disclaiming the required period of time is enclosed herewith (see PTO/SB/63).

4. **STATEMENT:** The entire delay in filing the required reply from the due date for the required reply until the filing of a grantable petition under 37 CFR 1.137(a) was unintentional. [NOTE: The United States Patent and Trademark Office may require additional information if there is a question as to whether either the abandonment or the delay in filing a petition under 37 CFR 1.137(a) was unintentional. (MPEP 711.03(c), subsections (III)(C) and (D)).]

WARNING:

Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form PTO-2038 submitted for payment purposes) is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application) or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms PTO-2038 submitted for payment purposes are not retained in the application file and therefore are not publicly available.

Signature	March 15, 2014 Date
Allen D. Hertz Typed or Printed Name	50,942 Registration Number, if applicable
12784 Tulipwood Circle Address	561-716-3915 Telephone Number
Boca Raton, FL 33428 Address	

Enclosures:

☑ Fee Payment
☑ Reply
☐ Terminal Disclaimer Form
☐ Additional sheet(s) containing statements establishing unintentional delay
☑ Other: Reply to Notice to File Corrected Application Papers dated February 04, 2011

CERTIFICATE OF MAILING OR TRANSMISSION (37 CFR 1.8(a))

I hereby certify that this correspondence is being:

☐ Deposited with the United States Postal Service on the date shown below with sufficient postage as first class mail in an envelope addressed to: Mail Stop Petition, Commissioner for Patents, P. O. Box 1450, Alexandria, VA 22313-1450.

☑ Transmitted by EFS-Web or facsimile on the date shown below to the United States Patent and Trademark Office at (571) 273-8300.

March15, 2014 Date	Signature
	Allen D. Hertz Typed or printed name of person signing certificate

In The United States Patent and Trademark Office

Appl. No.	:	12/930,735	Confirmation No. 3181
Applicant	:	Ehud Mendelson	
For	:	**CAR WIRELESS A SYSTEM AND METHOD TO ASSIGN VEHICLE ID AND WIRELESSLY PROVIDES TELEMATICS APPLICATION INDOOR AND OUTDOOR**	
(New Title)	:	**SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER**	
Filed	:	January 14, 2011	
TC/AU	:	3661	
Examiner	:	Not Yet Assigned	Tel: (571) 272-4000
Docket No.	:	MEN-11-003	
Customer No.	:	31877	

Mail Stop: Petition
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Petition For Revival of an Application For Patent

Abandoned Unintentionally Under 37 CFR 1.137(b)

Sir:

In response to the Notice of Abandonment Mailed January 23, 2012, Applicant respectfully submits a petition to revive based upon unintentional abandonment under 37 CFR 1.137(b).

A grantable petition pursuant to 37 CFR 1.137(b) must be accompanied by:

1. the required reply,
2. the required petition fee of $850 (Small Entity)
3. a statement that the ENTIRE delay was unintentional, and
4. a terminal disclaimer and respective fee of $80 (for Design Patents only).

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1. Applicant respectfully petitions to revive the subject application based upon unintentional abandonment under 37 CFR 1.137(b).

2. Applicant has submitted the respective petition fee (fee code 2453) for a Petition to revive unintentionally abandoned application of $850 (Small Entity).

3. Applicant earnestly believes the abandonment for the entire delay in filing the response to the Notice to File Corrected Application Papers dated February 04, 2011until the filing of a grantable petition was unintentional.

Applicant is submitted the instant Petition requesting that the Office respectfully GRANT the petition to withhold abandonement.

4. Applicant earnestly believes a complete response to the Notice to File Corrected Application Papers dated February 04, 2011 is submitted herein.

5. Applicant earnestly believes a Statutory Disclaimer is not required, as the subject application is a Utility Application and a Statutory Disclaimer is only required for a Design Patent Application.

If the Petitions Attorney believes that there are any informalities that can be corrected by a telephone call, Applicant respectfully solicits a call to the Representatives for the Applicant is respectfully solicited.

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Respectfully submitted,
Allen D. Hertz
(Member of Customer No. 31877)

By _____
Allen D. Hertz
Reg. No.50,942

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Attachments:

- Response to Notice to File Corrected Application Papers mailed on February 04, 2011
- Petition to Withhold Abandonment (Form)
- PTO/SB/64 – Petition For Revival of an Application for Patent Abandoned
- Petition Fee of $850 (Small Entity)

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In The United States Patent and Trademark Office

Appl. No.	:	12/930,735	Confirmation No. 3181
Applicant	:	Ehud Mendelson	
For	:	**CAR WIRELESS A SYSTEM AND METHOD TO ASSIGN VEHICLE ID AND WIRELESSLY PROVIDES TELEMATICS APPLICATION INDOOR AND OUTDOOR**	
(New Title)	:	**SYSTEM AND METHOD OF OBTAINING AND USING A VEHICLE IDENTIFIER FOR PROVIDING INFORMATION TO AN END USER**	
Filed	:	January 14, 2011	
TC/AU	:	3661	
Examiner	:	Not Yet Assigned	Tel: (571) 272-4000
Docket No.	:	MEN-11-003	
Customer No.	:	31877	

Mail Stop: Missing Parts
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

REPLY TO NOTICE TO FILED CORRECTED APPLICATION PAPERS

DATED FEBRUARY 04, 2011

IN CONJUNCTION WITH PETITION TO WITHDRAW ABANDONMENT

Sir:

Please enter the following corrected application papers into the file of the above-identified patent application, in response to the Notice to File Corrected Application Papers dated February 04, 2011. The Examiner established a shortened statutory period of TWO (2) MONTHS.

Applicant unintentionally failed to adequately respond to the subject Notice to File Corrected Application Papers on or before the shortened statutory period of TWO (2) MONTHS and the Extendable statutory period of SIX (6) MONTHS. Applicant respectfully notes, the subject Application is currently considered to be abandoned. Applicant is submitting this

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correspondence and associated corrected application papers in conjunction with a Petition to Withhold abandonment, supporting evidence, and the respective fee of $850 (Small Entity).

Amendments to the Title, which begins on page 03 of this paper.

Amendments to the Specification, which begins on page 04 of this paper.

Amendments to the Abstract, which begins on page 05 of this paper.

Amendments to the Drawings, which begins on page 06 of this paper, with REPLACEMENT SHEETS provided as attachments to this correspondence.

Amendments to the Claims are reflected in the listing of claims, which begins on page 07 of this paper.

Remarks/Arguments begin on page 13 of this paper.

Conclusions begin on page 15 of this paper.

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IN THE TITLE:

Please Revise the **Title** as follows:

From:

"*Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.*"

To:

-- System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User --

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IN THE SPECIFICATION:

Please amend the specification herein as follows (~~Strikethrough~~ or [within brackets] for deletions / Underline for additions):

1) Applicant desires to introduce Paragraph numbers to each of the Paragraphs.

2) Applicant desires to revise the line spacing and paragraph spacing to be 1 1/2 line spacing with 12 pt spacing between paragraphs.

3) Applicant has amended a variety of grammatical items, each of which are presented in the annotated version of the Specification submitted herewith.

An annotated portion of the amended specification is submitted herein and identified in the top margin accordingly.

A substitute specification is submitted herein and identified in the top margin accordingly.

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IN THE ABSTRACT:

Please amend the abstract herein as follows (~~Strikethrough~~ or [within brackets] for deletions / Underline for additions):

Applicant desires to amend the Abstract as follows:

"~~Car wireless a system and method to assign vehicle ID and wirelessly broadcast the car ID or the VIN number encode into the vehicle installed RF Wi-Fi or Bluetooth long range beacon to be decode to provides triggering mechanism to enable telematics application indoor and outdoor such application can include but not limit ability to use the car ID/VIN broadcast to detect where the car is parked and allow return 2 parking application all without need to establish any communication or transfer of data and without use of GPS or other communication method.~~"

A wireless transmitter using Wi-Fi or long range Bluetooth wireless devices for emitting a signal including one of the vehicle ID or the VIN. The signal is received by one or more deployed RF receivers. The received data can be utilized to aid an individual in locating a parking location of a specific vehicle, for use in recognizing the vehicle for passage through a tollway, a gate, or any other controlled passageway. The system is capable of operating either indoors or outdoors. The one of the vehicle ID or the VIN obtained through the emitted signal from the vehicle RF device can be associated with a payment account for payment of tolls, parking , etc. Receipt and decoding of the vehicle ID or the VIN can additionally be used to initiate telematics or other applications using an association with the vehicle identifier.

An annotated version of the amended Abstract is submitted herein and identified in the top margin accordingly.

A substitute Abstract is submitted herein and identified in the top margin accordingly.

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IN THE FIGURES

Please add the following new Drawing:

All FIGS: (A) Replace All FIGS. with computer generated black and white line drawings resulting in clean sheets free from erasures, alterations, overwriting, interlineations, folds, and copy marks.

(B) More accurately present leader lines associated with each element. Remove the arrow heads where applicable.

FIG 1: (A) Add the text to more clearly present element 120 as a vehicle identification number (VIN).

(B) Add shadowing to each schematic box.

FIG 2: (A) Add the text to more clearly present element 120 as a vehicle identification number (VIN).

FIG 3: (A) Reposition and magnify the magnified circular overlay image 210.

Applicant earnestly believes annotated sheets are not necessary as the amendments are clearly understood by description above.

Replacement Sheets of the drawings are attached herein and labeled as "REPLACEMENT SHEET" in the top header accordance with 37 CFR 1.121(d). Applicant has submitted Replacement Sheets 1 through 11, comprising FIGS. 1A, 1B, 2A, 2B, and 3 through 11.

Applicant has properly identified the drawings in the top margin as "Replacement Sheet", "New Sheet" or "Annotated Sheet" as required by 37 CFR 1.121(d).

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IN THE CLAIMS

Please amend **Claims 1-16** without prejudice in accordance with this correspondence.

No claims are canceled in this paper.

No claims are withdrawn in this paper.

No claims are added in this paper.

A complete, current listing of the pending claims starts on page 09 in accordance with 37 CFR § 1.121(c)(3) as follows: The status of each Claim is indicated adjacent the Claim Number in accordance with the proper status identifiers: (Original), (Currently Amended), (Canceled), (Previously presented), (New), (Not Entered), (Withdrawn), and (Withdrawn-currently amended) in accordance with 37 CFR § 1.121. Any changes to the claims are shown by strikethrough (for deleted matter) and underlining (for added matter, excluding New Claims).

Thereafter, starting on a separate page, (Page 13), is the Remarks portion in accordance with 37 CFR § 1.111.

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Amendments to the Claims:

A current listing of claims is presented below:

Listing of Claims:

Claim 1. (Currently Amended) A method ~~for broadcasting~~ utilizing a personally assigned vehicle identification reference or a manufacturer's assigned vehicle identification number (VIN) as a reference for obtaining information, ~~a vehicle assign ID or VIN number wirelessly,~~ the method comprises the steps of:

~~Encoding~~ encoding one of a vehicle identification reference (ID) or a vehicle identification number (VIN) number into an Radio Frequency (RF) beacon, wherein said RF beacon utilizes at least one of a long ~~Long~~ range Bluetooth ~~or~~ and Wi-Fi;

~~Broadcast~~ broadcasting the ~~Vehicle~~ one of the vehicle ID or the VIN ~~number~~; and

~~Decoding~~ decoding the one of the vehicle ID or the VIN ~~number~~ by an authorize wireless scanning device; and

utilizing the decoded one of the vehicle ID or the VIN to ~~trigger~~ initiate telematics and other local base services (LBS) applications.

Claim 2. (Currently Amended) ~~A~~ The method according to claim 1, the method further comprising a step of utilizing one of a ~~mobile phone or other~~ Bluetooth or Wi-Fi device ~~that will~~ to scan and decode the ~~car~~ one of the vehicle ID or the VIN ~~ID/VIN wirelessly and decoding~~ the one of the vehicle ID or the VIN ~~ID/VIN number for telematics and other local based applications~~.

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Claim 3. (Currently Amended) The ~~RF wireless Wi-Fi or Bluetooth module~~ method according to Claim 1, further comprising a step of integrating ~~wherein~~ said RF beacon into a vehicle. ~~can be installed and setup as built-in from the vehicle manufacture or as add-on to the vehicle.~~

Claim 4. (Currently Amended) The ~~wireless car~~ method according to Claim 3 [[1]], further comprising a step of ~~wherein said beacon in a vehicle can be set to be in a protected mode to transmit~~ transmitting the one of the vehicle ID or the VIN ~~car ID/VIN~~ only when ~~said~~ the RF beacon detects ~~an actually~~ a scanning request from an ~~authorize~~ authorized device.

Claim 5. (Currently Amended) The method according to Claim 1, ~~which~~ further ~~comprises~~ comprising a step of ~~performing the~~ determining a location of the vehicle by using at least one RF beacon located at a distance from the vehicle ~~step without the aid of a global positioning satellite system~~.

Claim 6. (Currently Amended) The method according to Claim 1, ~~which~~ further ~~comprises~~ comprising a step of ~~help~~ determining a current position of a vehicle by a using the current car ID broadcasting signal in combination with at least one RF beacon located at a distance from the vehicle to determine a location of the vehicle when the vehicle is parked at an indoor location ~~as assist to navigation~~ and a GPS method to determine the location of the vehicle when the vehicle is parked at an outdoor location.

Claim 7. (Currently Amended) The method according to Claim 1, ~~which~~ further ~~comprises~~ comprising a step of ~~trigger mechanism to enable~~ initiating at least one telematics application utilizing the one of the vehicle ID or the VIN, wherein the at least one telematics application is one of:

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~~from and not limit to :~~ a return 2 parking application,

an access and security control,

a protection add-on to prevent car theft,

a scanning control mechanism ~~to allow~~ enabling authorities to scan an area ~~via wireless~~ for stolen cars using a wireless scanning device that communicates with the RF beacon associated with the vehicle ~~car from remote as well help in emergency situation~~,

a local tracking and add-on to the car GPS navigation for more precise accuracy when needed, and

a digital secure payment method that can be use for Gas or parking payment using the ~~car ID~~ one of the vehicle ID or the VIN.

Claim 8. (Currently Amended) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate access through at least one of a tollway, obtain access through a gate, and obtain access to a controlled roadway. ~~which provide access control trigger by decoding the car ID/VIN number at a toll or access gate or road.~~

Claim 9. (Currently Amended) The method according to Claim 1, ~~which~~ further ~~comprises~~ comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate electronic payment for parking ~~application to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter~~.

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Claim 10. (Currently Amended) The method according to Claim 1, further comprising a step of utilizing the one of the vehicle ID or the VIN obtained from the RF beacon associated with the vehicle to initiate electronic payment for at least one of one of tolls, parking, and payment of gas, wherein the payment is processed through an account associated with the one of the vehicle ID or the VIN ~~wherein the Car Id/VIN can trigger automatically debits the amount of the payment for toll parking or payment for gas station fee against the account of the car owner determine by the car ID/VIN~~.

Claim 11. (Currently Amended) The method according to Claim 1, ~~which~~ further ~~comprises~~ comprising a step of activating a telematics application, wherein the telematics application at least one of prevents ~~to prevent~~ car thefts and broadcasts the one of the vehicle ID or the VIN in an emergency situation to notify another party of the emergency situation~~or in emergency by allow the vehicle ID or VIN number to be broadcast~~.

Claim 12. (Currently Amended) The method according to Claim 1, ~~which~~ further ~~comprises~~ comprising a step of activating a telematics application, wherein the telematics application tracks ~~to track~~ the vehicle location ~~using the~~ by broadcasting the one of the vehicle ID or the VIN ~~number for more precise accuracy~~.

Claim 13. (Currently Amended) The method according to Claim 1, ~~which~~ further ~~comprises~~ comprising a step of activating a telematics application, wherein the telematics application provides initial and replenishment payments to a parking meter by utilizing the one of the vehicle ID or the VIN in conjunction with an associated payment transaction process ~~to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter~~.

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Claim 14. (Currently Amended) The method according to Claim 1, the method further employing ~~which further allow~~ a return 2 parking telematics application comprising steps of ~~comprises~~:

~~Scanning~~ scanning an area utilized for parking vehicles for one of the vehicle ID or the VIN ~~the car ID/VIN over parking place location of a vehicle~~; ~~and~~

determining a precise location of the parked vehicle using the one of the vehicle ID or the VIN in conjunction with other RF devices deployed throughout the area utilized for parking vehicles;

~~Subsequently retrieving the exact parking place location for determining where the vehicle is parked and~~

determining a distance and direction between a display device and ~~to~~ the parking space; and

~~Provide~~ providing navigation information ~~on~~ to the user ~~mobile phone~~ through an image displayed on the display device.

Claim 15. (Currently Amended) The method according to Claim 14, ~~which~~ further ~~comprises~~ comprising a step of displaying a graphical image on the display device ~~a mapping between~~ presenting navigation between a current position of the display device and the ~~exact parking place~~ precise location of the parked vehicle.

Claim 16. (Currently Amended) The method according to Claim 14, ~~which~~ further ~~comprises~~ comprising a step of ~~providing~~ presenting the graphical image as an omni directional circular display on the display device ~~with an Omni directional circular display~~.

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REMARKS/ARGUMENTS

Claims

Claims 1-16 remain in the application.

Applicant requests to amend **Claims 1-16** within this correspondence without prejudice.

No Claims have been canceled.

No Claims have been added.

No Claims have been withdrawn.

DETAILED ACTION

Specification

1. (Examiner's Position): The Specification was objected to as not being in compliance with 37 CFR 1.52, 1.121(b)(3), and 1.125. More specifically, Applicant is required to submit an Annotated and Substitute Specification that is in compliance with 37 CFR 1.52, 1.121(b)(3), and 1.125. The line spacing on the Specification, claims and/or abstract is not 1 ½ or double spaced.

1a. (Applicant's Remarks): Applicant has submitted an annotated Specification and a Substitute Specification having correct line spacing. Applicant has submitted additional amendments to the Specification to resolve grammatical issues.

Applicant earnestly believes no new matter has been introduced.

Applicant earnestly believes the Objection to the Specification has been overcome by amendments and a Substitute Specification, both of which are submitted herewith.

Applicant respectfully requests the Examiner accept and enter the attached Substitute Specification based upon the remarks submitted herein and the associated annotations presented in the Annotated Specification.

Drawings

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2. (Examiner's Position): The Examiner objected to the Drawings as not being in compliance with 37 CFR 1.84 and 37 CFR 1.121(d). More specifically, FIGS. 1-3 of the Drawings were objected to as including at least one of: erasures, alterations, overwriting, interlineations, folds, and copy marks.

2a. (Applicant's Remarks): Applicant has submitted replacement drawings that are free from erasures, alterations, overwriting, interlineations, folds, and copy marks.

Applicant earnestly believes no new matter has been introduced.

Applicant respectfully requests the Examiner accept and enter the attached Replacement Sheets comprising corrected Drawings based upon the remarks submitted herein.

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Conclusions

Claims 1-16 are pending in the application. Applicant is requesting the Examiner reconsider the subject rejections.

The Subject Notice to File Corrected Application Papers was mailed on February 04, 2011. The Examiner provided a shortened statutory period of TWO (2) MONTHS. Applicant unintentionally failed to respond to the Subject Notice to File Corrected Application Papers within the Shortened TWO (2) MONTH statutory period. Additionally, Applicant unintentionally failed to respond to the Subject NON-FINAL OFFICE ACTION within the extendable SIX (6) MONTH statutory period. Applicant has submitted a Petition to Withhold Abandonment and the associated Petition fee of $850 (Small Entity) herewith.

Sixteen (16) total claims, including One (1) Independent claim remain pending in this application. Applicant has previously paid for Twenty (20) total claims and three (3) Independent claims. Therefore Applicant believes the claim fee is current and no excess claims fees are due resulting from this amendment.

An annotated Specification is submitted herein and identified in the top margin accordingly.

A substitute Specification is submitted herein and identified in the top margin accordingly.

An annotated Abstract is submitted herein and identified in the top margin accordingly.

A substitute Abstract is submitted herein and identified in the top margin accordingly.

Applicants earnestly believe they have properly submitted identifying the clean sheets as "REPLACEMENT SHEET" in each drawing page header in accordance with 37 CFR 1.121(d). Applicant has submitted "Replacement Sheets" for amended sheets, 1 through 3.

Applicant respectfully solicits an Examiner's Interview prior to the Examination of the Application in view of this response to the subject Office Action. Applicant respectfully

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requests the Examiner contact the Applicant's Representative in accordance with the contact information provided below to arrange a date and time for the Examiner's Interview.

Respectfully submitted,
Allen D. Hertz
(Member of Customer No. 31877)

By _____
Allen D. Hertz
Reg. No.50,942

Allen D Hertz, P.A.
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Representatives for the Applicant
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Attachments:

- Annotated Specification (22 Pages)
- Substitute Specification (22 Pages)
- Annotated Abstract (1 Page)
- Substitute Abstract (1 Page)
- Replacement Drawings (3 Sheets)
- Petition to Withhold Abandonment (Transmittal Letter)
- Petition to Withhold Abandonment (Form)
- Petition Fee of $850 (Small Entity)

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~~Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.~~

System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User

~~Description~~

~~[0001] Car wireless a system and method to providing telematics application include Return 2 parking detecting and navigating to where we park our car utilizing a mobile phone and car wireless.~~

Cross Reference to Related Applications:

[0001] This US Non-Provisional Patent Application is a Continuation-In-Part, which ~~application~~ claims the benefit of US Non-Provisional Patent Application~~patent application~~ 11/396,843 ~~files~~ filed on April 3, 2006 that claim the benefit of US Provisional application No. ~~US~~60/670,097 filed on April 12, 2005.

Field of the Invention:

[0002] This invention is directed generally to the field of "location based navigation" and, more particularly, to such method to be used in car wireless and Mobile phone telematics application such as detecting and navigating to the exact location where we park our car indoor and outdoor – return2parking method and allow a car reference identification (ID)~~id~~ or Vehicle Identification Number (VIN) ~~number~~ to be broadcast wirelessly for telematics applications.

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BACKGROUND OF THE INVENTION

[0003] Introduction to location based services:

[0004] Location based services are rapidly expanding. Outdoor location technologies are mainly based on GPS technologies. GPS does not perform properly indoors, and even outdoor the accuracy is still at more than 100-300 feet, not accurate to a car exact space but to an area, such low accuracy can point to more than 50 cars... not quite accurate and again the GPS based solutions are not working indoor.

[0005] The need for a system such as ours arises from various market segments and applications. One example in the market is the "Car Navigator" That uses integrated positioning and navigation systems based on GPS receivers as the primary positioning technology. Subsequent to the events of September 11th. The Federal government mandated that GPS capability be built in to all cellular phones.

[0006] However, the fact that uninterrupted satellite reception is not possible in many situations is a major limitation of GPS based systems. Densely populated areas and radio-frequency-signal shadowed locations, such as urban centers (a.k.a. "urban canyons") parking garage, generally do not allow proper operation of GPS, yet it is in these locations that the need is greatest.

[0007] There is a clear need for a cost effective system that maintains performance and accuracy indoors, in urban canyons and parking garage and in city centers, like finding where we park our car.

[0008] Another important issue is that GPS itself is susceptible to jamming and other man-made interference.

[0009] Description of GPS System:

[0010] The Global Positioning System (GPS) is a satellite-based navigation and time transfer system developed by the U.S. Department of ~~Defense~~Defence. GPS serves marine, airborne and terrestrial users, both military and civilian. Specifically, GPS includes the Standard Positioning

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Service (SPS) that provides civilian users with 100 meter accuracy as to the location or position of the user. It also serves military users with the Precise Positioning Service that provides 20 meter accuracy for the user. Both of these services are available worldwide with no requirement for any local equipment.

[0011] View of GPS limitations:

[0012] First limitation of GPS is that upon activation the GPS receiver scans for signals from the GPS satellites. The unit must locate and receive signals from at least four satellites to be able to determine its location. This process of locating the satellites, receiving the data and achieving a position fix can take several minutes. This delay is problematic for many GPS applications.

[0013] Second limitation of GPS is that the receiver needs a clear view of the sky to successfully receive signals from the satellites, again under unfriendly RF conditions such as inside buildings, or in "urban canyons" inside parking garage or in the shadows of high buildings, the GPS suffers from multi-path effects and therefore shows poor performance, or none at all.

[0014] Third Limitation – limited accuracy: There is a problem of limited accuracy of the civilian GPS signal. While knowing your position to within 50 to 200 feet anywhere on the planet is a major technological feat, it is still not accurate enough, to locate and navigate to an empty parking space, where each space measures about 10 feet, and most parking garages are located where the GPS cannot work effectively moreover as explain before there is a need for an application to find in accurate and simple way where we park our car.

[0015] Existing navigation systems, such as in-car navigation systems and new mandatory GPS equipped cellular phones, are based on GPS and have the aforementioned limitations.

[0016] Another significant factor adding to the limitations of the GPS based systems is the important role of map production; normally a driver, requires a map to be as detailed and as up-to-date as possible. The existing maps used by the GPS based systems provide limited detail and are not able to reflect changes on a real time basis. The recent introduction of imagery services, such as Google Earth and its competitors that are offered as an enhancement to GPS at a fee still

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provide out of date information, with the unsatisfactory result that users encounter road changes and area development not shown on the maps and imagery.

[0017] In this modern age when urban development is exploding, the lack of details and updates of the topographic maps and satellite images is critical; additionally and importantly, indoor location maps and indoor parking garage map are not available for the GPS navigation systems.

[0018] The basic aspect of our innovation is to make the vehicle ID and allow scanning it for telematics application like return2parking, security, and have possibly great effect in term of protection from thieves.

[0019] Our system and method will allow the car own VIN# number

[0020] To be broadcast as additional theft solution.

[0021] Car theft is common in most major cities in North America. Despite a hiatus in the 90s, the number of cars stolen has skyrocketed in the past decade. Close to 1.2 million cars were stolen in North America last year. That is nearly one car every 20 seconds. Car theft is not an innocuous problem; it is a billion dollar industry. Besides hurting the individual, it results in excess insurance premiums and takes time away from law enforcement.

[0022] There is no device that is 100 per cent anti-car-theft, but experts indicate that use of any type of mechanism will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices.

[0023] For the past 30 years, there have been many attempts made to develop the ultimate anti-theft car device. Many devices have come and gone and the latest anti-car-theft device is VIN etching. A VIN or Vehicle Identification Number has been placed on automobiles for more than 40 years. In most cases, the VIN is etched onto the dashboard metal plate near the steering wheel. Some manufacturers place the VIN on other parts of the car. Whenever a vehicle is reported stolen, the police broadcast this number to the FBI's central computers where it is on a

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database. The first thing police always do when a stolen car is recovered is check the VIN number.

[0024] The practice of etching VIN numbers on to many parts of the car including the windows and windshield has recently become very popular. Many security experts believe that this is a foolproof anti-theft mechanism. Because the VIN is obvious on the windows, the criminals have to replace the windows before they can sell the car.

[0025] In the old days, the thieves simply erased or switched the VIN numbers from the dashboard. However, when the VIN is etched on to the windows, all the windows require replacement and this can become expensive. While removing and replacing car windows is relatively simple, it certainly is not cost effective for the crook. Once the VIN is etched onto each window of the car, it acts like a fingerprint. Law enforcement can rapidly access your VIN number and check it with the national data bank to determine if the car is stolen.

[0026] While some thieves do avoid cars with etched VIN on the windows, this is not a golden rule. Many cars are stolen by teenagers simply out for a joyride and VIN etching on the windows is not a deterrent. However, there is ample data from law enforcement and insurance companies that cars etched with VIN on the windows have a low probability of getting stolen. The VIN etching system has led to other benefits; many auto dealers now regularly mark all their products to prevent theft.

[0027] Despite this new innovation, one has to remember that if a thief wants to steal your car, he or she will find a way no matter what security system you have. But in general, thieves usually target easy to pick cars. So the onus is on to you to make it slightly more difficult for the thief. The majority of cars get stolen because the owner of the car is simply careless. Leaving the keys in the car or leaving the windows open is an invitation to thieves. No amount of car theft protection is a solution for stupidity and, unfortunately, there is no cure for being foolish either. However, with our solution, you may win in the end.

[0028] We take that solution a step ahead and make the car digital ~~id,~~ ID, meaning assign the car an ~~id~~ ID or use the current car ~~id,~~ ID, the Vehicle identification number, the same number

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that assign physically to the car from manufacture as a car ~~id~~ ID and allow it to be broadcast digitally and wirelessly.

[0029] To explain our solution it easy to compare the car license plate as an Internet Protocol (IP) ~~ip~~ address ~~and internet protocol address~~, you can think of an IP Address like a vehicle's license plate. Every vehicle driving on the road has a license plate which is registered to the local DMV. The license plate is kind of like the car's identification card, which allows someone (usually a cop) to run the plate and find out all kinds of information about the owner of the vehicle in which the license plate is registered to. An IP Address works the same way. Every computer surfing the web has to have some type of identifying IP Address, whether it be an IP assigned to the actual computer, the router the computer is connected to, or the proxy server the computer is connecting with. This address is what identifies a computer on the web as a license plate is what identifies a vehicle on the road.

[0030] A Media Access Control (MAC) ~~(Media Access Control)~~ Address on the other hand is the physical address of the Network Interface Cards (NIC) ~~(Network Interface Cards)~~ in ~~your~~ a computer (~~something like~~ equivocal to a serial number). On broadcast networks, such as Ethernet, the MAC address uniquely identifies each node (workstation/computer) for specific packet delivery. ~~If you enjoy analogies, you can kind of compare the~~ A NIC's MAC address would be analogous to a vehicle's VIN number for use in this application. The MAC address identifies the physical networking hardware in an manner which is similar to the way ~~as~~ a vehicle's VIN identifies a specific vehicle.

[0031] ~~My~~ These analogies are to help one understand that a dynamic IP Address can change just like a vehicle's license plate number can be changed. ~~But~~ Conversely, a MAC Address cannot be changed just like a vehicle's VIN cannot be changed.

[0032] Application:

[0033] In general, our system is based on method to assign the car ~~id~~ ID (again it can be the same as the car ~~vin~~ VIN number or other assign name and ~~id~~ ID) it can be assign by the car manufacture as built-in the car or as an add-on assign by the car owner and allow the ~~id~~ ID to be broadcast wirelessly for telematics applications.

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[0034] We have focused on a solution that can work outdoor as well as indoor without the need for GPS that as describe before have the limitation in term of indoor and the accuracy needed to find the exact location of the car, ether indoor ,in a parking garage or just have the ability to use the broadcast ~~id~~ ID for additional theft protection, tracking capabilities allow use the ~~id~~ ID for secure access when need precise ~~id~~ ID of the car and not only a remote clicker that can be transfer between cars or "car pass" to allow toll or access road as well as security and marketing or easy statistically information.

[0035] Examples of indoor applications:

[0036] The application can be for the car owner benefit as well for municipals or police.

[0037] The user may wish to locate where he park his car outdoor or indoor in a garage or in the street.

[0038] The user may wish to use his car ~~id~~ ID as replacement or add-on for payment such as toll roads, pay to park or at the gas station using his car ~~id~~ ID wirelessly as payment trigger mechanism.

[0039] The user may be looking to access a designated area that require specific ~~id~~ ID, or an area needed open gate remote , instead of the remote he can use his car ~~id~~ ID for such access.

[0040] Police can now scan and search for car from remote area and scan the area for the car instead of going one by one to verify lic. Plate.

[0041] The car owner or authorities can use the broadcast ~~id~~ ID to scan for stolen cars.

[0042] Such system can serve as add-on to the car alarming and may be the ideal solution to lower car theft.

[0043] It may be ideal solution as add on with additional sensor to trigger broadcasting from the car when needed like in emergency.

[0044] Or again the car owner may just wish to locate his car and answer to the most demanding dilemma of any driver, "Where I park?"

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[0045] By using and modifying existing technology, our system will integrate easily with other transportation and communication systems.

[0046] Reference to prior arts

[0047] Parking:

[0048] Despite the problems encountered by vehicle operators at parking facilities, most existing parking monitoring systems focus on collecting information for management. Some prior art systems employ sensors at entrances and exits to parking facilities or sections of such facilities (See U.S. Pat. No. 3,130,298 to Schwarz). These sensors trigger a counter to determine the number of cars in the monitored area by subtracting the number of cars leaving the area from those that have entered. At least one of these monitoring systems also engages a timer to determine the aggregate usage time of the facility by summing the total time from the entry of the cars to their departure (See U.S. Pat. No. 3,867,615 to Sioufi). These systems profess to be useful in monitoring the usage of the parking facility.

[0049] Prior Art curbside parking monitoring systems have been coupled with centralized signals which indicate general areas where drivers may find a curbside parking space (See U.S. Pat. Nos. 3,114,128 and 3,166,732 to Ljungman). Upon sensing that a space adjacent a parking meter is vacant, the system signals drivers from a signpost at an intersection of the city block along which the parking space is vacant. The signal appears in a binary yes or no stating that one or more parking spaces are available in the adjacent block-long area. However, because the driver seeing a parking available signal is not advised of the number and specific location of parking spaces that are available in that block, the vehicle operator may proceed to the indicated location to find that a single available space has already been occupied or that the space will not accommodate his vehicle. In either situation, the binary availability signal may lead the vehicle operator on a fruitless quest.

[0050] Another monitoring system for a parking facility compares the number of cars within a designated area (determined by counting cars entering minus cars departing the area) with the number of spaces within that area. When the net number of cars equals the number of spaces, the system registers that the area is completely full and signals drivers to proceed to the next area

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(See U.S. Pat. No.3,158,836 to McCauley). Unfortunately, such systems again only yield a binary yes or no signal to the drivers. Even if an area contains only one available space, even if the space is obstructed, will not accommodate the driver's car, or is otherwise undesirable, a driver still will be lead to that area.

[0051] These prior art systems are of only limited help to vehicle operators and do not resolve many concerns associated with parking an automobile.

[0052] U.S. Pat. No. 5,293,163 to Kakihara, et al., entitled, "Navigation Apparatus for Vehicles", describes a system for finding garages or other parking facilities with available parking spaces. It provides for the display of available parking information in map format. This vehicle navigational system patent does not address the problem of locating available on-street parking. Instead, it addresses the problem of locating parking lots with available spaces. Parking lots in congested city areas are not very cost effective, and they may not be in close proximity to the driver's destination. The patent does not direct drivers directly to an available metered space, a less expensive alternative, but simply to a large parking lot where they will have to search for an available space. In addition, the Kakihara map display only directs the driver as far as a parking facility. The driver still must navigate around the parking facility to locate an available space.

[0053] U.S. Pat. No. 5,432,508 to Jackson, entitled, "Technique for Facilitating and Monitoring Vehicle Parking", describes a scheme for finding available parking spaces in garages and other parking facilities. It provides for the display of available parking information at the entrance of a garage and makes a provision for a light source to be mounted above a parking space to indicate its availability. Remote access to the data is provided by a dial-up telecommunication interface. Because the technique described operates over a wire line medium, it does not lend itself to being easily deployed in a wide area. Also, because parking information is never provided to any device within a vehicle, drivers still need to navigate through a garage to locate available spaces.

[0054] Parking meters with sensors, parking meters with transmitters, and navigational equipment receiving and displaying external information are well known in the art. U.S. Pat. No.

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5,442,348 entitled, "Computerized Parking Meter", for example, describes a parking meter utilizing an ultrasonic transducer to detect when a car is occupying a parking space. Similarly, U.S. Pat. No. 5,454,461, entitled, "Electronic Parking Meter and System", describes a parking meter utilizing a sonar transducer for parked vehicle detection and radio means for receiving billing information.

[0055] Accurate Navigation

[0056] U.S. Pat. No. 5,504,482 to Schreder describes an automobile equipped with an inertial and satellite navigation system as well as a local area digitized street map. The main use of this patent is for route guidance in the presence of traffic jams, etc. Schreder describes how information as to the state of the traffic on a highway can be transmitted and utilized by a properly equipped vehicle to change the route the driver would take in going to his destination. Schreder does not disclose sub-meter vehicle location accuracy determination

[0057] Vehicle Location

[0058] U.S. Pat. No. 5,272,483 to Kato describes an automobile navigation system. This invention attempts to correct for the inaccuracies in the GPS system through the use of an inertial guidance, geomagnetic sensor, or vehicle crank shaft speed sensor. However, it is unclear as to whether the second position system is actually more accurate than the GPS system. This combined system, however, cannot be used for sub-meter positioning of an automobile.

[0059] U.S. Pat. No. 5,383,127 to Shibata uses map matching algorithms to correct for errors in the GPS navigational system to provide a more accurate indication of where the vehicle is or, in particular, on what road the vehicle is. This procedure does not give sub-meter accuracy. Its main purpose is for navigation and, in particular, in determining the road on which the vehicle is traveling.

[0060] U.S. Pat. No. 5,416,712 to Geier, et al. relates generally to navigation systems and more specifically to global positioning systems that use dead reckoning apparatus to fill in as backup during periods of GPS shadowing such as occur amongst obstacles, e.g., tall buildings in large cities. This patent shows a method of optimally combining the information available from

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GPS even when less than 3 or 4 satellites are available with information from a low-cost, inertial gyro, having errors that range from 1-5%. This patent provides an excellent analysis of how to use a modified Kalman filter to optimally use the available information.

[0061] U.S. Pat. No. 5,606,506 to Kyrtsos provides a good background of the GPS satellite system. It discloses a method for improving the accuracy of the GPS system using an inertial guidance system. This is based on the fact that the GPS signals used by Kyrtsos do not contain a differential correction and the selective access feature is on locating a vacant parking space is an ordeal that causes frustration for many commuters. Even if a commuter pays to enter a parking lot, valuable time is consumed searching for a parking space within the parking lot. It seems that parking lots that service hospitals, airports, mass transit stations, entertainment forums, shopping malls and the like are always the most crowded, when time is the most crucial. As urban and suburban regions become more populated, finding a vacant parking space will become increasingly difficult for commuters.

[0062] U.S. Pat. No. 5,910,782 to Schmitt et al. ('782 patent) discloses a system for finding available on-street parking using an on-board vehicle navigation system and parking meters equipped with sensing devices. According to the '782 patent, real time metered parking space information can be accessed from a central location or directly by a vehicle, upon entering a specific geographic area.

[0063] U.S. Pat. No. 5,940,481 to Zeitman ('481 patent) discloses a parking management control system used to report parking, monitor parking and reserve parking spaces. According to the '481 patent, a user reports parking in a particular parking facility to a central control unit using a personal non-dedicated mobile communications device. The central control unit then confirms whether parking in the particular parking facility is authorized or not. The central control unit also generates a report indicating which parking facilities are supposed to be vacant for law enforcement officials so that unauthorized parking can be ticketed. The '481 patent also discloses that a user can reserve a desired parking facility by selecting a desired parking facility from a map provided from the central control unit. If a potential user, other than the registered user, communicates a request to park in the reserved parking facility, the control unit transmits a

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response to the potential user indicating that the parking facility is reserved and not authorized for use.

[0064] Patent Application 20080071882 VIN number obtaining method by general Motors, Corporation C/o Reising Ethington Barnes Kisselle, an electronic VIN request is generated at the vehicle through a vehicle user interface, such as a visual display, a microphone, a speaker, a keypad, or an electronic control or button. According to another embodiment, the electronic VIN request is generated at an entity, such as a remote call center, that is remotely located from the vehicle. In either case, the electronic VIN request causes the vehicle hardware to query one or more vehicle electronic module(s) for electronic VIN(s) stored therein, so that output related to the electronic VIN(s) can be provided.

[0065] The ~~vinid~~ VIN ID is generate and send to a call center via internet or communication method where the ~~id~~ ID need to be sent via communication device to a call center data base the car device needed vehicle electronic module includes at least one module selected from the group consisting of: an instrument cluster module, a body control module, an engine control module, and a powertrain control module clearly a complete deferent system and method from our innovation where we use ~~wifi~~ Wi-Fi or Bluetooth tag/beacon with assign ~~id~~ ID to become the car ~~id~~ ID and allow it to be broadcast , not using internet or cell or web or any communication at all, As our tag/beacon will be scan for ~~id~~ ID only and there is no exchange of communication like describe on the patent application above.

[0066] Iphone and other smart phone application to help find your parked car – most are based on GPS and as describe above are not effective indoor and the low accuracy of the GPS (over 50m) making it not practical for precise finding.

[0067] Other application utilize the smart phone camera with somehow primitive way to record the location where you park the car or to have an SMS message deliver with information about the location, such solution are not exactly navigate the user to the car but provide more information to assist the user to find his park car.

[0068] RFID loc8tor are Rfid based device and not Wi-Fi or Bluetooth and such communication method –Rfid have very limit range and signal is blocked by cars and people.

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[0069] Lojack system are theft recovery system for locating stolen vehicles only and not providing the car owner the user ability to find his parking car or other telematics applications.

[0070] On-star vehicle communication system provides remote vehicle diagnostics and emergency assistant and are based on cellular communication na dose not offer the user other telematics application like return2parking.

[0071] Wireless rdf- autofinder are keychain device and a battery powered device mount in the car it transfer data between the receiver and the finder device and using a tone-audio generation inside the finder to point to the direction of the parked car, have limit range and are not be use with the user mobile phone like our innovation and are not set to be built in the car and also are not set to broadcast the vehicle ~~id~~ ID for other telematics applications.

[0072] At present, however, no prior art device utilizes the capabilities to assign and broadcast the car ~~id~~ ID or the VIN number in such method over wireless directly to the car owner mobile phone without using internet or cellular or GPS or any other communication, the car wireless device are autonomous and can be a Wi-Fi or long range Bluetooth with over 1000m range.

[0073] Our system automatically detects a signal directly from the autonomous beacon/tag built-in the car or add on to it, no real communication needed as the beacon in the car behave as it mention , as a beacon , meaning broadcast only an ID . Other systems must have bandwidth or other communication method available, over which to send a request to a central system, call center or to a database, and then must wait for a response. This takes time!

[0074] Even if the other systems have bandwidth, they still based on the existing search concept where there is need submits a query, searches and waits for the response. All impractical while driving and need fast response. Our method provides the information automatically, without submitting any query, and the response is fast as needed.

[0075] Again, most of the existing prior arts are based either on a GPS based system or the existing car navigator, that depends on a GPS too, And the existing mapping that these systems use has the same limitations described previously and is impractical.

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[0076] Location technologies:

[0077] Various technologies are used for wireless indoor location. These may be classified in two aspects:

[0078] The algorithm - i.e. the method of location used.

[0079] The physical layer – i.e. the wireless technology used to communicate with the mobile device.

[0080] Location methods:

[0081] The methods typically used in indoor location are "borrowed" from the outdoor GPS location methods inventory. Specifically, four types of methods are used indoor:

[0082] Proximity Detection (PD), Received Signal Strength (RSSI), Time of arrival (TOA), and Angle of Arrival (AOA).

[0083] Proximity Detection (PD):

[0084] This method relies upon a dense grid of antennas, each having a well-known position. When a mobile is detected by a single antenna, it is considered to be collocated with it. When more than one antenna detects the mobile, it is considered to be collocated with the one that receives the strongest signal. This method is relatively simple to implement. It can be implemented over different types of physical media. In particular, IR and RFID are based on this method.

[0085] Triangulation:

[0086] Triangulation takes PD a step further, in the sense that it is based on measuring the signal level measurements from each antenna (possibly by using a triangulation mechanism), with respect to each mobile device. Following that, mobile is located by using a triangulation algorithm.

[0087] Like the PD method, triangulation is relatively simple to implement.

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[0088] Time of arrival (TOA):

[0089] TOA is based on triggering the mobile devices to respond, and measuring the time it takes for the response to fly back to the antenna. The elapsed time represents the distance between the two. By using distances from few antennas, a mobile's position can be triangulated. TOA is considered to be the most accurate method, because multipath effects can be filtered out. Yet, it is considerably more complex to implement, as it requires a modification to the hardware on the mobile side, as well as special modifications on the antenna side.

[0090] Angle of Arrival (AOA):

[0091] AOA is based on finding the direction of maximal signal intensity for each antenna-device pair. By finding the intersection of few such direction vectors, a mobile's position can be estimated, AOA is considerably less accurate than TOA, due to limited angular resolution and the fact that indoor much of the signal is reflected. Also, AOA antennas are more complex, as they require multi-section, highly directional antennas, and multiple RF circuitries.

[0092] WLAN (IEEE 802.11b):

[0093] This midrange wireless local networking standard, operating in the 2.4GHz ISM band, has become very popular in public hotspots and enterprise locations during the last few years. With a typical gross bitrates of 11 Mbps and a range of 50-100 m, IEEE 802.11b is currently the dominant local wireless networking standard.

[0094] One limitation of such systems is the fact that WLAN tags are relatively bulky and power hungry. Thus, such locators are mainly useful to locate WLAN enabled instruments, such as portable computers. Note that in WLAN, antennas are actually part of access points (APs), through which devices communicate with the access network. This is also the case with Bluetooth.

[0095] Bluetooth (IEEE 802.15):

[0096] Bluetooth is a newer wireless local networking standard that operates in the 2.4 GHz ISM band. Compared to WLAN, the gross bit rates is lower (1 Mbps)but our method don't use

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data transfer at all, the new Bluetooth 4 specification allow long range of over 1000m with low power consuming and it is ideal for beacon operation. Moreover Bluetooth is a "lighter" standard, highly ubiquitous (embedded in almost all mobile phones, PDAs, PC peripherals, etc.) Bluetooth tags are small, pocketsize transceivers and they are low cost, our Bluetooth beacon is cost below $10.

[0097] Every Bluetooth or Wi-Fi device's tag has allow to assign name for unique ID/name. This ID can be used for the car ~~id~~ ID and by broadcast the ~~id~~ ID serve eventually for the other telematics application, by decode the VIN number ~~vin#~~ into Bluetooth or Wi-Fi ~~id~~ ID at manufacture or by the car owner providing car ~~id~~ ID to be broadcast wirelessly.

[0098] Our approach to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. We use the Bluetooth or the ~~wifi~~ Wi-Fi module naming as a key (Sequence of numbers and letters, much like a VIN number# in cars) to be decode into the Bluetooth or ~~wifi~~ Wi-Fi ~~id~~ ID/name and serve as triggering mechanism for telematics applications.

[0099] Beacon mean – ~~wifi~~ Wi-Fi or Bluetooth beacon built in at the vehicle or add-on to the vehicle.

[00100] Beacon ~~id~~ ID- the vehicle ~~id~~ ID or the VIN number are decode into the ~~wifi~~ Wi-Fi or the Bluetooth ~~id~~ ID.

[00101] The beacon are in broadcasting mode when only the ~~id~~ ID are broadcast allowing the ~~id~~ ID to be transmit without having to be connect.

[00102] The beacon can spend most of the time in deep sleep mode and only "wakeup" for scanning by the user mobile phone device or other assign devices.

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[00103] Because there is no data transfer and the beacon is in a "sleep" mode most of the time there is very low power consuming from the beacon stand point and also from the user mobile phone where the battery power are very important.

[00104] The ~~id~~ ID broadcast is serving as advertising presence and proximity detection car be trigger for such as keyless entry , security entry, gate remote access and very practically add on to the car theft protection.

[00105] The display method in return2parking application

[00106] The display method in return2parking application is our unique way to bridge existing devices like cellular phones, and other Bluetooth or Wi-Fi devices. We provide our overlay add-up display method over the mobile phone display as a real-time floating overlay Omni directional circular display on the car owner mobile phone.

[00107] The overlay add-up device/display works without mapping, a VOR like add-up display shows the direction to the parked car in the immediate area or use the garage or local area mapping at the background.

[00108] Automatic payments can be handled via systems. Our system can be an attractive additional feature for cities that deploy ~~WIFI~~ WI-FI.

[00109] In case of an emergency, or in a security situation, the system can provide authorities ability to scan and get information about parked cars from remote via wireless and can serve as security add-on.

[00110] Using the system, municipalities and parking operators can manage their facilities better, compile helpful statistics and increase inventory control of the parking spaces resulting in better service and increased availability.

SUMMARY OF THE INVENTION

[00111] In accordance with the present invention, these are our project's characteristics:

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[00112] According to one aspect of the invention, there is provided a system and method for use wireless method to allow assign and decode digital ID represent the Vehicle ID or VIN number and allow it to be broadcast wirelessly to trigger and allow telematics and other applications.

[00113] According to another aspect, there is provided a method for assigning a vehicle Id or encode the Vehicle Identification Number (VIN) into a Wi-Fi or Bluetooth beacon module built-in the vehicle or as add-on device and allow it to be broadcast wirelessly for telematics applications, This method generally comprises the steps of: (a) Scan vehicle beacon ~~id~~ ID or VIN number via wireless Wi-Fi or Bluetooth device (example car owner mobile phone)scanning can be done from long distance (b) getting and decoding the car beacon ID (the car ID or the ~~Vin~~ VIN number decode into the beacon module c) receiving beacon/car ID trigger telematics application for example return 2 parking application where the car ~~id~~ ID will allow navigation to the location where the car is parking.

[00114] According to another aspect, there is provided a method for obtain the beacon/vehicle ID without exchanging any communication between the user mobile phone or other Wi-Fi or Bluetooth devices and no other communication like cellular or internet needed.

[00115] According to yet another aspect there is provided a method to apply the vehicle/beacon ~~id~~ ID as a triggering mechanism to telematics and other applications.

BRIEF DESCRIPTION OF THE DRAWINGS

[00116] A better understanding of the present invention may be obtained by reference to the accompanying drawings, which should be considered in conjunction with the detailed description, all in accordance with the present invention.

[00117] Figure 1 is an illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method in accordance with the present invention.

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[00118] Figure 2 is illustration of the return 2 parking method as an application on a mobile phone in accordance with the present invention.

[00119] Figure 3 is illustration of the mobile phone application of return 2 parking in accordance with the present invention.

[00120] Like reference numerals refer to like parts throughout the several views of the drawings.

DESCRIPTION OF THE PREFERRED EMBODIMENT

[00121] In all the figures of the drawings, sub-features and integral parts that correspond to one another bear the same reference symbol.

[00122] Referring now to the drawings in detail and first particularly to Figures 1-3 thereof.

[00123] These figures illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method.

[00124] Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the vehicle ID or VIN number can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130,using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where I park my car" dilemma.

[00125] Another application that can benefit from using the innovation method of broadcasting the vehicle ID is access control 140,knowing the vehicle VIN #number wirelessly from remote (decoding)can allow the vehicle access to secure or strict area where there is a need for precise ID of the vehicle and it can serve as a replacement or add-on to a remote gate , access control, strict road access, permission access, and other security access that are deferent from a

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remote gate use today as it can be set using the precise car ID/VIN number without need for remote and such allowing better control than existing remote that can be move from car to car.

[00126] Additional application that can benefit from using Vehicle ID broadcast are theft prevention 150, our system and method will allow the car own VIN# number To be broadcast as additional theft prevention, providing a mechanism that surly will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices especially when the method describe above will allow the police easy way to scan and determine if the car is stolen, moreover there is a possibilities to add sensor to the beacons that will allow it to add notification to the broadcasting of the car ID in a case of emergency and or finding that the car is stolen.

[00127] As the car ID are protected and secure from changing or protected by the car owner password to prevent unauthorized ability to modify the car ID.

[00128] The ability to have the car VIN #number broadcast or scan by the authorities from remote instead of going plate by plate will easy the police and other authorities work, more over it can easily replace or add-on to car plate recognition with remote scanning instead of one by one. In a way we take the physical old style VIN plate and make it to the digital era.

[00129] Going to additional application 160, the RF beacon, Wi-Fi or Bluetooth will behave as a trigger mechanism for telematics and other application that can use the decode broadcast of the car ID/VIN to exploit many telematics and other application, or application delivery of local content according to the trigger ID provide by our method, the delivery of such content can be using the internet and or cellular communication where the basic concept is to have the ability to recognize and decode the car VIN number for smart marketing , secure access , maintenance, parking, digital payments , add-on to prevent car theft as well as track the car without GPS or other communication.

[00130] Another application that can be benefit from the ability to know wirelessly the car ID or VIN number are application that need to track the car especially when you need more precise way to track the car especially indoor or in an area where GPS can't be provided or there is need for more accuracy than GPS accuracy.

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[00131] The ability to integrate the GPS tracking and or cellular ID tracking with the additional beacons installed in the car will provide high accuracy for tracking and it can also to add additional accuracy to the car GPS navigation.

[00132] Going to explorer additional application 180, that will benefit from using the digital wireless car ID or VIN number as a way for secure payment in a gas station or pay for parking in a garage or in the street where the digital broadcast of the VIN number or the car ID can be scan and decode to provide a secure way for payments a precise and protected way.

[00133] Our method provides the ability to broadcast the car ID/VIN number when needed, meaning when it scan by the car owner device or other authorize devices

[00134] The wireless beacon Wi-Fi or Bluetooth in the car can be in a "sleep mode" and "wake up" only for authorize scanning request saving power from the car and from the user scanning device, ~~ake~~ A.K.A. mobile unit or mobile phone with RF Bluetooth or Wi-Fi device that will allow to decode and use the broadcast car ID/VIN number.

[00135] It must be note that there is no privacy issue to know or view the car VIN number as anyone can access it easily by view the VIN number attached to the car, what we suggest in our method is taking a step to the digital era and making the VIN number available to many usefully application for the benefit of the car owner, the public and the authorities when needed.

[00136] Referring to Fig 2 This drawing illustrate return 2 parking application a solution to the everyday dilemma of most of drivers when trying to find out where we park our car, the car 100, with Bluetooth or Wi-Fi device will broadcast 110 the car ID or the VIN number 120 to the car owner mobile phone 200, where the mobile phone will use Wi-Fi or Bluetooth to scan 220 for the known car ID , must be note that the car owner and his mobile phone will scan only for the known car ID/VIN number and not to other cars ID, the long range beacon in the car will be recognize by the mobile scanning and the car where about, the car location with ability to recognize the signal strength as well the direction the bearing will calculate the distance and will be ~~display~~ displayed on a circular overlay image 210 ~~over floating circle~~ on the user mobile phone device and will allow navigate to the park car – return 2 parking.

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[00137] Going to Fig 3 is illustrate the application on the mobile phone 200 with Wi-Fi or Bluetooth 220 that will scan for the park car in return 2 parking application and display the car location over a circle overlay 210 on the mobile display 230.

~~[00138]~~ The above-described embodiments are merely exemplary illustrations of implementations set forth for a clear understanding of the principles of the invention. Many variations, combinations, modifications or equivalents may be substituted for elements thereof without departing from the scope of the invention. Therefore, it is intended that the invention not be limited to the particular embodiments disclosed as the best mode contemplated for carrying out this invention, but that the invention will include all the embodiments falling within the scope of the appended claims. ~~Having thus described the invention, what is desired to be protected by Letters Patent is presented in the subsequently appended claims.~~

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System And Method Of Obtaining And Using A Vehicle Identifier For Providing Information To An End User

Cross Reference to Related Applications:

[0001] This US Non-Provisional Patent Application is a Continuation-In-Part, which claims the benefit of US Non-Provisional Patent Application 11/396,843 filed on April 3, 2006 that claim the benefit of US Provisional application No. 60/670,097 filed on April 12, 2005.

Field of the Invention:

[0002] This invention is directed generally to the field of "location based navigation" and, more particularly, to such method to be used in car wireless and Mobile phone telematics application such as detecting and navigating to the exact location where we park our car indoor and outdoor – return2parking method and allow a car reference identification (ID) or Vehicle Identification Number (VIN) to be broadcast wirelessly for telematics applications.

BACKGROUND OF THE INVENTION

[0003] Introduction to location based services:

[0004] Location based services are rapidly expanding. Outdoor location technologies are mainly based on GPS technologies. GPS does not perform properly indoors, and even outdoor the accuracy is still at more than 100-300 feet, not accurate to a car exact space but to an area, such low accuracy can point to more than 50 cars... not quite accurate and again the GPS based solutions are not working indoor.

[0005] The need for a system such as ours arises from various market segments and applications. One example in the market is the "Car Navigator" That uses integrated positioning and navigation systems based on GPS receivers as the primary positioning technology.

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Subsequent to the events of September 11th. The Federal government mandated that GPS capability be built in to all cellular phones.

[0006] However, the fact that uninterrupted satellite reception is not possible in many situations is a major limitation of GPS based systems. Densely populated areas and radio-frequency-signal shadowed locations, such as urban centers (a.k.a. "urban canyons") parking garage, generally do not allow proper operation of GPS, yet it is in these locations that the need is greatest.

[0007] There is a clear need for a cost effective system that maintains performance and accuracy indoors, in urban canyons and parking garage and in city centers, like finding where we park our car.

[0008] Another important issue is that GPS itself is susceptible to jamming and other man-made interference.

[0009] Description of GPS System:

[0010] The Global Positioning System (GPS) is a satellite-based navigation and time transfer system developed by the U.S. Department of Defence. GPS serves marine, airborne and terrestrial users, both military and civilian. Specifically, GPS includes the Standard Positioning Service (SPS) that provides civilian users with 100 meter accuracy as to the location or position of the user. It also serves military users with the Precise Positioning Service that provides 20 meter accuracy for the user. Both of these services are available worldwide with no requirement for any local equipment.

[0011] View of GPS limitations:

[0012] First limitation of GPS is that upon activation the GPS receiver scans for signals from the GPS satellites. The unit must locate and receive signals from at least four satellites to be able to determine its location. This process of locating the satellites, receiving the data and achieving a position fix can take several minutes. This delay is problematic for many GPS applications.

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[0013] Second limitation of GPS is that the receiver needs a clear view of the sky to successfully receive signals from the satellites, again under unfriendly RF conditions such as inside buildings, or in "urban canyons" inside parking garage or in the shadows of high buildings, the GPS suffers from multi-path effects and therefore shows poor performance, or none at all.

[0014] Third Limitation – limited accuracy: There is a problem of limited accuracy of the civilian GPS signal. While knowing your position to within 50 to 200 feet anywhere on the planet is a major technological feat, it is still not accurate enough, to locate and navigate to an empty parking space, where each space measures about 10 feet, and most parking garages are located where the GPS cannot work effectively moreover as explain before there is a need for an application to find in accurate and simple way where we park our car.

[0015] Existing navigation systems, such as in-car navigation systems and new mandatory GPS equipped cellular phones, are based on GPS and have the aforementioned limitations.

[0016] Another significant factor adding to the limitations of the GPS based systems is the important role of map production; normally a driver, requires a map to be as detailed and as up-to-date as possible. The existing maps used by the GPS based systems provide limited detail and are not able to reflect changes on a real time basis. The recent introduction of imagery services, such as Google Earth and its competitors that are offered as an enhancement to GPS at a fee still provide out of date information, with the unsatisfactory result that users encounter road changes and area development not shown on the maps and imagery.

[0017] In this modern age when urban development is exploding, the lack of details and updates of the topographic maps and satellite images is critical; additionally and importantly, indoor location maps and indoor parking garage map are not available for the GPS navigation systems.

[0018] The basic aspect of our innovation is to make the vehicle ID and allow scanning it for telematics application like return2parking, security, and have possibly great effect in term of protection from thieves.

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[0019] Our system and method will allow the car own VIN number

[0020] To be broadcast as additional theft solution.

[0021] Car theft is common in most major cities in North America. Despite a hiatus in the 90s, the number of cars stolen has skyrocketed in the past decade. Close to 1.2 million cars were stolen in North America last year. That is nearly one car every 20 seconds. Car theft is not an innocuous problem; it is a billion dollar industry. Besides hurting the individual, it results in excess insurance premiums and takes time away from law enforcement.

[0022] There is no device that is 100 per cent anti-car-theft, but experts indicate that use of any type of mechanism will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices.

[0023] For the past 30 years, there have been many attempts made to develop the ultimate anti-theft car device. Many devices have come and gone and the latest anti-car-theft device is VIN etching. A VIN or Vehicle Identification Number has been placed on automobiles for more than 40 years. In most cases, the VIN is etched onto the dashboard metal plate near the steering wheel. Some manufacturers place the VIN on other parts of the car. Whenever a vehicle is reported stolen, the police broadcast this number to the FBI's central computers where it is on a database. The first thing police always do when a stolen car is recovered is check the VIN number.

[0024] The practice of etching VIN numbers on to many parts of the car including the windows and windshield has recently become very popular. Many security experts believe that this is a foolproof anti-theft mechanism. Because the VIN is obvious on the windows, the criminals have to replace the windows before they can sell the car.

[0025] In the old days, the thieves simply erased or switched the VIN numbers from the dashboard. However, when the VIN is etched on to the windows, all the windows require replacement and this can become expensive. While removing and replacing car windows is relatively simple, it certainly is not cost effective for the crook. Once the VIN is etched onto each

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window of the car, it acts like a fingerprint. Law enforcement can rapidly access your VIN number and check it with the national data bank to determine if the car is stolen.

[0026] While some thieves do avoid cars with etched VIN on the windows, this is not a golden rule. Many cars are stolen by teenagers simply out for a joyride and VIN etching on the windows is not a deterrent. However, there is ample data from law enforcement and insurance companies that cars etched with VIN on the windows have a low probability of getting stolen. The VIN etching system has led to other benefits; many auto dealers now regularly mark all their products to prevent theft.

[0027] Despite this new innovation, one has to remember that if a thief wants to steal your car, he or she will find a way no matter what security system you have. But in general, thieves usually target easy to pick cars. So the onus is on to you to make it slightly more difficult for the thief. The majority of cars get stolen because the owner of the car is simply careless. Leaving the keys in the car or leaving the windows open is an invitation to thieves. No amount of car theft protection is a solution for stupidity and, unfortunately, there is no cure for being foolish either. However, with our solution, you may win in the end.

[0028] We take that solution a step ahead and make the car digital ID, meaning assign the car an ID or use the current car ID, the Vehicle identification number, the same number that assign physically to the car from manufacture as a car ID and allow it to be broadcast digitally and wirelessly.

[0029] To explain our solution it easy to compare the car license plate as an Internet Protocol (IP) address, you can think of an IP Address like a vehicle's license plate. Every vehicle driving on the road has a license plate which is registered to the local DMV. The license plate is kind of like the car's identification card, which allows someone (usually a cop) to run the plate and find out all kinds of information about the owner of the vehicle in which the license plate is registered to. An IP Address works the same way. Every computer surfing the web has to have some type of identifying IP Address, whether it be an IP assigned to the actual computer, the router the computer is connected to, or the proxy server the computer is connecting with. This address is what identifies a computer on the web as a license plate is what identifies a vehicle on the road.

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[0030] A Media Access Control (MAC) Address on the other hand is the physical address of the Network Interface Cards (NIC) in a computer (equivocal to a serial number). On broadcast networks, such as Ethernet, the MAC address uniquely identifies each node (workstation/computer) for specific packet delivery. A NIC's MAC address would be analogous to a vehicle's VIN number for use in this application. The MAC address identifies the physical networking hardware in an manner which is similar to the way a vehicle's VIN identifies a specific vehicle.

[0031] These analogies are to help one understand that a dynamic IP Address can change just like a vehicle's license plate number can be changed. Conversely, a MAC Address cannot be changed just like a vehicle's VIN cannot be changed.

[0032] Application:

[0033] In general, our system is based on method to assign the car ID (again it can be the same as the car VIN number or other assign name and ID) it can be assign by the car manufacture as built-in the car or as an add-on assign by the car owner and allow the ID to be broadcast wirelessly for telematics applications.

[0034] We have focused on a solution that can work outdoor as well as indoor without the need for GPS that as describe before have the limitation in term of indoor and the accuracy needed to find the exact location of the car, ether indoor ,in a parking garage or just have the ability to use the broadcast ID for additional theft protection, tracking capabilities allow use the ID for secure access when need precise ID of the car and not only a remote clicker that can be transfer between cars or "car pass" to allow toll or access road as well as security and marketing or easy statistically information.

[0035] Examples of indoor applications:

[0036] The application can be for the car owner benefit as well for municipals or police.

[0037] The user may wish to locate where he park his car outdoor or indoor in a garage or in the street.

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[0038] The user may wish to use his car ID as replacement or add-on for payment such as toll roads, pay to park or at the gas station using his car ID wirelessly as payment trigger mechanism.

[0039] The user may be looking to access a designated area that require specific ID , or an area needed open gate remote , instead of the remote he can use his car ID for such access.

[0040] Police can now scan and search for car from remote area and scan the area for the car instead of going one by one to verify lic. Plate.

[0041] The car owner or authorities can use the broadcast ID to scan for stolen cars.

[0042] Such system can serve as add-on to the car alarming and may be the ideal solution to lower car theft.

[0043] It may be ideal solution as add on with additional sensor to trigger broadcasting from the car when needed like in emergency.

[0044] Or again the car owner may just wish to locate his car and answer to the most demanding dilemma of any driver, "Where I park?"

[0045] By using and modifying existing technology, our system will integrate easily with other transportation and communication systems.

[0046] Reference to prior arts

[0047] Parking:

[0048] Despite the problems encountered by vehicle operators at parking facilities, most existing parking monitoring systems focus on collecting information for management. Some prior art systems employ sensors at entrances and exits to parking facilities or sections of such facilities (See U.S. Pat. No. 3,130,298 to Schwarz). These sensors trigger a counter to determine the number of cars in the monitored area by subtracting the number of cars leaving the area from those that have entered. At least one of these monitoring systems also engages a timer to determine the aggregate usage time of the facility by summing the total time from the entry of

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the cars to their departure (See U.S. Pat. No. 3,867,615 to Sioufi). These systems profess to be useful in monitoring the usage of the parking facility.

[0049] Prior Art curbside parking monitoring systems have been coupled with centralized signals which indicate general areas where drivers may find a curbside parking space (See U.S. Pat. Nos. 3,114,128 and 3,166,732 to Ljungman). Upon sensing that a space adjacent a parking meter is vacant, the system signals drivers from a signpost at an intersection of the city block along which the parking space is vacant. The signal appears in a binary yes or no stating that one or more parking spaces are available in the adjacent block-long area. However, because the driver seeing a parking available signal is not advised of the number and specific location of parking spaces that are available in that block, the vehicle operator may proceed to the indicated location to find that a single available space has already been occupied or that the space will not accommodate his vehicle. In either situation, the binary availability signal may lead the vehicle operator on a fruitless quest.

[0050] Another monitoring system for a parking facility compares the number of cars within a designated area (determined by counting cars entering minus cars departing the area) with the number of spaces within that area. When the net number of cars equals the number of spaces, the system registers that the area is completely full and signals drivers to proceed to the next area (See U.S. Pat. No.3,158,836 to McCauley). Unfortunately, such systems again only yield a binary yes or no signal to the drivers. Even if an area contains only one available space, even if the space is obstructed, will not accommodate the driver's car, or is otherwise undesirable, a driver still will be lead to that area.

[0051] These prior art systems are of only limited help to vehicle operators and do not resolve many concerns associated with parking an automobile.

[0052] U.S. Pat. No. 5,293,163 to Kakihara, et al., entitled, "Navigation Apparatus for Vehicles", describes a system for finding garages or other parking facilities with available parking spaces. It provides for the display of available parking information in map format. This vehicle navigational system patent does not address the problem of locating available on-street parking. Instead, it addresses the problem of locating parking lots with available spaces. Parking

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lots in congested city areas are not very cost effective, and they may not be in close proximity to the driver's destination. The patent does not direct drivers directly to an available metered space, a less expensive alternative, but simply to a large parking lot where they will have to search for an available space. In addition, the Kakihara map display only directs the driver as far as a parking facility. The driver still must navigate around the parking facility to locate an available space.

[0053] U.S. Pat. No. 5,432,508 to Jackson, entitled, "Technique for Facilitating and Monitoring Vehicle Parking", describes a scheme for finding available parking spaces in garages and other parking facilities. It provides for the display of available parking information at the entrance of a garage and makes a provision for a light source to be mounted above a parking space to indicate its availability. Remote access to the data is provided by a dial-up telecommunication interface. Because the technique described operates over a wire line medium, it does not lend itself to being easily deployed in a wide area. Also, because parking information is never provided to any device within a vehicle, drivers still need to navigate through a garage to locate available spaces.

[0054] Parking meters with sensors, parking meters with transmitters, and navigational equipment receiving and displaying external information are well known in the art. U.S. Pat. No. 5,442,348 entitled, "Computerized Parking Meter", for example, describes a parking meter utilizing an ultrasonic transducer to detect when a car is occupying a parking space. Similarly, U.S. Pat. No. 5,454,461, entitled, "Electronic Parking Meter and System", describes a parking meter utilizing a sonar transducer for parked vehicle detection and radio means for receiving billing information.

[0055] Accurate Navigation

[0056] U.S. Pat. No. 5,504,482 to Schreder describes an automobile equipped with an inertial and satellite navigation system as well as a local area digitized street map. The main use of this patent is for route guidance in the presence of traffic jams, etc. Schreder describes how information as to the state of the traffic on a highway can be transmitted and utilized by a

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properly equipped vehicle to change the route the driver would take in going to his destination. Schreder does not disclose sub-meter vehicle location accuracy determination

[0057] Vehicle Location

[0058] U.S. Pat. No. 5,272,483 to Kato describes an automobile navigation system. This invention attempts to correct for the inaccuracies in the GPS system through the use of an inertial guidance, geomagnetic sensor, or vehicle crank shaft speed sensor. However, it is unclear as to whether the second position system is actually more accurate than the GPS system. This combined system, however, cannot be used for sub-meter positioning of an automobile.

[0059] U.S. Pat. No. 5,383,127 to Shibata uses map matching algorithms to correct for errors in the GPS navigational system to provide a more accurate indication of where the vehicle is or, in particular, on what road the vehicle is. This procedure does not give sub-meter accuracy. Its main purpose is for navigation and, in particular, in determining the road on which the vehicle is traveling.

[0060] U.S. Pat. No. 5,416,712 to Geier, et al. relates generally to navigation systems and more specifically to global positioning systems that use dead reckoning apparatus to fill in as backup during periods of GPS shadowing such as occur amongst obstacles, e.g., tall buildings in large cities. This patent shows a method of optimally combining the information available from GPS even when less than 3 or 4 satellites are available with information from a low-cost, inertial gyro, having errors that range from 1-5%. This patent provides an excellent analysis of how to use a modified Kalman filter to optimally use the available information.

[0061] U.S. Pat. No. 5,606,506 to Kyrtsos provides a good background of the GPS satellite system. It discloses a method for improving the accuracy of the GPS system using an inertial guidance system. This is based on the fact that the GPS signals used by Kyrtsos do not contain a differential correction and the selective access feature is on locating a vacant parking space is an ordeal that causes frustration for many commuters. Even if a commuter pays to enter a parking lot, valuable time is consumed searching for a parking space within the parking lot. It seems that parking lots that service hospitals, airports, mass transit stations, entertainment forums, shopping malls and the like are always the most crowded, when time is the most crucial. As urban and

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suburban regions become more populated, finding a vacant parking space will become increasingly difficult for commuters.

[0062] U.S. Pat. No. 5,910,782 to Schmitt et al. ('782 patent) discloses a system for finding available on-street parking using an on-board vehicle navigation system and parking meters equipped with sensing devices. According to the '782 patent, real time metered parking space information can be accessed from a central location or directly by a vehicle, upon entering a specific geographic area.

[0063] U.S. Pat. No. 5,940,481 to Zeitman ('481 patent) discloses a parking management control system used to report parking, monitor parking and reserve parking spaces. According to the '481 patent, a user reports parking in a particular parking facility to a central control unit using a personal non-dedicated mobile communications device. The central control unit then confirms whether parking in the particular parking facility is authorized or not. The central control unit also generates a report indicating which parking facilities are supposed to be vacant for law enforcement officials so that unauthorized parking can be ticketed. The '481 patent also discloses that a user can reserve a desired parking facility by selecting a desired parking facility from a map provided from the central control unit. If a potential user, other than the registered user, communicates a request to park in the reserved parking facility, the control unit transmits a response to the potential user indicating that the parking facility is reserved and not authorized for use.

[0064] Patent Application 20080071882 VIN number obtaining method by general Motors, Corporation C/o Reising Ethington Barnes Kisselle, an electronic VIN request is generated at the vehicle through a vehicle user interface, such as a visual display, a microphone, a speaker, a keypad, or an electronic control or button. According to another embodiment, the electronic VIN request is generated at an entity, such as a remote call center, that is remotely located from the vehicle. In either case, the electronic VIN request causes the vehicle hardware to query one or more vehicle electronic module(s) for electronic VIN(s) stored therein, so that output related to the electronic VIN(s) can be provided.

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[0065] The VIN ID is generate and send to a call center via internet or communication method where the ID need to be sent via communication device to a call center data base the car device needed vehicle electronic module includes at least one module selected from the group consisting of: an instrument cluster module, a body control module, an engine control module, and a powertrain control module clearly a complete deferent system and method from our innovation where we use Wi-Fi or Bluetooth tag/beacon with assign ID to become the car ID and allow it to be broadcast , not using internet or cell or web or any communication at all, As our tag/beacon will be scan for ID only and there is no exchange of communication like describe on the patent application above.

[0066] Iphone and other smart phone application to help find your parked car – most are based on GPS and as describe above are not effective indoor and the low accuracy of the GPS (over 50m) making it not practical for precise finding.

[0067] Other application utilize the smart phone camera with somehow primitive way to record the location where you park the car or to have an SMS message deliver with information about the location, such solution are not exactly navigate the user to the car but provide more information to assist the user to find his park car.

[0068] RFID loc8tor are Rfid based device and not Wi-Fi or Bluetooth and such communication method –Rfid have very limit range and signal is blocked by cars and people.

[0069] Lojack system are theft recovery system for locating stolen vehicles only and not providing the car owner the user ability to find his parking car or other telematics applications.

[0070] On-star vehicle communication system provides remote vehicle diagnostics and emergency assistant and are based on cellular communication na dose not offer the user other telematics application like return2parking.

[0071] Wireless rdf- autofinder are keychain device and a battery powered device mount in the car it transfer data between the receiver and the finder device and using a tone-audio generation inside the finder to point to the direction of the parked car, have limit range and are

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not be use with the user mobile phone like our innovation and are not set to be built in the car and also are not set to broadcast the vehicle ID for other telematics applications.

[0072] At present, however, no prior art device utilizes the capabilities to assign and broadcast the car ID or the VIN number in such method over wireless directly to the car owner mobile phone without using internet or cellular or GPS or any other communication, the car wireless device are autonomous and can be a Wi-Fi or long range Bluetooth with over 1000m range.

[0073] Our system automatically detects a signal directly from the autonomous beacon/tag built-in the car or add on to it, no real communication needed as the beacon in the car behave as it mention , as a beacon , meaning broadcast only an ID . Other systems must have bandwidth or other communication method available, over which to send a request to a central system, call center or to a database, and then must wait for a response. This takes time!

[0074] Even if the other systems have bandwidth, they still based on the existing search concept where there is need submits a query, searches and waits for the response. All impractical while driving and need fast response. Our method provides the information automatically, without submitting any query, and the response is fast as needed.

[0075] Again, most of the existing prior arts are based either on a GPS based system or the existing car navigator, that depends on a GPS too, And the existing mapping that these systems use has the same limitations described previously and is impractical.

[0076] Location technologies:

[0077] Various technologies are used for wireless indoor location. These may be classified in two aspects:

[0078] The algorithm - i.e. the method of location used.

[0079] The physical layer – i.e. the wireless technology used to communicate with the mobile device.

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[0080] Location methods:

[0081] The methods typically used in indoor location are "borrowed" from the outdoor GPS location methods inventory. Specifically, four types of methods are used indoor:

[0082] Proximity Detection (PD), Received Signal Strength (RSSI), Time of arrival (TOA), and Angle of Arrival (AOA).

[0083] Proximity Detection (PD):

[0084] This method relies upon a dense grid of antennas, each having a well-known position. When a mobile is detected by a single antenna, it is considered to be collocated with it. When more than one antenna detects the mobile, it is considered to be collocated with the one that receives the strongest signal. This method is relatively simple to implement. It can be implemented over different types of physical media. In particular, IR and RFID are based on this method.

[0085] Triangulation:

[0086] Triangulation takes PD a step further, in the sense that it is based on measuring the signal level measurements from each antenna (possibly by using a triangulation mechanism), with respect to each mobile device. Following that, mobile is located by using a triangulation algorithm.

[0087] Like the PD method, triangulation is relatively simple to implement.

[0088] Time of arrival (TOA):

[0089] TOA is based on triggering the mobile devices to respond, and measuring the time it takes for the response to fly back to the antenna. The elapsed time represents the distance between the two. By using distances from few antennas, a mobile's position can be triangulated. TOA is considered to be the most accurate method, because multipath effects can be filtered out. Yet, it is considerably more complex to implement, as it requires a modification to the hardware on the mobile side, as well as special modifications on the antenna side.

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[0090] Angle of Arrival (AOA):

[0091] AOA is based on finding the direction of maximal signal intensity for each antenna-device pair. By finding the intersection of few such direction vectors, a mobile's position can be estimated, AOA is considerably less accurate than TOA, due to limited angular resolution and the fact that indoor much of the signal is reflected. Also, AOA antennas are more complex, as they require multi-section, highly directional antennas, and multiple RF circuitries.

[0092] WLAN (IEEE 802.11b):

[0093] This midrange wireless local networking standard, operating in the 2.4GHz ISM band, has become very popular in public hotspots and enterprise locations during the last few years. With a typical gross bitrates of 11 Mbps and a range of 50-100 m, IEEE 802.11b is currently the dominant local wireless networking standard.

[0094] One limitation of such systems is the fact that WLAN tags are relatively bulky and power hungry. Thus, such locators are mainly useful to locate WLAN enabled instruments, such as portable computers. Note that in WLAN, antennas are actually part of access points (APs), through which devices communicate with the access network. This is also the case with Bluetooth.

[0095] Bluetooth (IEEE 802.15):

[0096] Bluetooth is a newer wireless local networking standard that operates in the 2.4 GHz ISM band. Compared to WLAN, the gross bit rates is lower (1 Mbps)but our method don't use data transfer at all, the new Bluetooth 4 specification allow long range of over 1000m with low power consuming and it is ideal for beacon operation. Moreover Bluetooth is a "lighter" standard, highly ubiquitous (embedded in almost all mobile phones, PDAs, PC peripherals, etc.) Bluetooth tags are small, pocketsize transceivers and they are low cost, our Bluetooth beacon is cost below $10.

[0097] Every Bluetooth or Wi-Fi device's tag has allow to assign name for unique ID/name. This ID can be used for the car ID and by broadcast the ID serve eventually for the other

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telematics application, by decode the VIN number into Bluetooth or Wi-Fi ID at manufacture or by the car owner providing car ID to be broadcast wirelessly.

[0098] Our approach to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. We use the Bluetooth or the Wi-Fi module naming as a key (Sequence of numbers and letters, much like a VIN number in cars) to be decode into the Bluetooth or Wi-Fi ID/name and serve as triggering mechanism for telematics applications.

[0099] Beacon mean – Wi-Fi or Bluetooth beacon built in at the vehicle or add-on to the vehicle.

[00100] Beacon ID- the vehicle ID or the VIN number are decode into the Wi-Fi or the Bluetooth ID.

[00101] The beacon are in broadcasting mode when only the ID are broadcast allowing the ID to be transmit without having to be connect.

[00102] The beacon can spend most of the time in deep sleep mode and only "wakeup" for scanning by the user mobile phone device or other assign devices.

[00103] Because there is no data transfer and the beacon is in a "sleep" mode most of the time there is very low power consuming from the beacon stand point and also from the user mobile phone where the battery power are very important.

[00104] The ID broadcast is serving as advertising presence and proximity detection car be trigger for such as keyless entry , security entry, gate remote access and very practically add on to the car theft protection.

[00105] The display method in return2parking application

[00106] The display method in return2parking application is our unique way to bridge existing devices like cellular phones, and other Bluetooth or Wi-Fi devices. We provide our overlay add-

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up display method over the mobile phone display as a real-time floating overlay Omni directional circular display on the car owner mobile phone.

[00107] The overlay add-up device/display works without mapping, a VOR like add-up display shows the direction to the parked car in the immediate area or use the garage or local area mapping at the background.

[00108] Automatic payments can be handled via systems. Our system can be an attractive additional feature for cities that deploy WI-FI.

[00109] In case of an emergency, or in a security situation, the system can provide authorities ability to scan and get information about parked cars from remote via wireless and can serve as security add-on.

[00110] Using the system, municipalities and parking operators can manage their facilities better, compile helpful statistics and increase inventory control of the parking spaces resulting in better service and increased availability.

SUMMARY OF THE INVENTION

[00111] In accordance with the present invention, these are our project's characteristics:

[00112] According to one aspect of the invention, there is provided a system and method for use wireless method to allow assign and decode digital ID represent the Vehicle ID or VIN number and allow it to be broadcast wirelessly to trigger and allow telematics and other applications.

[00113] According to another aspect, there is provided a method for assigning a vehicle Id or encode the Vehicle Identification Number (VIN) into a Wi-Fi or Bluetooth beacon module built-in the vehicle or as add-on device and allow it to be broadcast wirelessly for telematics applications, This method generally comprises the steps of: (a) Scan vehicle beacon ID or VIN number via wireless Wi-Fi or Bluetooth device (example car owner mobile phone)scanning can

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be done from long distance (b) getting and decoding the car beacon ID (the car ID or the VIN number decode into the beacon module c) receiving beacon/car ID trigger telematics application for example return 2 parking application where the car ID will allow navigation to the location where the car is parking.

[00114] According to another aspect, there is provided a method for obtain the beacon/vehicle ID without exchanging any communication between the user mobile phone or other Wi-Fi or Bluetooth devices and no other communication like cellular or internet needed.

[00115] According to yet another aspect there is provided a method to apply the vehicle/beacon ID as a triggering mechanism to telematics and other applications.

BRIEF DESCRIPTION OF THE DRAWINGS

[00116] A better understanding of the present invention may be obtained by reference to the accompanying drawings, which should be considered in conjunction with the detailed description, all in accordance with the present invention.

[00117] Figure 1 is an illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method in accordance with the present invention.

[00118] Figure 2 is illustration of the return 2 parking method as an application on a mobile phone in accordance with the present invention.

[00119] Figure 3 is illustration of the mobile phone application of return 2 parking in accordance with the present invention.

[00120] Like reference numerals refer to like parts throughout the several views of the drawings.

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DESCRIPTION OF THE PREFERRED EMBODIMENT

[00121] In all the figures of the drawings, sub-features and integral parts that correspond to one another bear the same reference symbol.

[00122] Referring now to the drawings in detail and first particularly to Figures 1-3 thereof.

[00123] These figures illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method.

[00124] Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the vehicle ID or VIN number can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130,using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where I park my car" dilemma.

[00125] Another application that can benefit from using the innovation method of broadcasting the vehicle ID is access control 140,knowing the vehicle VIN number wirelessly from remote (decoding)can allow the vehicle access to secure or strict area where there is a need for precise ID of the vehicle and it can serve as a replacement or add-on to a remote gate , access control, strict road access, permission access, and other security access that are deferent from a remote gate use today as it can be set using the precise car ID/VIN number without need for remote and such allowing better control than existing remote that can be move from car to car.

[00126] Additional application that can benefit from using Vehicle ID broadcast are theft prevention 150, our system and method will allow the car own VIN number To be broadcast as additional theft prevention, providing a mechanism that surly will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices especially when the method describe above will allow the police easy way to scan and determine if the car is stolen, moreover there is a possibilities to add sensor to the beacons that will allow it

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to add notification to the broadcasting of the car ID in a case of emergency and or finding that the car is stolen.

[00127] As the car ID are protected and secure from changing or protected by the car owner password to prevent unauthorized ability to modify the car ID.

[00128] The ability to have the car VIN number broadcast or scan by the authorities from remote instead of going plate by plate will easy the police and other authorities work, more over it can easily replace or add-on to car plate recognition with remote scanning instead of one by one. In a way we take the physical old style VIN plate and make it to the digital era.

[00129] Going to additional application 160, the RF beacon, Wi-Fi or Bluetooth will behave as a trigger mechanism for telematics and other application that can use the decode broadcast of the car ID/VIN to exploit many telematics and other application, or application delivery of local content according to the trigger ID provide by our method, the delivery of such content can be using the internet and or cellular communication where the basic concept is to have the ability to recognize and decode the car VIN number for smart marketing , secure access , maintenance, parking, digital payments , add-on to prevent car theft as well as track the car without GPS or other communication.

[00130] Another application that can be benefit from the ability to know wirelessly the car ID or VIN number are application that need to track the car especially when you need more precise way to track the car especially indoor or in an area where GPS can't be provided or there is need for more accuracy than GPS accuracy.

[00131] The ability to integrate the GPS tracking and or cellular ID tracking with the additional beacons installed in the car will provide high accuracy for tracking and it can also to add additional accuracy to the car GPS navigation.

[00132] Going to explorer additional application 180, that will benefit from using the digital wireless car ID or VIN number as a way for secure payment in a gas station or pay for parking in a garage or in the street where the digital broadcast of the VIN number or the car ID can be scan and decode to provide a secure way for payments a precise and protected way.

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[00133] Our method provides the ability to broadcast the car ID/VIN number when needed, meaning when it scan by the car owner device or other authorize devices

[00134] The wireless beacon Wi-Fi or Bluetooth in the car can be in a "sleep mode" and "wake up" only for authorize scanning request saving power from the car and from the user scanning device, A.K.A. mobile unit or mobile phone with RF Bluetooth or Wi-Fi device that will allow to decode and use the broadcast car ID/VIN number.

[00135] It must be note that there is no privacy issue to know or view the car VIN number as anyone can access it easily by view the VIN number attached to the car, what we suggest in our method is taking a step to the digital era and making the VIN number available to many usefully application for the benefit of the car owner, the public and the authorities when needed.

[00136] Referring to Fig 2 This drawing illustrate return 2 parking application a solution to the everyday dilemma of most of drivers when trying to find out where we park our car, the car 100, with Bluetooth or Wi-Fi device will broadcast 110 the car ID or the VIN number 120 to the car owner mobile phone 200, where the mobile phone will use Wi-Fi or Bluetooth to scan 220 for the known car ID , must be note that the car owner and his mobile phone will scan only for the known car ID/VIN number and not to other cars ID, the long range beacon in the car will be recognize by the mobile scanning and the car where about, the car location with ability to recognize the signal strength as well the direction the bearing will calculate the distance and will be displayed on a circular overlay image 210 on the user mobile phone device and will allow navigate to the park car – return 2 parking.

[00137] Going to Fig 3 is illustrate the application on the mobile phone 200 with Wi-Fi or Bluetooth 220 that will scan for the park car in return 2 parking application and display the car location over a circle overlay 210 on the mobile display 230.

The above-described embodiments are merely exemplary illustrations of implementations set forth for a clear understanding of the principles of the invention. Many variations, combinations, modifications or equivalents may be substituted for elements thereof without departing from the scope of the invention. Therefore, it is intended that the invention not be limited to the particular

Google Ex. 1031, p. 268

embodiments disclosed as the best mode contemplated for carrying out this invention, but that the invention will include all the embodiments falling within the scope of the appended claims.

Google Ex. 1031, p. 269

Abstract

~~Car wireless a system and method to assign vehicle ID and wirelessly broadcast the car ID or the VIN number encode into the vehicle installed RF Wi-Fi or Bluetooth long range beacon to be decode to provides triggering mechanism to enable telematics application indoor and outdoor such application can include but not limit ability to use the car ID/VIN broadcast to detect where the car is parked and allow return 2 parking application all without need to establish any communication or transfer of data and without use of GPS or other communication method.~~

A wireless transmitter using Wi-Fi or long range Bluetooth wireless devices for emitting a signal including one of the vehicle ID or the VIN. The signal is received by one or more deployed RF receivers. The received data can be utilized to aid an individual in locating a parking location of a specific vehicle, for use in recognizing the vehicle for passage through a tollway, a gate, or any other controlled passageway. The system is capable of operating either indoors or outdoors. The one of the vehicle ID or the VIN obtained through the emitted signal from the vehicle RF device can be associated with a payment account for payment of tolls, parking , etc. Receipt and decoding of the vehicle ID or the VIN can additionally be used to initiate telematics or other applications using an association with the vehicle identifier.

Google Ex. 1031, p. 270

Abstract

A wireless transmitter using Wi-Fi or long range Bluetooth wireless devices for emitting a signal including one of the vehicle ID or the VIN. The signal is received by one or more deployed RF receivers. The received data can be utilized to aid an individual in locating a parking location of a specific vehicle, for use in recognizing the vehicle for passage through a tollway, a gate, or any other controlled passageway. The system is capable of operating either indoors or outdoors. The one of the vehicle ID or the VIN obtained through the emitted signal from the vehicle RF device can be associated with a payment account for payment of tolls, parking , etc. Receipt and decoding of the vehicle ID or the VIN can additionally be used to initiate telematics or other applications using an association with the vehicle identifier.

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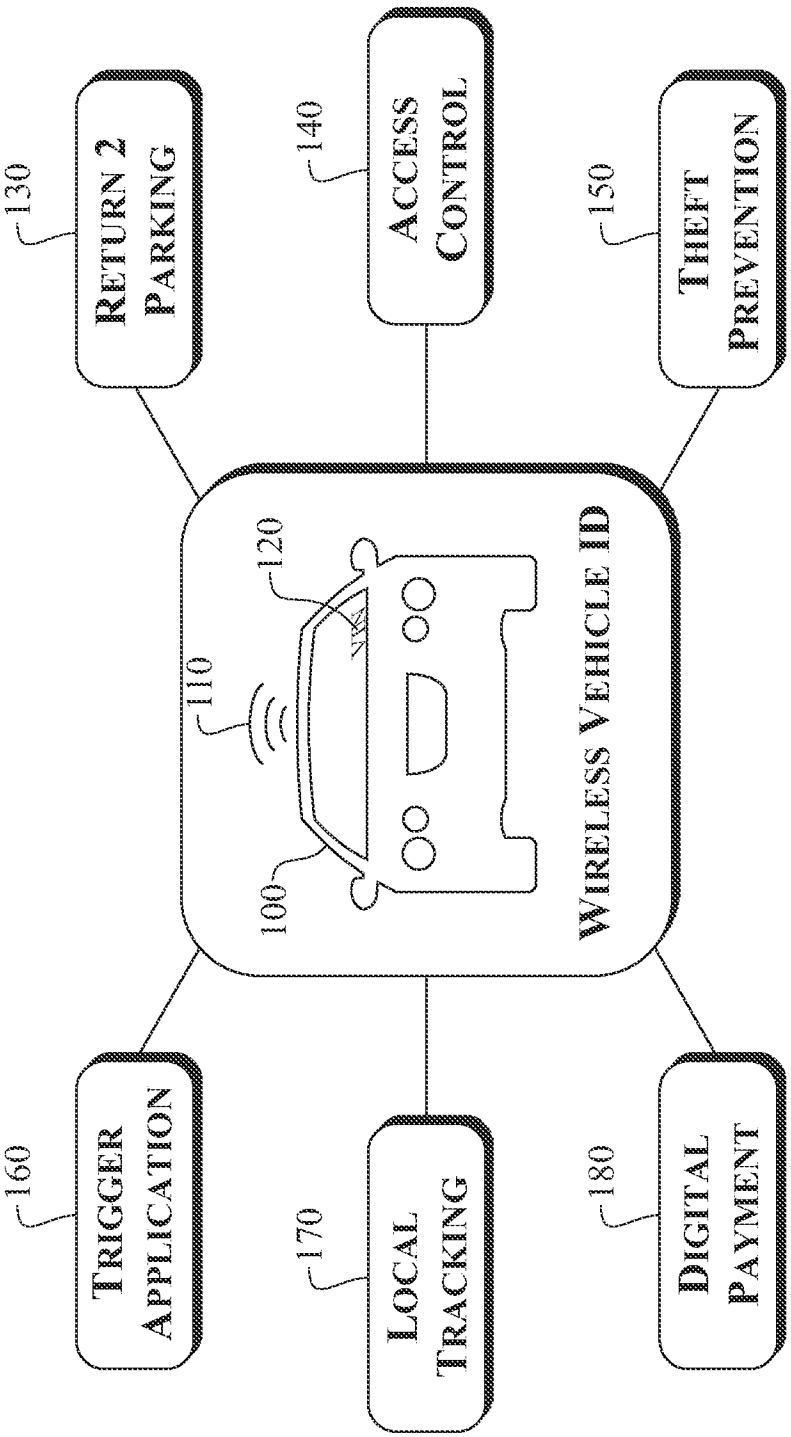
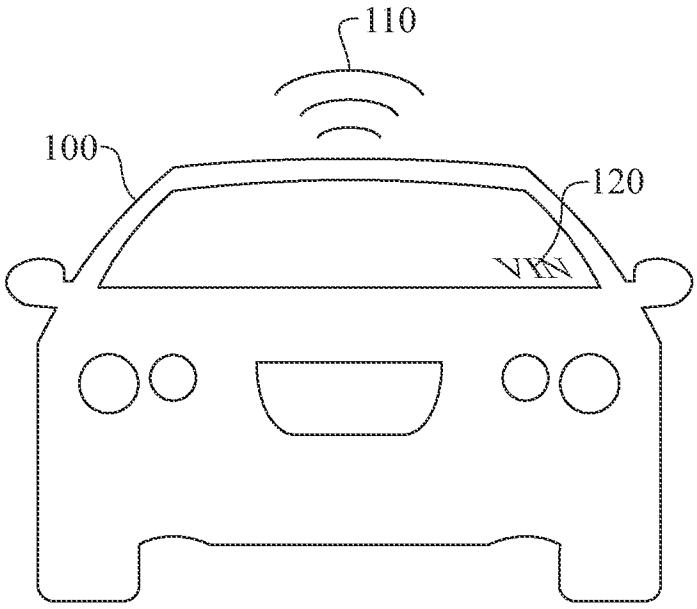


FIG. 1

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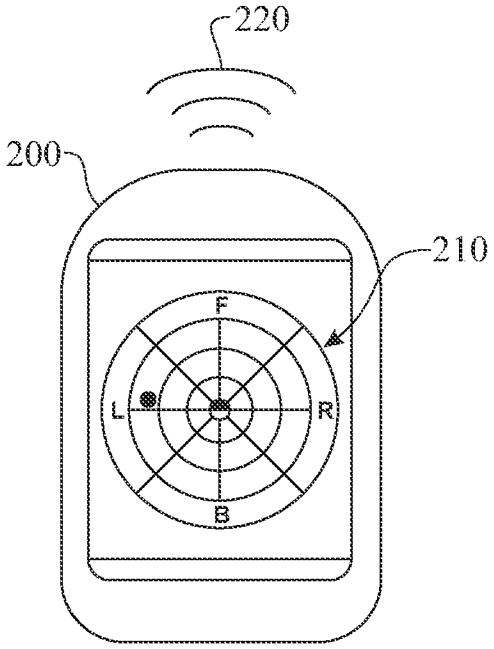


FIG. 2

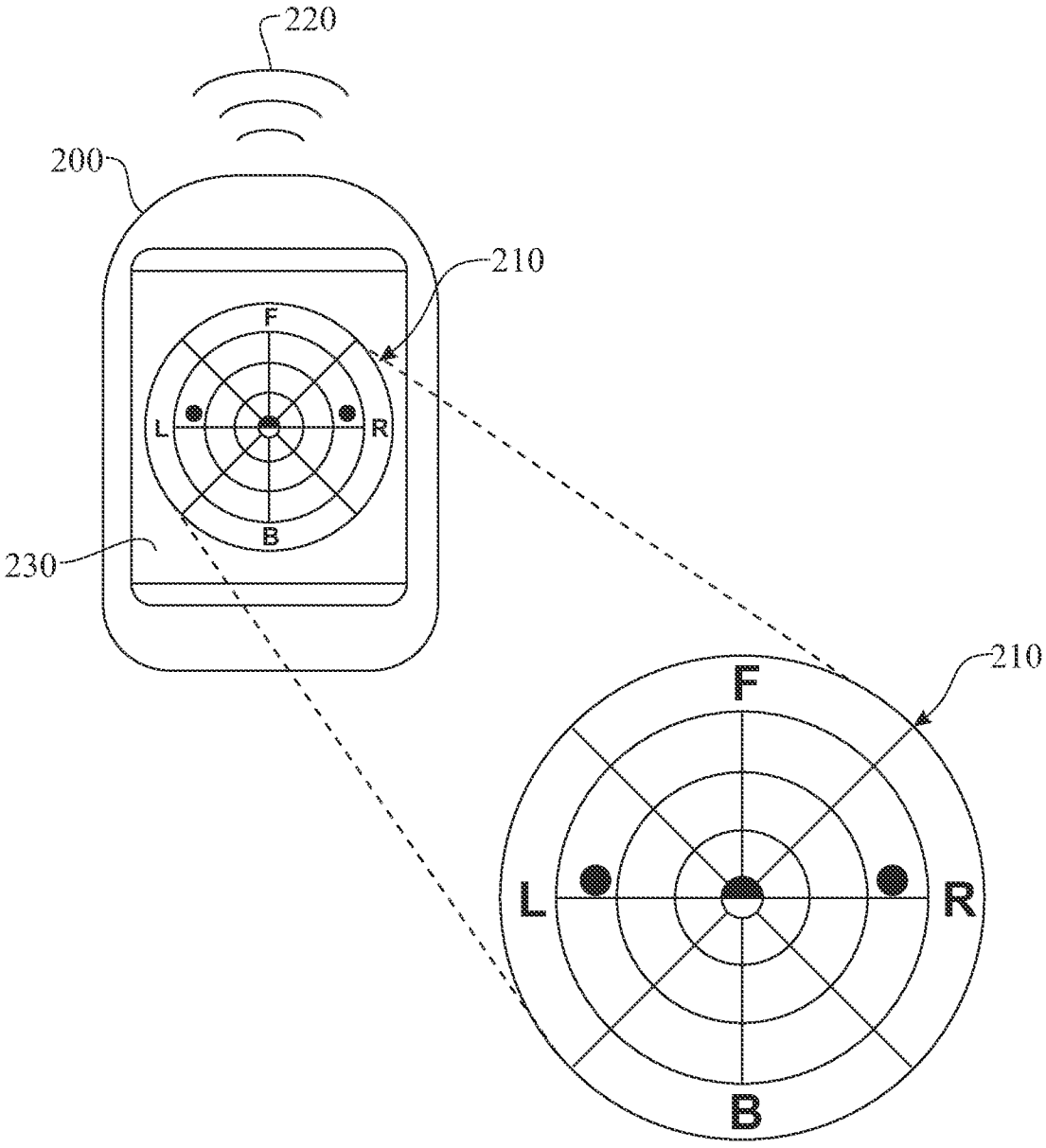


FIG. 3

Electronic Patent Application Fee Transmittal

Application Number:	12930735
Filing Date:	14-Jan-2011
Title of Invention:	Vehicle wireless
First Named Inventor/Applicant Name:	Ehud Mendelson
Filer:	Allen D. Hertz
Attorney Docket Number:	MEN-11-003

Filed as Small Entity

Utility under 35 USC 111(a) Filing Fees

Description	Fee Code	Quantity	Amount	Sub-Total in USD($)
Basic Filing:				
Pages:				
Claims:				
Miscellaneous-Filing:				
Petition:				
Pet. Revive Abandon App, Delay Pymt-Resp	2453	1	850	850
Patent-Appeals-and-Interference:				
Post-Allowance-and-Post-Issuance:				
Extension-of-Time:				

Description	Fee Code	Quantity	Amount	Sub-Total in USD($)
Miscellaneous:				
			Total in USD ($)	**850**

Electronic Acknowledgement Receipt

EFS ID:	18487606
Application Number:	12930735
International Application Number:	
Confirmation Number:	3181
Title of Invention:	Vehicle wireless
First Named Inventor/Applicant Name:	Ehud Mendelson
Customer Number:	31877
Filer:	Allen D. Hertz
Filer Authorized By:	
Attorney Docket Number:	MEN-11-003
Receipt Date:	15-MAR-2014
Filing Date:	14-JAN-2011
Time Stamp:	22:46:31
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	yes
Payment Type	Credit Card
Payment was successfully received in RAM	$850
RAM confirmation Number	11644
Deposit Account	
Authorized User	

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)

Google Ex. 1031, p. 277

1		MEN-11-003_Mendelson_Petition_for_Revival_Abandoned_Appl_Comp_031514.pdf	3991794 414d90ba6b0e5911ff898941eb631208692 7decf	yes	70

Multipart Description/PDF files in .zip description		
Document Description	**Start**	**End**
Petition for review by the Office of Petitions.	1	2
Petition for review by the Office of Petitions.	3	5
Applicant Response to Pre-Exam Formalities Notice	6	21
Specification	22	43
Specification	44	65
Abstract	66	66
Abstract	67	67
Drawings-only black and white line drawings	68	70

Warnings:					
Information:					
2	Fee Worksheet (SB06)	fee-info.pdf	29984 81302eaceb9bf45614ec9d5501d456fb28a c930f	no	2
Warnings:					
Information:					
		Total Files Size (in bytes):	4021778		

This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.

New Applications Under 35 U.S.C. 111

If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371

If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office

If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.

UNITED STATES PATENT AND TRADEMARK OFFICE

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United States Patent and Trademark Office
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www.uspto.gov

APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	MEN-11-003

CONFIRMATION NO. 3181

POA ACCEPTANCE LETTER

31877
ALLEN D. HERTZ
ALLEN D HERTZ, P.A.
12784 TULIPWOOD CIRCLE
BOCA RATON, FL 33428

OC000000066873703

Date Mailed: 02/27/2014

NOTICE OF ACCEPTANCE OF POWER OF ATTORNEY

This is in response to the Power of Attorney filed 02/23/2014.

The Power of Attorney in this application is accepted. Correspondence in this application will be mailed to the above address as provided by 37 CFR 1.33.

/dtvernon/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

Google Ex. 1031, p. 280

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
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www.uspto.gov

APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	Vinbroadcast

CONFIRMATION NO. 3181

POWER OF ATTORNEY NOTICE

61887
EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076

OC000000066873582

Date Mailed: 02/27/2014

NOTICE REGARDING CHANGE OF POWER OF ATTORNEY

This is in response to the Power of Attorney filed 02/23/2014.

- The Power of Attorney to you in this application has been revoked by the assignee who has intervened as provided by 37 CFR 3.71. Future correspondence will be mailed to the new address of record(37 CFR 1.33).

/dtvernon/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

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PTO/SB/81 (01-09)
Approved for use through 11/30/2011. OMB 0651-0035
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

POWER OF ATTORNEY OR REVOCATION OF POWER OF ATTORNEY WITH A NEW POWER OF ATTORNEY AND CHANGE OF CORRESPONDENCE ADDRESS

Application Number	12/930,735
Filing Date	Jan. 14, 2011
First Named Inventor	Ehud Mendelson
Title	Car wireless a system and method to assign
Art Unit	3661
Examiner Name	
Attorney Docket Number	MEN-11-003

I hereby revoke all previous powers of attorney given in the above-identified application.

☐ A Power of Attorney is submitted herewith.

OR

☒ I hereby appoint Practitioner(s) associated with the following Customer Number as my/our attorney(s) or agent(s) to prosecute the application identified above, and to transact all business in the United States Patent and Trademark Office connected therewith:

31877

OR

☐ I hereby appoint Practitioner(s) named below as my/our attorney(s) or agent(s) to prosecute the application identified above, and to transact all business in the United States Patent and Trademark Office connected therewith.

Practitioner(s) Name	Registration Number

Please recognize or change the correspondence address for the above-identified application to:

☒ The address associated with the above-mentioned Customer Number.

OR

☐ The address associated with Customer Number:

OR

☐ Firm or Individual Name					
Address					
City		State		Zip	
Country					
Telephone		Email			

I am the:

☒ Applicant/Inventor.

OR

☐ Assignee of record of the entire interest. See 37 CFR 3.71.
Statement under 37 CFR 3.73(b) (Form PTO/SB/96) submitted herewith or filed on _____

SIGNATURE of Applicant or Assignee of Record

Signature		Date	February 22, 2014
Name	Ehud Mendelson	Telephone	954-257-4319
Title and Company	Inventor		

NOTE: Signatures of all the inventors or assignees of record of the entire interest or their representative(s) are required. Submit multiple forms if more than one signature is required, see below*.

☒ *Total of 1 forms are submitted.

This collection of information is required by 37 CFR 1.31, 1.32 and 1.33. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 3 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

Electronic Acknowledgement Receipt

EFS ID:	18274635
Application Number:	12930735
International Application Number:	
Confirmation Number:	3181
Title of Invention:	Vehicle wireless
First Named Inventor/Applicant Name:	Ehud Mendelson
Customer Number:	61887
Filer:	Allen D. Hertz
Filer Authorized By:	
Attorney Docket Number:	Vinbroadcast
Receipt Date:	23-FEB-2014
Filing Date:	14-JAN-2011
Time Stamp:	22:30:54
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Power of Attorney	MEN-11-003_12-930735_Mendelson_POA_Executed_ConfNo_3181.pdf	401607 b7142b6ca531c395b49b3f66d82656e366a867e9	no	1

Warnings:	
Information:	

Total Files Size (in bytes):	401607

This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.

New Applications Under 35 U.S.C. 111
If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371
If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office
If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	Vinbroadcast

CONFIRMATION NO. 3181

61887
EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076

ABANDONMENT/TERMINATION LETTER

OC000000052112843

Date Mailed: 01/23/2012

NOTICE OF ABANDONMENT UNDER 37 CFR 1.53 (f) OR (g)

The above-identified application is abandoned for failure to timely or properly reply to the Notice to File Missing Parts (Notice) mailed on 02/04/2011.

- No reply was received.

If a complete reply to the notice was previously filed by applicant within the time period set forth in the notice, applicant may request for reconsideration of the holding of abandonment within 2 months from the mailing of this notice of abandonment by filing a petition to withdraw the holding of abandonment under 37 CFR 1.181(a). No petition fee is required. The petition must be accompanied by a true copy of the originally filed reply and the item(s) identified in one of the following:

1. A properly itemized date-stamped postcard receipt (see MPEP § 503);

2. If the originally filed reply included a certificate of mailing or transmission in compliance with 37 CFR 1.8(a), a copy of the certificate of mailing or transmission and a statement in compliance with 37 CFR 1.8(b) (see MPEP § 512); or

3. If the reply was filed via "Express Mail," a submission satisfying the requirements of 37 CFR 1.10(e) including, for example, a copy of the "Express Mail" mailing label showing the "date-in" (see MPEP § 513).

Any petition to withdraw the holding of abandonment should be directed to OPAP.

If applicant did not previously file a complete reply within the time period set forth in the notice, applicant may file a petition to revive the application under 37 CFR 1.137.

Under 37 CFR 1.137(a), a petition requesting the application be revived on the grounds of **UNAVOIDABLE DELAY** must be filed promptly after the applicant becomes aware of the abandonment and such petition must be accompanied by: (1) an adequate showing of the cause of unavoidable delay; (2) the required reply to the above-identified Notice; (3) the petition fee set forth in 37 CFR 1.17(l); and (4) a terminal disclaimer if required by 37 CFR 1.137(d). See MPEP § 711.03(c) and Form PTO/SB/61.

Under 37 CFR 1.137(b), a petition requesting the application be revived on the grounds of **UNINTENTIONAL DELAY** must be filed promptly after applicant becomes aware of the abandonment and such petition must be accompanied by: (1) a statement that the entire delay was unintentional; (2) the required reply to the above-identified Notice; (3) the petition fee set forth in 37 CFR 1.17(m); and (4) a terminal disclaimer if required by 37 CFR 1.137(d). See MPEP § 711.03(c) and Form PTO/SB/64.

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Any questions concerning petitions to revive should be directed to the "Office of Petitions" at (571) 272-3282.

A copy of this notice MUST be returned with the reply.

/mbeyene/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

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PATENT APPLICATION FEE DETERMINATION RECORD

Substitute for Form PTO-875

Application or Docket Number: 12/930,735

APPLICATION AS FILED - PART I

FOR	(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY FEE($)
BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	165		N/A	
SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	270		N/A	
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	110		N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	16 minus 20 =	*	x 26 =	0.00	OR		
INDEPENDENT CLAIMS (37 CFR 1.16(h))	2 minus 3 =	*	x 110 =	0.00			
APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is $270 ($135 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			0.00			
MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				0.00			
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	545		TOTAL	

APPLICATION AS AMENDED - PART II

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY ADDITIONAL FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY ADDITIONAL FEE($)
AMENDMENT A	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY ADDITIONAL FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY ADDITIONAL FEE($)
AMENDMENT B	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.
** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20".
*** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3".
The "Highest Number Previously Paid For" (Total or Independent) is the highest found in the appropriate box in column 1.

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	Vinbroadcast

CONFIRMATION NO. 3181

61887
EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076

FORMALITIES LETTER

OC00000048901637

Date Mailed: 07/27/2011

NOTICE OF INCOMPLETE REPLY (NONPROVISIONAL)

Filing Date Granted

The U.S. Patent and Trademark Office has received your reply on 07/06/2011 to the Notice to File Missing Parts (Notice) mailed 02/04/2011 and it has been entered into the nonprovisional application. The reply, however, does not include the following items required in the Notice. A complete reply must be timely filed to prevent ABANDONMENT of the above-identified application. Replies should be mailed to: Mail Stop Missing Parts, Commissioner for Patents, P.O. Box 1450, Alexandria VA 22313-1450.

Applicant is given **TWO MONTHS** from the date of the Notice to File Missing Parts (Notice) mailed 02/04/2011 within which to file all required items and pay any fees required below to avoid abandonment. Extensions of time may be obtained by filing a petition accompanied by the extension fee under the provisions of 37 CFR 1.136(a).

Items Required to Avoid Abandonment:

The required items noted below SHOULD be filed along with any items required above. The filing date of this nonprovisional application will be the date of receipt of the items required above.

The application is informal since it does not comply with the regulations for the reason(s) indicated below.

The required item(s) identified below must be timely submitted to avoid abandonment:

- Replacement drawings in compliance with 37 CFR 1.84 and 37 CFR 1.121(d) are required. The drawings submitted are not acceptable because:
  - The drawings must be reasonably free from erasures and must be free from alterations, overwriting, interlineations, folds, and copy marks. See Figure(s) All.

Applicant is cautioned that correction of the above items may cause the specification and drawings page count to exceed 100 pages. If the specification and drawings exceed 100 pages, applicant will need to submit the required application size fee.

Google Ex. 1031, p. 288

Replies should be mailed to:

Mail Stop Missing Parts
Commissioner for Patents
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Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

Google Ex. 1031, p. 289

07-07-11

IFW



Ehud Mendelson

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Customer No. 061887

"Express Mail" mailing label number : EG 473797255 US
Date of Deposit July 6,2011

I hereby certify that this paper is being deposited with the United States Postal Service "Express Mail Post Office to Addressee" service under 37 CFR 1.10 on the date indicated above and is addressed to the Commissioner for Patents, Washington, D.C. ,22313

Docket No.: Vinbroadcast
Date: July 6,2011

Missing Parts
Commission for patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir,

Enclosed herewith are the necessary correction to spec. line spacing and the drawing for application 12/930,735 file at Jan 14,2011. as to your confirmation No. 3181 dated:07/01/2011, attached .your letter arrived at July 5,2011

It is state that NO change and NO new matter except of correcting the line spacing as requested and clear the drawing was made to the application.

In response to the office letter dated May 23,2011 that arrived at June 3,2011. Your office established a shortened statutory period for a response of Two (2) Months. Where the Applicant paid for extension of one (1) MONTHS and respective fee of $65 (small entity) is required and submitted herewith under provisions of 37 CFR 1.136(a).

The applicant wasn't aware that the two month time is from the first letter 02/04/2011, and because the notice of incomplete arrive at June 3,2011 the applicant request an extension and paid additional 2 months (with the additional of the one month paid already - under provisions of 37 CFR 1.136(a).

The applicant state that US Patent office ABX validation was apply to check the drawing and approve.

Attach: Application with correction to the line spacing as req.
Drawing replacements
Copy of office letter.
Check for the amount of $245 cover 2 months ext. with the additional of one month **paid already**.

Respectfully submitted,

Ehud Mendelson
Applicant Pro Se
Customer No. 061887
Ehud1@myacc.net
954-2574319
954-2373227

OPAP IAP23
JUL 06 2011
PATENT & TRADEMARK OFFICE

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
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P.O. Box 1450
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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	Vinbroadcast

CONFIRMATION NO. 3181

61887
EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076

FORMALITIES LETTER

OC000000048507912

Date Mailed: 07/01/2011

NOTICE OF INCOMPLETE REPLY (NONPROVISIONAL)

Filing Date Granted

The U.S. Patent and Trademark Office has received your reply on 06/14/2011 to the Notice to File Missing Parts (Notice) mailed 02/04/2011 and it has been entered into the nonprovisional application. The reply, however, does not include the following items required in the Notice. A complete reply must be timely filed to prevent ABANDONMENT of the above-identified application. Replies should be mailed to: Mail Stop Missing Parts, Commissioner for Patents, P.O. Box 1450, Alexandria VA 22313-1450.

Applicant is given **TWO MONTHS** from the date of the Notice to File Missing Parts (Notice) mailed 02/04/2011 within which to file all required items and pay any fees required below to avoid abandonment. Extensions of time may be obtained by filing a petition accompanied by the extension fee under the provisions of 37 CFR 1.136(a).

Items Required to Avoid Abandonment:

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The application is informal since it does not comply with the regulations for the reason(s) indicated below.

The required item(s) identified below must be timely submitted to avoid abandonment:

- Replacement drawings in compliance with 37 CFR 1.84 and 37 CFR 1.121(d) are required. The drawings submitted are not acceptable because:
  - The drawings must be reasonably free from erasures and must be free from alterations, overwriting, interlineations, folds, and copy marks. See Figure(s) All.

Applicant is cautioned that correction of the above items may cause the specification and drawings page count to exceed 100 pages. If the specification and drawings exceed 100 pages, applicant will need to submit the required application size fee.

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Fig.1

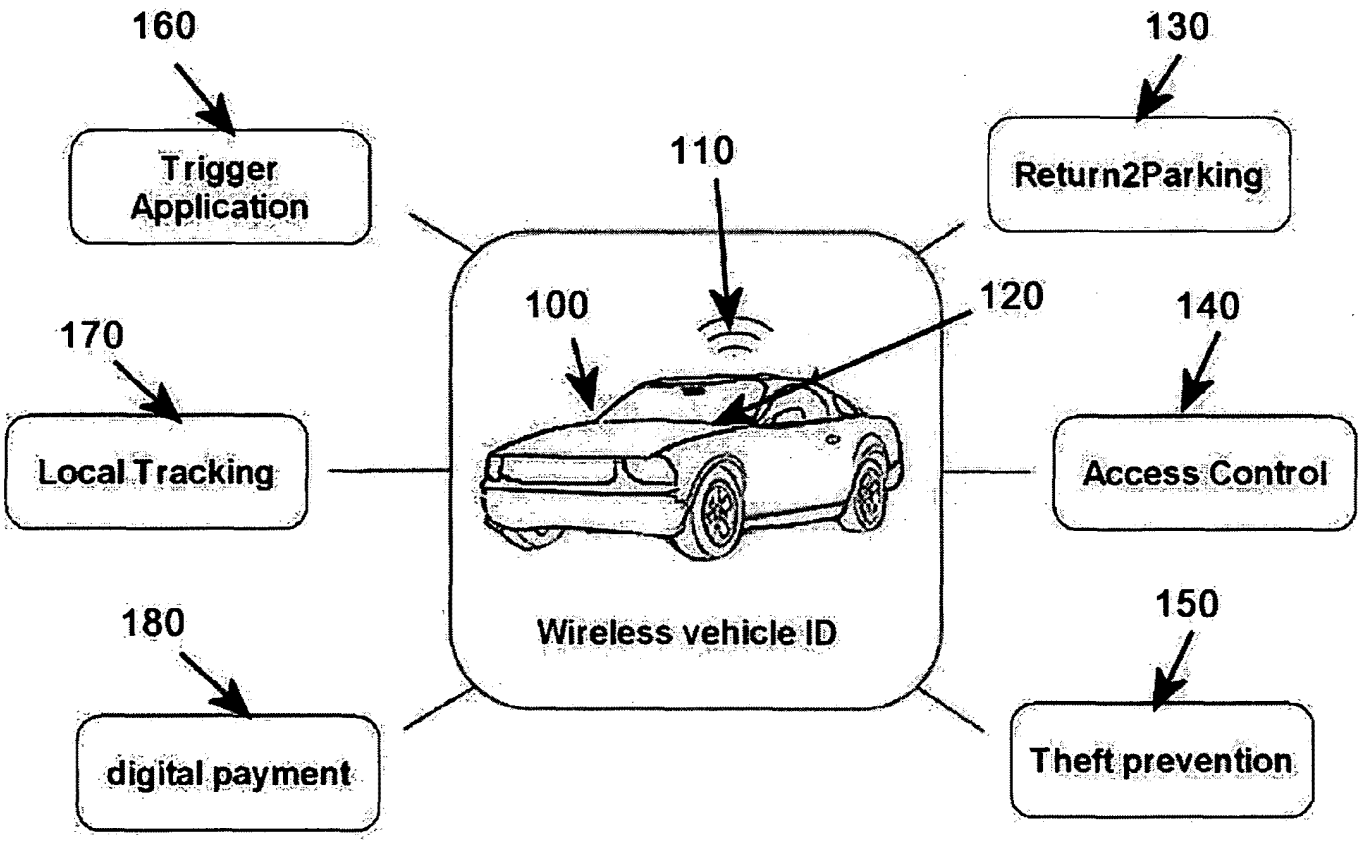

160
Trigger Application
130
Return2Parking
110
100
120
140
170
Local Tracking
Access Control
Wireless vehicle ID
180
150
digital payment
Theft prevention

Fig.2

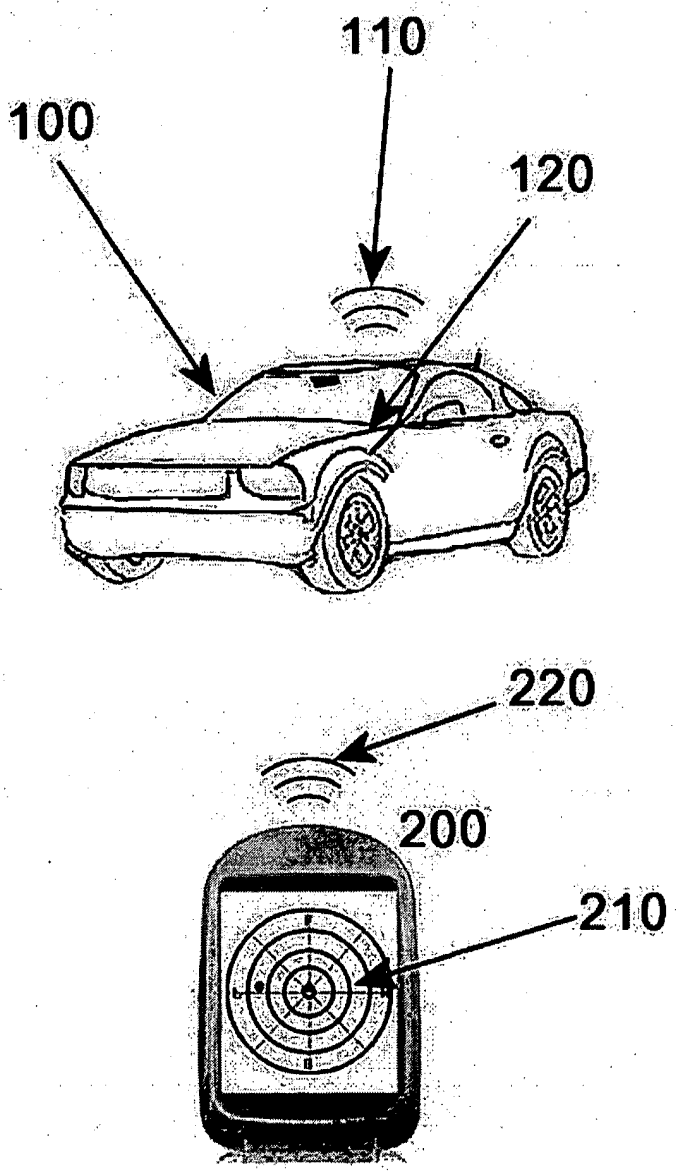
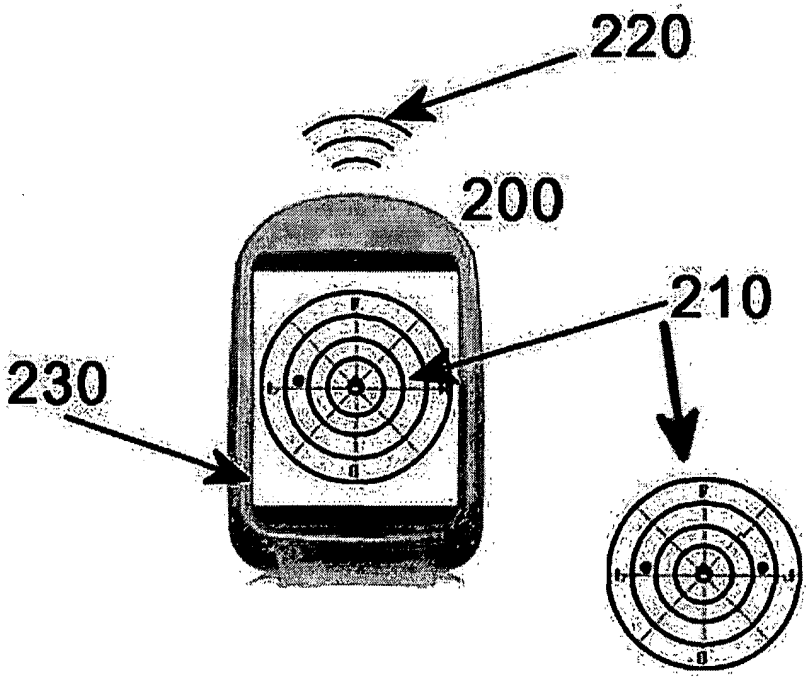


Fig.3



SCORE Placeholder Sheet for IFW Content

Application Number: **12930735** Document Date: **07/06/2011**

The presence of this form in the IFW record indicates that the following document type was received in paper and is scanned and stored in the SCORE database.

- Drawings

Images of the original documents are scanned in gray scale or color and stored in SCORE. Bi-tonal images are also stored in IFW. Defects visible in both IFW and SCORE are indicative of defects in the original paper documents.

To access the documents in the SCORE database, refer to instructions developed by SIRA.

At the time of document entry (noted above):

- Examiners may access SCORE content via the eDAN interface.
- Other USPTO employees can bookmark the current SCORE URL (http://es/ScoreAccessWeb/).
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Form Revision Date: December 8, 2006

PATENT APPLICATION FEE DETERMINATION RECORD

Substitute for Form PTO-875

Application or Docket Number: 12/930,735

APPLICATION AS FILED - PART I

FOR	(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY FEE($)
BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	165		N/A	
SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	270		N/A	
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	110		N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	16 minus 20 =	*	x 26 =	0.00	OR		
INDEPENDENT CLAIMS (37 CFR 1.16(h))	2 minus 3 =	*	x 110 =	0.00			
APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is $270 ($135 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			0.00			
MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				0.00			
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	545		TOTAL	

APPLICATION AS AMENDED - PART II

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY ADDITIONAL FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY ADDITIONAL FEE($)
AMENDMENT A	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	RATE($)	ADDITIONAL FEE($)		RATE($)	ADDITIONAL FEE($)
AMENDMENT B	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.
** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20".
*** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3".
The "Highest Number Previously Paid For" (Total or Independent) is the highest found in the appropriate box in column 1.

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	Vinbroadcast

CONFIRMATION NO. 3181

FORMALITIES LETTER

61887
EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076

OC00000048507912

Date Mailed: 07/01/2011

NOTICE OF INCOMPLETE REPLY (NONPROVISIONAL)

Filing Date Granted

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OPAP IAP4 JUN 14 2011 PATENT & TRADEMARK OFFICE

06-15-11

IFW

UNITED STATES PATENT AND TRADEMARK OFFICE

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12/930,735	01/14/2011	Ehud Mendelson	Vinbroadcast

CONFIRMATION NO. 3181

61887
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FORMALITIES LETTER

OC000000047779554

Date Mailed: 05/23/2011

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Filing Date Granted

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The application is informal since it does not comply with the regulations for the reason(s) indicated below.

The required item(s) identified below must be timely submitted to avoid abandonment:

- A substitute specification in compliance with 37 CFR 1.52, 1.121(b)(3), and 1.125, is required. The substitute specification must be submitted with markings and be accompanied by a clean version (without markings) as set forth in 37 CFR 1.125(c) and a statement that the substitute specification contains no new matter (see 37 CFR 1.125(b)). The specification, claims, and/or abstract page(s) submitted is not acceptable and cannot be scanned or properly stored because:
  - The line spacing on the specification, claims, and/or abstract is not 1½ or double spaced (see 37 CFR 1.52(b)).
- Replacement drawings in compliance with 37 CFR 1.84 and 37 CFR 1.121(d) are required. The drawings submitted are not acceptable because:
  - The drawings must be reasonably free from erasures and must be free from alterations, overwriting, interlineations, folds, and copy marks. See Figure(s) All.

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06/15/2011 MBELETE1 00000051 12930735
01 FC:2252 245.00 OP

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OPAP IAP4
JUN 1 4 2011
PATENT & TRADEMARK OFFICE

Application

For

United States Letters Patent

INVENTION TITLE

Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.

Inventor: Ehud Mendelson
11190 Heron Bay Blvd. Suite 916
Coral Springs, Fl, 33076

Google Ex. 1031, p. 302

DESCRIPTION

Car wireless- a system and method to providing telematics application include Return 2 parking - detecting and navigating to where we park our car utilizing a mobile phone and car wireless.

Related Applications:

This application claims the benefit of US patent application 11/396,843 files April 3, 2006 that claim the benefit of Provisional application No. US60/670,097 filed April 12, 2005.

Field of the Invention:

This invention is directed generally to the field of "location based navigation" and, more particularly, to such method to be used in car wireless and Mobile phone telematics application such as detecting and navigating to the exact location where we park our car indoor and outdoor - return2parking method and

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allow car id or VIN number to be broadcast wirelessly for telematics applications.

BACKGROUND OF THE INVENTION

Introduction to location based services:

Location based services are rapidly expanding. Outdoor location technologies are mainly based on GPS technologies. GPS does not perform properly indoors, and even outdoor the accuracy is still at more than 100-300 feet, not accurate to a car exact space but to an area, such low accuracy can point to more than 50 cars... not quite accurate and again the GPS based solutions are not working indoor.

The need for a system such as ours arises from various market segments and applications. One example in the market is the "Car Navigator" That uses integrated positioning and navigation systems based on GPS receivers as the primary positioning technology. Subsequent to the events of September 11th. The Federal government mandated that GPS capability be built in to all cellular phones.

However, the fact that uninterrupted satellite reception is not possible in many situations is a major limitation of GPS based systems. Densely populated areas and radio-frequency-signal shadowed locations, such as urban centers (a.k.a. "urban canyons") parking garage, generally do not allow proper

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operation of GPS, yet it is in these locations that the need is greatest.

There is a clear need for a cost effective system that maintains performance and accuracy indoors, in urban canyons and parking garage and in city centers, like finding where we park our car.

Another important issue is that GPS itself is susceptible to jamming and other man-made interference.

Description of GPS System

The Global Positioning System (GPS) is a satellite-based navigation and time transfer system developed by the U.S. Department of Defense. GPS serves marine, airborne and terrestrial users, both military and civilian. Specifically, GPS includes the Standard Positioning Service (SPS) that provides civilian users with 100 meter accuracy as to the location or position of the user. It also serves military users with the Precise Positioning Service that provides 20 meter accuracy for the user. Both of these services are available worldwide with no requirement for any local equipment.

Google Ex. 1031, p. 305

View of GPS limitations:

First limitation of GPS is that upon activation the GPS receiver scans for signals from the GPS satellites. The unit must locate and receive signals from at least four satellites to be able to determine its location. This process of locating the satellites, receiving the data and achieving a position fix can take several minutes. This delay is problematic for many GPS applications.

Second limitation of GPS is that the receiver needs a clear view of the sky to successfully receive signals from the satellites, again under unfriendly RF conditions such as inside buildings, or in "urban canyons" inside parking garage or in the shadows of high buildings, the GPS suffers from multi-path effects and therefore shows poor performance, or none at all.

Third Limitation - limited accuracy: There is a problem of limited accuracy of the civilian GPS signal. While knowing your position to within 50 to 200 feet anywhere on the planet is a major technological feat, it is still not accurate enough, to locate and navigate to an empty parking space, where each space measures about 10 feet, and most parking garages are located where the GPS cannot work effectively moreover as explain before there is a need for an application to find in accurate and simple way where we park our car.

Google Ex. 1031, p. 306

Existing navigation systems, such as in-car navigation systems and new mandatory GPS equipped cellular phones, are based on GPS and have the aforementioned limitations.

Another significant factor adding to the limitations of the GPS based systems is the important role of map production; normally a driver, requires a map to be as detailed and as up-to-date as possible. The existing maps used by the GPS based systems provide limited detail and are not able to reflect changes on a real time basis. The recent introduction of imagery services, such as Google Earth and its competitors that are offered as an enhancement to GPS at a fee still provide out of date information, with the unsatisfactory result that users encounter road changes and area development not shown on the maps and imagery.

In this modern age when urban development is exploding, the lack of details and updates of the topographic maps and satellite images is critical; additionally and importantly, indoor location maps and indoor parking garage map are not available for the GPS navigation systems.

The basic aspect of our innovation is to make the vehicle ID and allow scanning it for telematics application like

Google Ex. 1031, p. 307

return2parking, security, and have possibly great effect in term of protection from thieves.

Our system and method will allow the car own VIN#
To be broadcast as additional theft solution.

Car theft is common in most major cities in North America. Despite a hiatus in the 90s, the number of cars stolen has skyrocketed in the past decade. Close to 1.2 million cars were stolen in North America last year. That is nearly one car every 20 seconds. Car theft is not an innocuous problem; it is a billion dollar industry. Besides hurting the individual, it results in excess insurance premiums and takes time away from law enforcement.

There is no device that is 100 per cent anti-car-theft, but experts indicate that use of any type of mechanism will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices.
For the past 30 years, there have been many attempts made to develop the ultimate anti-theft car device. Many devices have come and gone and the latest anti-car-theft device is VIN etching. A VIN or Vehicle Identification Number has been placed on automobiles for more than 40 years. In most cases, the VIN is etched onto the dashboard metal plate near the steering wheel. Some manufacturers place the VIN on other parts of the car. Whenever a vehicle is reported stolen, the police

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broadcast this number to the FBI's central computers where it is on a database. The first thing police always do when a stolen car is recovered is check the VIN number.

The practice of etching VIN numbers on to many parts of the car including the windows and windshield has recently become very popular. Many security experts believe that this is a foolproof anti-theft mechanism. Because the VIN is obvious on the windows, the criminals have to replace the windows before they can sell the car.

In the old days, the thieves simply erased or switched the VIN numbers from the dashboard. However, when the VIN is etched on to the windows, all the windows require replacement and this can become expensive. While removing and replacing car windows is relatively simple, it certainly is not cost effective for the crook. Once the VIN is etched onto each window of the car, it acts like a fingerprint. Law enforcement can rapidly access your VIN number and check it with the national data bank to determine if the car is stolen.

While some thieves do avoid cars with etched VIN on the windows, this is not a golden rule. Many cars are stolen by teenagers simply out for a joyride and VIN etching on the windows is not a deterrent. However, there is ample data from law enforcement and insurance companies that cars etched with VIN on the windows have a low probability of getting stolen. The VIN etching

Google Ex. 1031, p. 309

system has led to other benefits; many auto dealers now regularly mark all their products to prevent theft.

Despite this new innovation, one has to remember that if a thief wants to steal your car, he or she will find a way no matter what security system you have. But in general, thieves usually target easy to pick cars. So the onus is on to you to make it slightly more difficult for the thief. The majority of cars get stolen because the owner of the car is simply careless. Leaving the keys in the car or leaving the windows open is an invitation to thieves. No amount of car theft protection is a solution for stupidity and, unfortunately, there is no cure for being foolish either. However, with our solution, you may win in the end.

We take that solution a step ahead and make the car digital id, meaning assign the car an id or use the current car id, the Vehicle identification number, the same number that assign physically to the car from manufacture as a car id and allow it to be broadcast digitally and wirelessly.

To explain our solution it easy to compare the car license plate as ip address and internet protocol address, you can think of an IP Address like a vehicle's license plate. Every vehicle driving on the road has a license plate which is registered to the local DMV. The license plate is kind of like the car's identification card, which allows someone (usually a cop) to run the plate and find out all kinds of information about the owner of the vehicle

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in which the license plate is registered to. An IP Address works the same way. Every computer surfing the web has to have some type of identifying IP Address, whether it be an IP assigned to the actual computer, the router the computer is connected to, or the proxy server the computer is connecting with. This address is what identifies a computer on the web as a license plate is what identifies a vehicle on the road.

A MAC (Media Access Control) Address on the other hand is the physical address of the NIC (Network Interface Cards) in your computer (something like a serial number). On broadcast networks, such as Ethernet, the MAC address uniquely identifies each node (workstation/computer) for specific packet delivery. If you enjoy analogies, you can kind of compare the NIC's MAC address to a vehicle's VIN number. The MAC identifies the physical networking hardware as a vehicle's VIN identifies a specific vehicle.

My analogies are to help understand that a dynamic IP Address can change just like a vehicle's license plate number can be changed. But a MAC Address cannot be changed just like a vehicle's VIN cannot be changed.

Application:

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In general, our system is based on method to assign the car id (again it can be the same as the car vin number or other assign name and id) it can be assign by the car manufacture as built-in the car or as an add-on assign by the car owner and allow the id to be broadcast wirelessly for telematics applications.

We have focused on a solution that can work outdoor as well as indoor without the need for GPS that as describe before have the limitation in term of indoor and the accuracy needed to find the exact location of the car, ether indoor ,in a parking garage or just have the ability to use the broadcast id for additional theft protection, tracking capabilities allow use the id for secure access when need precise id of the car and not only a remote clicker that can be transfer between cars or "car pass" to allow toll or access road as well as security and marketing or easy statistically information.

Examples of indoor applications:

The application can be for the car owner benefit as well for municipals or police.

The user may wish to locate where he park his car outdoor or indoor in a garage or in the street.

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The user may wish to use his car id as replacement or add-on for payment such as toll roads, pay to park or at the gas station using his car id wirelessly as payment trigger mechanism.

The user may be looking to access a designated area that require specific id , or an area needed open gate remote , instead of the remote he can use his car id for such access.

Police can now scan and search for car from remote area and scan the area for the car instead of going one by one to verify lic. Plate.

The car owner or authorities can use the broadcast id to scan for stolen cars.

Such system can serve as add-on to the car alarming and may be the ideal solution to lower car theft.

It may be ideal solution as add on with additional sensor to trigger broadcasting from the car when needed like in emergency.

Or again the car owner may just wish to locate his car and answer to the most demanding dilemma of any driver, "Where I park?"

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By using and modifying existing technology, our system will integrate easily with other transportation and communication systems.

Reference to prior arts

Parking:

Despite the problems encountered by vehicle operators at parking facilities, most existing parking monitoring systems focus on collecting information for management. Some prior art systems employ sensors at entrances and exits to parking facilities or sections of such facilities (See U.S. Pat. No. 3,130,298 to Schwarz). These sensors trigger a counter to determine the number of cars in the monitored area by subtracting the number of cars leaving the area from those that have entered. At least one of these monitoring systems also engages a timer to determine the aggregate usage time of the facility by summing the total time from the entry of the cars to their departure (See U.S. Pat. No. 3,867,615 to Sioufi). These systems profess to be useful in monitoring the usage of the parking facility.

Prior Art curbside parking monitoring systems have been coupled with centralized signals which indicate general areas where drivers may find a curbside parking space (See U.S. Pat. Nos. 3,114,128 and 3,166,732 to Ljungman). Upon sensing that a space

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adjacent a parking meter is vacant, the system signals drivers from a signpost at an intersection of the city block along which

the parking space is vacant. The signal appears in a binary yes or no stating that one or more parking spaces are available in the adjacent block-long area. However, because the driver seeing a parking available signal is not advised of the number and specific location of parking spaces that are available in that block, the vehicle operator may proceed to the indicated location to find that a single available space has already been occupied or that the space will not accommodate his vehicle. In either situation, the binary availability signal may lead the vehicle operator on a fruitless quest.

Another monitoring system for a parking facility compares the number of cars within a designated area (determined by counting cars entering minus cars departing the area) with the number of spaces within that area. When the net number of cars equals the number of spaces, the system registers that the area is completely full and signals drivers to proceed to the next area (See U.S. Pat. No.3,158,836 to McCauley). Unfortunately, such systems again only yield a binary yes or no signal to the drivers. Even if an area contains only one available space, even if the space is obstructed, will not accommodate the driver's car, or is otherwise undesirable, a driver still will be lead to that area.

These prior art systems are of only limited help to vehicle

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operators and do not resolve many concerns associated with parking an automobile.

U.S. Pat. No. 5,293,163 to Kakihara, et al., entitled, "Navigation Apparatus for Vehicles", describes a system for finding garages or other parking facilities with available parking spaces. It provides for the display of available parking information in map format. This vehicle navigational system patent does not address the problem of locating available on-street parking. Instead, it addresses the problem of locating parking lots with available spaces. Parking lots in congested city areas are not very cost effective, and they may not be in close proximity to the driver's destination. The patent does not direct drivers directly to an available metered space, a less expensive alternative, but simply to a large parking lot where they will have to search for an available space. In addition, the Kakihara map display only directs the driver as far as a parking facility. The driver still must navigate around the parking facility to locate an available space.

U.S. Pat. No. 5,432,508 to Jackson, entitled, "Technique for Facilitating and Monitoring Vehicle Parking", describes a scheme for finding available parking spaces in garages and other parking facilities. It provides for the display of available parking information at the entrance of a garage and makes a provision for a light source to be mounted above a parking space to indicate its availability. Remote access to the data is provided by a dial-up telecommunication interface. Because the

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technique described operates over a wire line medium, it does not lend itself to being easily deployed in a wide area. Also, because parking information is never provided to any device within a vehicle, drivers still need to navigate through a garage to locate available spaces.

Parking meters with sensors, parking meters with transmitters, and navigational equipment receiving and displaying external information are well known in the art. U.S. Pat. No. 5,442,348 entitled, "Computerized Parking Meter", for example, describes a parking meter utilizing an ultrasonic transducer to detect when a car is occupying a parking space. Similarly, U.S. Pat. No. 5,454,461, entitled, "Electronic Parking Meter and System", describes a parking meter utilizing a sonar transducer for parked vehicle detection and radio means for receiving billing information.

Accurate Navigation

U.S. Pat. No. 5,504,482 to Schreder describes an automobile equipped with an inertial and satellite navigation system as well as a local area digitized street map. The main use of this patent is for route guidance in the presence of traffic jams, etc. Schreder describes how information as to the state of the traffic on a highway can be transmitted and utilized by a properly equipped vehicle to change the route the driver would take in going to his destination. Schreder does not disclose

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sub-meter vehicle location accuracy determination

Vehicle Location

U.S. Pat. No. 5,272,483 to Kato describes an automobile navigation system. This invention attempts to correct for the inaccuracies in the GPS system through the use of an inertial guidance, geomagnetic sensor, or vehicle crank shaft speed sensor. However, it is unclear as to whether the second position system is actually more accurate than the GPS system. This combined system, however, cannot be used for sub-meter positioning of an automobile.

U.S. Pat. No. 5,383,127 to Shibata uses map matching algorithms to correct for errors in the GPS navigational system to provide a more accurate indication of where the vehicle is or, in particular, on what road the vehicle is. This procedure does not give sub-meter accuracy. Its main purpose is for navigation and, in particular, in determining the road on which the vehicle is traveling.

U.S. Pat. No. 5,416,712 to Geier, et al. relates generally to navigation systems and more specifically to global positioning systems that use dead reckoning apparatus to fill in as backup during periods of GPS shadowing such as occur amongst obstacles, e.g., tall buildings in large cities. This patent shows a method

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of optimally combining the information available from GPS even when less than 3 or 4 satellites are available with information from a low-cost, inertial gyro, having errors that range from 1-5%. This patent provides an excellent analysis of how to use a modified Kalman filter to optimally use the available information.

U.S. Pat. No. 5,606,506 to Kyrtsos provides a good background of the GPS satellite system. It discloses a method for improving the accuracy of the GPS system using an inertial guidance system. This is based on the fact that the GPS signals used by Kyrtsos do not contain a differential correction and the selective access feature is on locating a vacant parking space is an ordeal that causes frustration for many commuters. Even if a commuter pays to enter a parking lot, valuable time is consumed searching for a parking space within the parking lot. It seems that parking lots that service hospitals, airports, mass transit stations, entertainment forums, shopping malls and the like are always the most crowded, when time is the most crucial. As urban and suburban regions become more populated, finding a vacant parking space will become increasingly difficult for commuters.

U.S. Pat. No. 5,910,782 to Schmitt et al. ('782 patent) discloses a system for finding available on-street parking using an on-board vehicle navigation system and parking meters equipped with sensing devices. According to the '782 patent, real time metered parking space information can be accessed from

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a central location or directly by a vehicle, upon entering a specific geographic area.

U.S. Pat. No. 5,940,481 to Zeitman ('481 patent) discloses a parking management control system used to report parking, monitor parking and reserve parking spaces. According to the '481 patent, a user reports parking in a particular parking facility to a central control unit using a personal non-dedicated mobile communications device. The central control unit then confirms whether parking in the particular parking facility is authorized or not. The central control unit also generates a report indicating which parking facilities are supposed to be vacant for law enforcement officials so that unauthorized parking can be ticketed. The '481 patent also discloses that a user can reserve a desired parking facility by selecting a desired parking facility from a map provided from the central control unit. If a potential user, other than the registered user, communicates a request to park in the reserved parking facility, the control unit transmits a response to the potential user indicating that the parking facility is reserved and not authorized for use.

Patent Application 20080071882 VIN number obtaining method by general Motors, Corporation C/o Reising Ethington Barnes Kisselle, an electronic VIN request is generated at the vehicle through a vehicle user interface, such as a visual display, a microphone, a speaker, a keypad, or an electronic control or button. According to another embodiment, the electronic VIN

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request is generated at an entity, such as a remote call center, that is remotely located from the vehicle. In either case, the electronic VIN request causes the vehicle hardware to query one or more vehicle electronic module(s) for electronic VIN(s) stored therein, so that output related to the electronic VIN(s) can be provided.

The vin id is generate and send to a call center via internet or communication method where the id need to be sent via communication device to a call center data base the car device needed vehicle electronic module includes at least one module selected from the group consisting of: an instrument cluster module, a body control module, an engine control module, and a powertrain control module clearly a complete deferent system and method from our innovation where we use wifi or Bluetooth tag/beacon with assign id to become the car id and allow it to be broadcast , not using internet or cell or web or any communication at all, As our tag/beacon will be scan for id only and there is no exchange of communication like describe on the patent application above.

Iphone and other smart phone application to help find your parked car - most are based on GPS and as describe above are not effective indoor and the low accuracy of the GPS (over 50m) making it not practical for precise finding.

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Other application utilize the smart phone camera with somehow primitive way to record the location where you park the car or to have an SMS message deliver with information about the location, such solution are not exactly navigate the user to the car but provide more information to assist the user to find his park car.

RFID loc8tor are Rfid based device and not Wi-Fi or Bluetooth and such communication method -Rfid have very limit range and signal is blocked by cars and people.

Lojack system are theft recovery system for locating stolen vehicles only and not providing the car owner the user ability to find his parking car or other telematics applications.

On-star vehicle communication system provides remote vehicle diagnostics and emergency assistant and are based on cellular communication na dose not offer the user other telematics application like return2parking.

Wireless rdf- autofinder are keychain deviceand a battery powered device mount in the car it transfer data between the receiver and the finder device and using a tone-audio generation inside the finder to point to the direction of the parked car, have limit range and are not be use with the user mobile phone like our innovation and are not set to be built in the car and

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also are not set to broadcast the vehicle id for other telematics applications.

At present, however, no prior art device utilizes the capabilities to assign and broadcast the car id or the VIN number in such method over wireless directly to the car owner mobile phone without using internet or cellular or GPS or any other communication, the car wireless device are autonomous and can be a Wi-Fi or long range Bluetooth with over 1000m range.

Our system automatically detects a signal directly from the autonomous beacon/tag built-in the car or add on to it, no real communication needed as the beacon in the car behave as it mention , as a beacon , meaning broadcast only an ID . Other systems must have bandwidth or other communication method available, over which to send a request to a central system, call center or to a database, and then must wait for a response. This takes time!

Even if the other systems have bandwidth, they still based on the existing search concept where there is need submits a query, searches and waits for the response. All impractical while driving and need fast response. Our method provides the information automatically, without submitting any query, and the response is fast as needed.

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Again, most of the existing prior arts are based either on a GPS based system or the existing car navigator, that depends on a GPS too, And the existing mapping that these systems use has the same limitations described previously and is impractical.

Location technologies.

Various technologies are used for wireless indoor location. These may be classified in two aspects:
The algorithm - i.e. the method of location used.
The physical layer - i.e. the wireless technology used to communicate with the mobile device.

Location methods

The methods typically used in indoor location are "borrowed" from the outdoor GPS location methods inventory. Specifically, four types of methods are used indoor:
Proximity Detection (PD), Received Signal Strength (RSSI), Time of arrival (TOA), and Angle of Arrival (AOA).

Proximity Detection (PD)
This method relies upon a dense grid of antennas, each having a well-known position. When a mobile is detected by a single

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antenna, it is considered to be collocated with it. When more than one antenna detects the mobile, it is considered to be collocated with the one that receives the strongest signal.This method is relatively simple to implement. It can be implemented over different types of physical media. In particular, IR and RFID are based on this method.

Triangulation

Triangulation takes PD a step further, in the sense that it is based on measuring the signal level measurements from each antenna (possibly by using a triangulation mechanism), with respect to each mobile device. Following that, mobile is located by using a triangulation algorithm.

Like the PD method, triangulation is relatively simple to implement.

Time of arrival (TOA)

TOA is based on triggering the mobile devices to respond, and measuring the time it takes for the response to fly back to the antenna. The elapsed time represents the distance between the two. By using distances from few antennas, a mobile's position can be triangulated. TOA is considered to be the most accurate method, because multipath effects can be filtered out. Yet, it is considerably more complex to implement, as it requires a modification to the hardware on the mobile side, as well as special modifications on the antenna side.

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Angle of Arrival (AOA)

AOA is based on finding the direction of maximal signal intensity for each antenna-device pair. By finding the intersection of few such direction vectors, a mobile's position can be estimated, AOA is considerably less accurate than TOA, due to limited angular resolution and the fact that indoor much of the signal is reflected. Also, AOA antennas are more complex, as they require multi-section, highly directional antennas, and multiple RF circuitries.

WLAN (IEEE 802.11b)

This midrange wireless local networking standard, operating in the 2.4GHz ISM band, has become very popular in public hotspots and enterprise locations during the last few years. With a typical gross bitrates of 11 Mbps and a range of 50-100 m, IEEE 802.11b is currently the dominant local wireless networking standard.

One limitation of such systems is the fact that WLAN tags are relatively bulky and power hungry. Thus, such locators are mainly useful to locate WLAN enabled instruments, such as portable computers. Note that in WLAN, antennas are actually part of access points (APs), through which devices communicate with the access network. This is also the case with Bluetooth.

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Bluetooth (IEEE 802.15)

Bluetooth is a newer wireless local networking standard that operates in the 2.4 GHz ISM band. Compared to WLAN, the gross bitrates is lower (1 Mbps)but our method don't use data transfer at all, the new Bluetooth 4 specification allow long range of over 1000m with low power consuming and it is ideal for beacon operation. Moreover Bluetooth is a "lighter" standard, highly ubiquitous (embedded in almost all mobile phones, PDAs, PC peripherals, etc.) Bluetooth tags are small, pocketsize transceivers and they are low cost, our Bluetooth beacon is cost below $10.

Every Bluetooth or Wi-Fi device's tag has allow to assign name for unique ID/name. This ID can be used for the car id and by broadcast the id serve eventually for the other telematics application, by decode the vin# into Bluetooth or Wi-Fi id at manufacture or by the car owner providing car id to be broadcast wirelessly.

Our approach to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. We use the Bluetooth or the wifi module naming as a key (Sequence of numbers and letters, much like a VIN# in cars) to be decode into the Bluetooth or wifi id/name and serve as triggering mechanism for telematics applications.

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Beacon mean - wifi or Bluetooth beacon built in at the vehicle or add-on to the vehicle.

Beacon id- the vehicle id or the VIN number are decode into the wifi or the Bluetooth id.

The beacon are in broadcasting mode when only the id are broadcast allowing the id to be transmit without having to be connect.

The beacon can spend most of the time in deep sleep mode and only "wakeup" for scanning by the user mobile phone device or other assign devices.

Because there is no data transfer and the beacon is in a "sleep" mode most of the time there is very low power consuming from the beacon stand point and also from the user mobile phone where the battery power are very important.

The id broadcast is serving as advertising presence and proximity detection car be trigger for such as keyless entry , security entry, gate remote access and very practically add on to the car theft protection.

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The display method in return2parking application

The display method in return2parking application is our unique way to bridge existing devices like cellular phones, and other Bluetooth or Wi-Fi devices. We provide our overlay add-up display method over the mobile phone display as a real-time floating overlay Omni directional circular display on the car owner mobile phone.

The overlay add-up device/display works without mapping, a VOR like add-up display shows the direction to the parked car in the immediate area or use the garage or local area mapping at the background.

Automatic payments can be handled via systems. Our system can be an attractive additional feature for cities that deploy WIFI.

In case of an emergency, or in a security situation, the system can provide authorities ability to scan and get information about parked cars from remote via wireless and can serve as security add-on.

Using the system, municipalities and parking operators can manage their facilities better, compile helpful statistics and increase inventory control of the parking spaces resulting in better service and increased availability.

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SUMMARY OF THE INVENTION

In accordance with the present invention, these are our project's characteristics:

According to one aspect of the invention, there is provided a system and method for use wireless method to allow assign and decode digital ID represent the Vehicle ID or VIN number and allow it to be broadcast wirelessly to trigger and allow telematics and other applications.

According to another aspect, there is provided a method for assigning a vehicle Id or encode the Vehicle Identification Number (VIN) into a Wi-Fi or Bluetooth beacon module built-in the vehicle or as add-on device and allow it to be broadcast wirelessly for telematics applications, This method generally comprises the steps of: (a) Scan vehicle beacon Id or VIN number via wireless Wi-Fi or Bluetooth device (example car owner mobile phone)scanning can be done from long distance (b) getting and decoding the car beacon ID (the car ID or the Vin number decode into the beacon module c) receiving beacon/car ID trigger telematics application for example return 2 parking application where the car id will allow navigation to the location where the car is parking,

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According to another aspect, there is provided a method for obtain the beacon/vehicle ID without exchanging any communication between the user mobile phone or other Wi-Fi or Bluetooth devices and no other communication like cellular or internet needed.

According to yet another aspect there is provided a method to apply the vehicle/beacon Id as a triggering mechanism to telematics and other applications.

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BRIEF DESCRIPTION OF THE DRAWINGS

A better understanding of the present invention may be obtained by reference to the accompanying drawings, which should be considered in conjunction with the detailed description, all in accordance with the present invention.

Figure 1 is an illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method in accordance with the present invention.

Figure 2 is illustration of the return 2 parking method as an application on a mobile phone in accordance with the present invention.

Figure 3 is illustration of the mobile phone application of return 2 parking in accordance with the present invention.

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DESCRIPTION OF THE PREFERRED EMBODIMENT

In all the figures of the drawings, sub-features and integral parts that correspond to one another bear the same reference symbol.

Referring now to the drawings in detail and first particularly to Figures 1-3 thereof.

These figures illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method.

Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the vehicle ID or VIN number can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130,using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where I park my car" dilemma.

Another application that can benefit from using the innovation method of broadcasting the vehicle ID is access control 140,knowing the vehicle VIN# wirelessly from remote (decoding)can allow the vehicle access to secure or strict area

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where there is a need for precise ID of the vehicle and it can serve as a replacement or add-on to a remote gate , access control, strict road access, permission access, and other security access that are deferent from a remote gate use today as it can be set using the precise car ID/VIN number without need for remote and such allowing better control than existing remote that can be move from car to car.

Additional application that can benefit from using Vehicle ID broadcast are theft prevention 150, our system and method will allow the car own VIN# To be broadcast as additional theft prevention, providing a mechanism that surly will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices especially when the method describe above will allow the police easy way to scan and determine if the car is stolen, moreover there is a possibilities to add sensor to the beacons that will allow it to add notification to the broadcasting of the car ID in a case of emergency and or finding that the car is stolen.
As the car ID are protected and secure from changing or protected by the car owner password to prevent unauthorized ability to modify the car ID.

The ability to have the car VIN # broadcast or scan by the authorities from remote instead of going plate by plate will easy the police and other authorities work, more over it can easily replace or add-on to car plate recognition with remote

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scanning instead of one by one. In a way we take the physical old style VIN plate and make it to the digital era.

Going to additional application 160, the RF beacon, Wi-Fi or Bluetooth will behave as a trigger mechanism for telematics and other application that can use the decode broadcast of the car ID/VIN to exploit many telematics and other application, or application delivery of local content according to the trigger ID provide by our method, the delivery of such content can be using the internet and or cellular communication where the basic concept is to have the ability to recognize and decode the car VIN number for smart marketing , secure access , maintenance, parking, digital payments , add-on to prevent car theft as well as track the car without GPS or other communication.

Another application that can be benefit from the ability to know wirelessly the car ID or VIN number are application that need to track the car especially when you need more precise way to track the car especially indoor or in an area where GPS can't be provided or there is need for more accuracy than GPS accuracy.

The ability to integrate the GPS tracking and or cellular ID tracking with the additional beacons installed in the car will provide high accuracy for tracking and it can also to add additional accuracy to the car GPS navigation.

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Going to explorer additional application 180, that will benefit from using the digital wireless car ID or VIN number as a way for secure payment in a gas station or pay for parking in a garage or in the street where the digital broadcast of the VIN number or the car ID can be scan and decode to provide a secure way for payments a precise and protected way.

Our method provides the ability to broadcast the car ID/VIN number when needed, meaning when it scan by the car owner device or other authorize devices
The wireless beacon Wi-Fi or Bluetooth in the car can be in a "sleep mode" and "wake up" only for authorize scanning request saving power from the car and from the user scanning device, ake mobile unit or mobile phone with RF Bluetooth or Wi-Fi device that will allow to decode and use the broadcast car ID/VIN number.

It must be note that there is no privacy issue to know or view the car VIN number as anyone can access it easily by view the VIN number attached to the car, what we suggest in our method is taking a step to the digital era and making the VIN number available to many usefully application for the benefit of the car owner, the public and the authorities when needed.

Referring to Fig 2 This drawing illustrate return 2 parking application a solution to the everyday dilemma of most of drivers when trying to find out where we park our car, the car

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100, with Bluetooth or Wi-Fi device will broadcast 110 the car ID or the VIN number 120 to the car owner mobile phone 200, where the mobile phone will use Wi-Fi or Bluetooth to scan 220 for the known car ID , must be note that the car owner and his mobile phone will scan only for the known car ID/VIN number and not to other cars ID, the long range beacon in the car will be recognize by the mobile scanning and the car where about, the car location with ability to recognize the signal strength as well the direction the bearing will calculate the distance and will be display 210 over floating circle on the user mobile phone device and will allow navigate to the park car - return 2 parking.

Going to Fig 3 is illustrate the application on the mobile phone 200 with Wi-Fi or Bluetooth 220 that will scan for the park car in return 2parking application and display the car location over a circle overlay 210 on the mobile display 230.

Having thus described the invention, what is desired to be protected by Letters Patent is presented in the subsequently appended claims.

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What is claimed is:

[Claim 1]

A method for broadcasting a vehicle assign ID or VIN number wirelessly, the method comprises the steps of:

Encoding vehicle ID or VIN number into RF beacon Long range Bluetooth or Wi-Fi

Broadcast the Vehicle ID or VIN number

Decoding vehicle ID or VIN number by authorize wireless scanning device to trigger telematics and other local base services (LBS) applications.

[Claim 2]

A mobile phone or other Bluetooth or Wi-Fi device that will scan the car ID/VIN wirelessly and decoding the ID/VIN number for telematics and other local based applications.

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[Claim 3]

The RF wireless Wi-Fi or Bluetooth module according to Claim 1, wherein said RF beacon can be installed and setup as built-in from the vehicle manufacture or as add-on to the vehicle.

[Claim 4]

The wireless car method according to Claim 1, wherein said beacon in a vehicle can be set to be in a protected mode to transmit the car ID/VIN only when said RF beacon detects an actually scanning request from an authorize device.

[Claim 5]

The method according to Claim 1, which further comprises performing the determining step without the aid of a global positioning satellite system.

[Claim 6]

The method according to Claim 1, which further comprises help determining a current position of a vehicle by a using the

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current car ID broadcasting signal as assist to navigation and GPS method.

[Claim 7]

The method according to Claim 1, which further comprises trigger mechanism to enable telematics application from and not limit to : return 2 parking application, access and security control, protection add-on to prevent car theft, scanning control mechanism to allow authorities to scan via wireless for stolen car from remote as well help in emergency situation, local tracking and add-on to the car GPS navigation for more precise accuracy when needed, a digital secure payment method that can be use for Gas or parking payment using the car ID.

[Claim 8]

The method according to Claim 1, which provide access control trigger by decoding the car ID/VIN number at a toll or access gate or road.

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[Claim 9]

The method according to Claim 1, which further comprises application to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter.

[Claim 10]

The method according to Claim 1, wherein the Car Id/VIN can trigger automatically debits the amount of the payment for toll parking or payment for gas station fee against the account of the car owner determine by the car ID/VIN.

[Claim 11]

The method according to Claim 1, which further comprises telematics application to prevent car thefts or in emergency by allow the vehicle ID or VIN number to be broadcast.

[Claim 12]

The method according to Claim 1, which further comprises telematics application to track the vehicle using the

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broadcasting of the vehicle ID or VIN number for more precise accuracy.

[Claim 13]

The method according to Claim 1, which further comprises application to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter.

[Claim 14]

The method according to Claim 1, which further allow a return 2 parking telematics application comprises:

Scanning for the car ID/VIN over parking place location of a vehicle; and

Subsequently retrieving the exact parking place location for determining where the vehicle is parked and
determining a distance and direction to the parking space

Provide navigation information on the user mobile phone.

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[Claim 15]

The method according to Claim 14, which further comprises displaying on the display device a mapping between a current position and the exact parking place location of the vehicle.

[Claim 16]

The method according to Claim 14, which further comprises providing the display device with an Omni directional circular display.

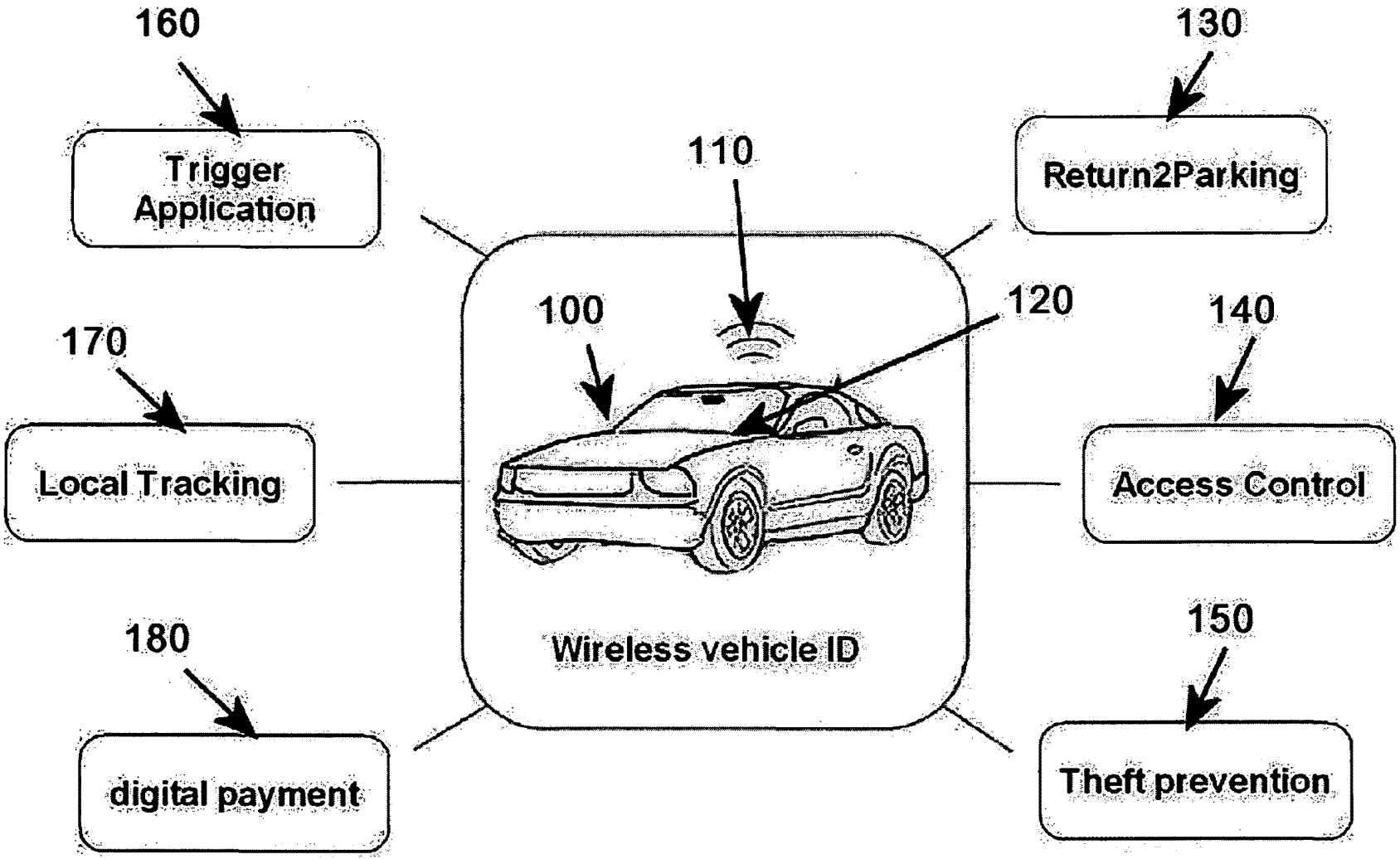
Google Ex. 1031, p. 343

ABSTRACT

Car wireless a system and method to assign vehicle ID and wirelessly broadcast the car ID or the VIN number encode into the vehicle installed RF Wi-Fi or Bluetooth long range beacon to be decode to provides triggering mechanism to enable telematics application indoor and outdoor such application can include but not limit ability to use the car ID/VIN broadcast to detect where the car is parked and allow return 2 parking application all without need to establish any communication or transfer of data and without use of GPS or other communication method.

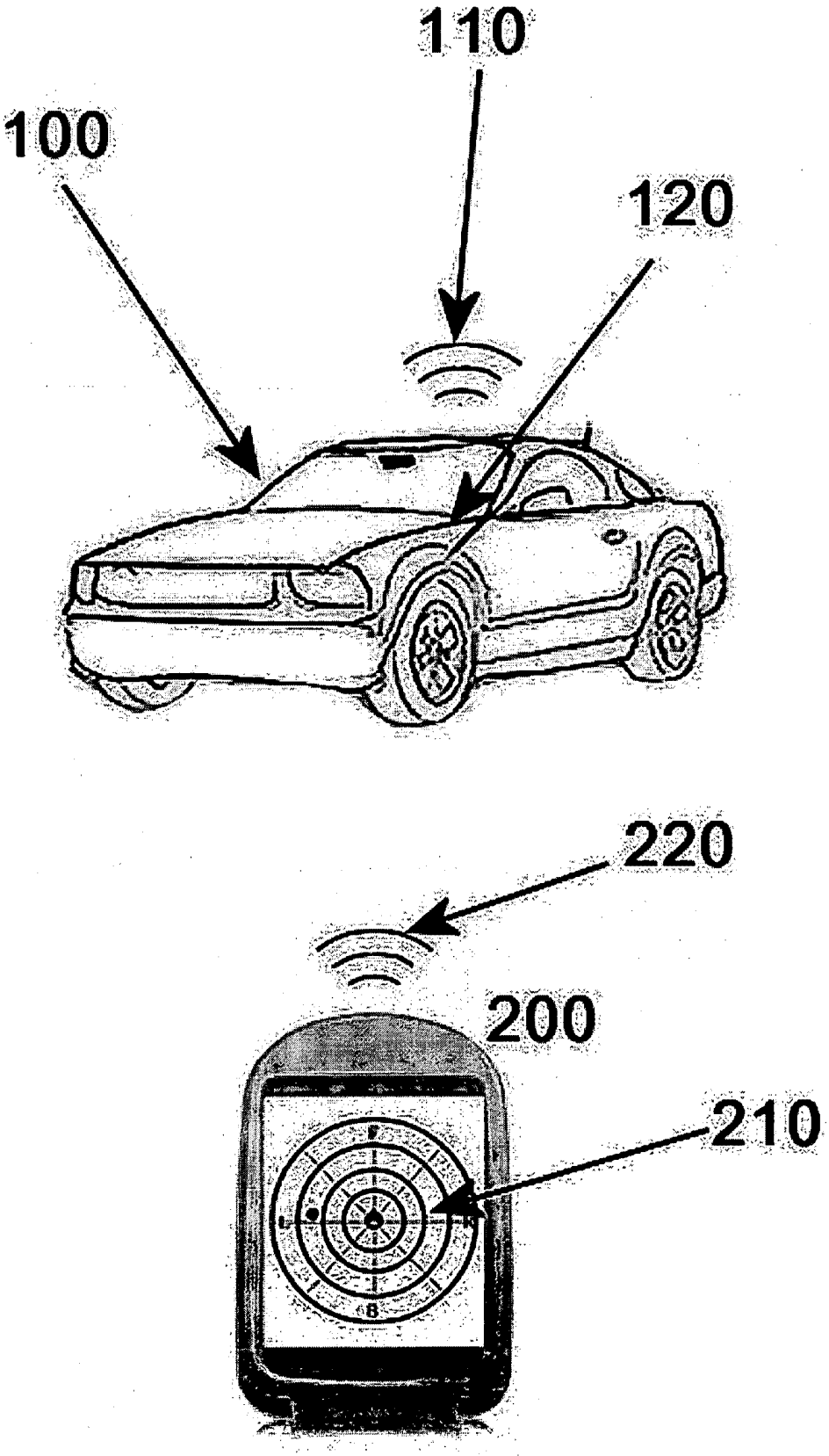
Google Ex. 1031, p. 344

Fig.1



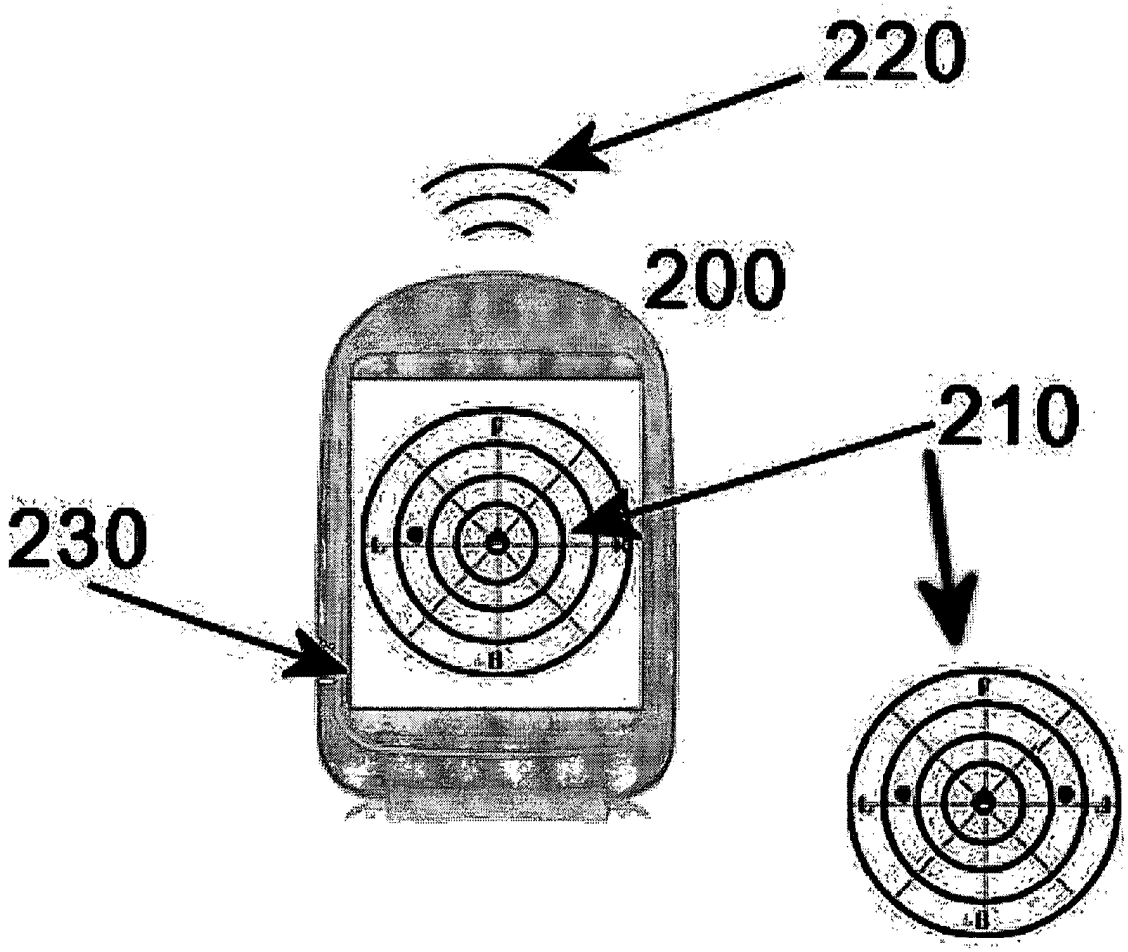
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Fig.2



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Fig.3



SCORE Placeholder Sheet for IFW Content

Application Number: **12930735** Document Date: **06/14/2011**

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12/930,735	01/14/2011	Ehud Mendelson	Vinbroadcast

CONFIRMATION NO. 3181

61887
EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076

FORMALITIES LETTER

OC000000047779554

Date Mailed: 05/23/2011

NOTICE OF INCOMPLETE REPLY (NONPROVISIONAL)

Filing Date Granted

The U.S. Patent and Trademark Office has received your reply on 05/04/2011 to the Notice to File Missing Parts (Notice) mailed 02/04/2011 and it has been entered into the nonprovisional application. The reply, however, does not include the following items required in the Notice. A complete reply must be timely filed to prevent ABANDONMENT of the above-identified application. Replies should be mailed to: Mail Stop Missing Parts, Commissioner for Patents, P.O. Box 1450, Alexandria VA 22313-1450.

Applicant is given **TWO MONTHS** from the date of the Notice to File Missing Parts (Notice) mailed 02/04/2011 within which to file all required items and pay any fees required below to avoid abandonment. Extensions of time may be obtained by filing a petition accompanied by the extension fee under the provisions of 37 CFR 1.136(a).

Items Required to Avoid Abandonment:

The required items noted below SHOULD be filed along with any items required above. The filing date of this nonprovisional application will be the date of receipt of the items required above.

The application is informal since it does not comply with the regulations for the reason(s) indicated below.

The required item(s) identified below must be timely submitted to avoid abandonment:

- A substitute specification in compliance with 37 CFR 1.52, 1.121(b)(3), and 1.125, is required. The substitute specification must be submitted with markings and be accompanied by a clean version (without markings) as set forth in 37 CFR 1.125(c) and a statement that the substitute specification contains no new matter (see 37 CFR 1.125(b)). The specification, claims, and/or abstract page(s) submitted is not acceptable and cannot be scanned or properly stored because:
  - The line spacing on the specification, claims, and/or abstract is not 1½ or double spaced (see 37 CFR 1.52(b)).
- Replacement drawings in compliance with 37 CFR 1.84 and 37 CFR 1.121(d) are required. The drawings submitted are not acceptable because:
  - The drawings must be reasonably free from erasures and must be free from alterations, overwriting, interlineations, folds, and copy marks. See Figure(s) All.

Applicant is cautioned that correction of the above items may cause the specification and drawings page count to exceed 100 pages. If the specification and drawings exceed 100 pages, applicant will need to submit the required application size fee.

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Replies should be mailed to:

Mail Stop Missing Parts
Commissioner for Patents
P.O. Box 1450
Alexandria VA 22313-1450

Registered users of EFS-Web may alternatively submit their reply to this notice via EFS-Web.
https://sportal.uspto.gov/authenticate/AuthenticateUserLocalEPF.html

For more information about EFS-Web please call the USPTO Electronic Business Center at **1-866-217-9197** or visit our website at http://www.uspto.gov/ebc.

If you are not using EFS-Web to submit your reply, you must include a copy of this notice.

/eulanday/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

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PATENT APPLICATION FEE DETERMINATION RECORD

Substitute for Form PTO-875

Application or Docket Number: 12/930,735

APPLICATION AS FILED - PART I

FOR	(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY FEE($)
BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	165		N/A	
SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	270		N/A	
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	110		N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	16 minus 20 =	*	x 26 =	0.00	OR		
INDEPENDENT CLAIMS (37 CFR 1.16(h))	2 minus 3 =	*	x 110 =	0.00			
APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is $270 ($135 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			0.00			
MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				0.00			
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	545		TOTAL	

APPLICATION AS AMENDED - PART II

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY ADDITIONAL FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY ADDITIONAL FEE($)
AMENDMENT A	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	RATE($)	ADDITIONAL FEE($)		RATE($)	ADDITIONAL FEE($)
AMENDMENT B	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.
** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20".
*** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3".
The "Highest Number Previously Paid For" (Total or Independent) is the highest found in the appropriate box in column 1.

OPAP IAP1
MAY 04 2011
PATENT & TRADEMARK OFFICE

5/5/11

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	VIN Broadcast

CONFIRMATION NO. 3181

61887
EHUD MENDELSON
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SUITE 916
CORAL SPRINGS, FL 33076

FORMALITIES LETTER

OC000000045845430

Date Mailed: 02/04/2011

NOTICE TO FILE CORRECTED APPLICATION PAPERS

Filing Date Granted

An application number and filing date have been accorded to this application. The application is informal since it does not comply with the regulations for the reason(s) indicated below. Applicant is given TWO MONTHS from the date of this Notice within which to correct the informalities indicated below. Extensions of time may be obtained by filing a petition accompanied by the extension fee under the provisions of 37 CFR 1.136(a).

The required item(s) identified below must be timely submitted to avoid abandonment:

- A substitute specification in compliance with 37 CFR 1.52, 1.121(b)(3), and 1.125, is required. The substitute specification must be submitted with markings and be accompanied by a clean version (without markings) as set forth in 37 CFR 1.125(c) and a statement that the substitute specification contains no new matter (see 37 CFR 1.125(b)). The specification, claims, and/or abstract page(s) submitted is not acceptable and cannot be scanned or properly stored because:
  - The line spacing on the specification, claims, and/or abstract is not 1½ or double spaced (see 37 CFR 1.52(b)).
- Replacement drawings in compliance with 37 CFR 1.84 and 37 CFR 1.121(d) are required. The drawings submitted are not acceptable because:
  - The drawings must be reasonably free from erasures and must be free from alterations, overwriting, interlineations, folds, and copy marks. See Figure(s) 1-3.

Applicant is cautioned that correction of the above items may cause the specification and drawings page count to exceed 100 pages. If the specification and drawings exceed 100 pages, applicant will need to submit the required application size fee.

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Ehud Mendelson

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"Express Mail" mailing label number : EG 716899135 US
Date of Deposit May 4,2011

I hereby certify that this paper is being deposited with the United States Postal Service "Express Mail Post Office to Addressee" service under 37 CFR 1.10 on the date indicated above and is addressed to the Commissioner for Patents, Washington, D.C. ,22313

Docket No.: Vinbroadcast
Date: May 4,2011

Missing Parts
Commission for patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir,

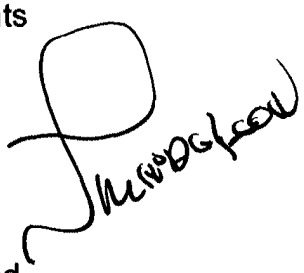
Enclosed herewith are the necessary correction to spec. line spacing and the drawing for application 12/930,735 file at Jan 14,2011. as to your confirmation No. 3181 dated:02/04/2011, attached .

It is state that NO change and NO new matter except of correcting the line spacing as requested and clear the drawing was made to the application.

In response to the office letter dated Feb,4,2011. Your office established a shortened statutory period for a response of Two (2) Months. Applicant believes a petition for extension of one (1) MONTHS and respective fee of $65 (small entity) is required and submitted herewith under provisions of 37 CFR 1.136(a).

05/06/2011 JADD01 00000003 12930735
01 FC:2251 65.00 OP

Attach: Application with correction to the line spacing as req.
Drawing replacements
Copy of office letter.



Respectfully submitted,
Ehud Mendelson
Applicant Pro Se
Customer No. 061887

Application
For
United States Letters Patent

Title: Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.

Inventor: Ehud Mendelson
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Coral Springs, Fl, 33076

Car wireless- a system and method to providing telematics application include Return 2 parking - detecting and navigating to where we park our car utilizing a mobile phone and car wireless.

Related Applications:

This application claims the benefit of US patent application 11/396,843 files April 3, 2006 that claim the benefit of Provisional application No. US60/670,097 filed April 12, 2005.

Field of the Invention:

This invention is directed generally to the field of "location based navigation" and, more particularly, to such method to be used in car wireless and Mobile phone telematics application such as detecting and navigating to the exact location where we park our car indoor and outdoor - return2parking method and allow car id or VIN number to be broadcast wirelessly for telematics applications.

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BACKGROUND OF THE INVENTION

Introduction to location based services:

Location based services are rapidly expanding. Outdoor location technologies are mainly based on GPS technologies. GPS does not perform properly indoors, and even outdoor the accuracy is still at more than 100-300 feet, not accurate to a car exact space but to an area, such low accuracy can point to more than 50 cars... not quite accurate and again the GPS based solutions are not working indoor .

The need for a system such as ours arises from various market segments and applications. One example in the market is the "Car Navigator" That uses integrated positioning and navigation systems based on GPS receivers as the primary positioning technology. Subsequent to the events of September 11th. The Federal government mandated that GPS capability be built in to all cellular phones.

However, the fact that uninterrupted satellite reception is not possible in many situations is a major limitation of GPS based systems. Densely populated areas and radio-frequency-signal shadowed locations, such as urban centers (a.k.a. "urban canyons") parking garage, generally do not allow proper operation of GPS, yet it is in these locations that the need is greatest.

There is a clear need for a cost effective system that maintains performance and accuracy indoors, in

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urban canyons and parking garage and in city centers, like finding where we park our car.

Another important issue is that GPS itself is susceptible to jamming and other man-made interference.

Description of GPS System.
The Global Positioning System (GPS) is a satellite-based navigation and time transfer system developed by the U.S. Department of Defense. GPS serves marine, airborne and terrestrial users, both military and civilian. Specifically, GPS includes the Standard Positioning Service (SPS) that provides civilian users with 100 meter accuracy as to the location or position of the user. It also serves military users with the Precise Positioning Service that provides 20 meter accuracy for the user. Both of these services are available worldwide with no requirement for any local equipment.

View of GPS limitations:

First limitation of GPS is that upon activation the GPS receiver scans for signals from the GPS satellites. The unit must locate and receive signals from at least four satellites to be able to determine its location. This process of locating the satellites, receiving the data and achieving a position fix can take several minutes. This delay is problematic for many GPS applications.

Second limitation of GPS is that the receiver needs a clear view of the sky to successfully receive

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signals from the satellites, again under unfriendly RF conditions such as inside buildings, or in "urban canyons" inside parking garage or in the shadows of high buildings, the GPS suffers from multi-path effects and therefore shows poor performance, or none at all.

Third Limitation - limited accuracy: There is a problem of limited accuracy of the civilian GPS signal. While knowing your position to within 50 to 200 feet anywhere on the planet is a major technological feat, it is still not accurate enough, to locate and navigate to an empty parking space, where each space measures about 10 feet, and most parking garages are located where the GPS cannot work effectively moreover as explain before there is a need for an application to find in accurate and simple way where we park our car.

Existing navigation systems, such as in-car navigation systems and new mandatory GPS equipped cellular phones, are based on GPS and have the aforementioned limitations.

Another significant factor adding to the limitations of the GPS based systems is the important role of map production; normally a driver, requires a map to be as detailed and as up-to-date as possible. The existing maps used by the GPS based systems provide limited detail and are not able to reflect changes on a real time basis. The recent introduction of imagery services, such as Google Earth and its competitors that are offered as an enhancement to GPS at a fee still provide out of date information, with the unsatisfactory result that users encounter road

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changes and area development not shown on the maps and imagery.

In this modern age when urban development is exploding, the lack of details and updates of the topographic maps and satellite images is critical; additionally and importantly, indoor location maps and indoor parking garage map are not available for the GPS navigation systems.

The basic aspect of our innovation is to make the vehicle ID and allow scanning it for telematics application like return2parking, security, and have possibly great effect in term of protection from thieves.

Our system and method will allow the car own VIN# To be broadcast as additional theft solution.

Car theft is common in most major cities in North America. Despite a hiatus in the 90s, the number of cars stolen has skyrocketed in the past decade. Close to 1.2 million cars were stolen in North America last year. That is nearly one car every 20 seconds. Car theft is not an innocuous problem; it is a billion dollar industry. Besides hurting the individual, it results in excess insurance premiums and takes time away from law enforcement.

There is no device that is 100 per cent anti-car-theft, but experts indicate that use of any type of mechanism will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices.

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For the past 30 years, there have been many attempts made to develop the ultimate anti-theft car device. Many devices have come and gone and the latest anti-car-theft device is VIN etching. A VIN or Vehicle Identification Number has been placed on automobiles for more than 40 years. In most cases, the VIN is etched onto the dashboard metal plate near the steering wheel. Some manufacturers place the VIN on other parts of the car. Whenever a vehicle is reported stolen, the police broadcast this number to the FBI's central computers where it is on a database. The first thing police always do when a stolen car is recovered is check the VIN number.

The practice of etching VIN numbers on to many parts of the car including the windows and windshield has recently become very popular. Many security experts believe that this is a foolproof anti-theft mechanism. Because the VIN is obvious on the windows, the criminals have to replace the windows before they can sell the car.

In the old days, the thieves simply erased or switched the VIN numbers from the dashboard. However, when the VIN is etched on to the windows, all the windows require replacement and this can become expensive. While removing and replacing car windows is relatively simple, it certainly is not cost effective for the crook. Once the VIN is etched onto each window of the car, it acts like a fingerprint. Law enforcement can rapidly access your VIN number and check it with the national data bank to determine if the car is stolen.

While some thieves do avoid cars with etched VIN on the windows, this is not a golden rule. Many cars

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are stolen by teenagers simply out for a joyride and VIN etching on the windows is not a deterrent. However, there is ample data from law enforcement and insurance companies that cars etched with VIN on the windows have a low probability of getting stolen. The VIN etching system has led to other benefits; many auto dealers now regularly mark all their products to prevent theft.

Despite this new innovation, one has to remember that if a thief wants to steal your car, he or she will find a way no matter what security system you have. But in general, thieves usually target easy to pick cars. So the onus is on to you to make it slightly more difficult for the thief. The majority of cars get stolen because the owner of the car is simply careless. Leaving the keys in the car or leaving the windows open is an invitation to thieves. No amount of car theft protection is a solution for stupidity and, unfortunately, there is no cure for being foolish either. However, with our solution, you may win in the end.

We take that solution a step ahead and make the car digital id, meaning assign the car an id or use the current car id, the Vehicle identification number, the same number that assign physically to the car from manufacture as a car id and allow it to be broadcast digitally and wirelessly.

To explain our solution it easy to compare the car license plate as ip address and internet protocol address, you can think of an IP Address like a vehicle's license plate. Every vehicle driving on the road has a license plate which is registered to the local DMV. The license plate is kind of like the car's identification card, which allows someone

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(usually a cop) to run the plate and find out all kinds of information about the owner of the vehicle in which the license plate is registered to. An IP Address works the same way. Every computer surfing the web has to have some type of identifying IP Address, whether it be an IP assigned to the actual computer, the router the computer is connected to, or the proxy server the computer is connecting with. This address is what identifies a computer on the web as a license plate is what identifies a vehicle on the road.

A MAC (Media Access Control) Address on the other hand is the physical address of the NIC (Network Interface Cards) in your computer (something like a serial number). On broadcast networks, such as Ethernet, the MAC address uniquely identifies each node (workstation/computer) for specific packet delivery. If you enjoy analogies, you can kind of compare the NIC's MAC address to a vehicle's VIN number. The MAC identifies the physical networking hardware as a vehicle's VIN identifies a specific vehicle.

My analogies are to help understand that a dynamic IP Address can change just like a vehicle's license plate number can be changed. But a MAC Address cannot be changed just like a vehicle's VIN cannot be changed.

Application:

In general, our system is based on method to assign the car id (again it can be the same as the car vin number or other assign name and id) it can be assign by the car manufacture as built-in the car

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or as an add-on assign by the car owner and allow the id to be broadcast wirelessly for telematics applications.

We have focused on a solution that can work outdoor as well as indoor without the need for GPS that as describe before have the limitation in term of indoor and the accuracy needed to find the exact location of the car, ether indoor ,in a parking garage or just have the ability to use the broadcast id for additional theft protection, tracking capabilities allow use the id for secure access when need precise id of the car and not only a remote clicker that can be transfer between cars or "car pass" to allow toll or access road as well as security and marketing or easy statistically information.

Examples of indoor applications:

The application can be for the car owner benefit as well for municipals or police.

The user may wish to locate where he park his car outdoor or indoor in a garage or in the street.

The user may wish to use his car id as replacement or add-on for payment such as toll roads, pay to park or at the gas station using his car id wirelessly as payment trigger mechanism.

The user may be looking to access a designated area that require specific id , or an area needed open

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gate remote , instead of the remote he can use his car id for such access.

Police can now scan and search for car from remote area and scan the area for the car instead of going one by one to verify lic. Plate.

The car owner or authorities can use the broadcast id to scan for stolen cars.

Such system can serve as add-on to the car alarming and may be the ideal solution to lower car theft.

It may be ideal solution as add on with additional sensor to trigger broadcasting from the car when needed like in emergency.

Or again the car owner may just wish to locate his car and answer to the most demanding dilemma of any driver, "Where I park?"

By using and modifying existing technology, our system will integrate easily with other transportation and communication systems.

Reference to prior arts
Parking:

Despite the problems encountered by vehicle operators at parking facilities, most existing parking monitoring systems focus on collecting information for management. Some prior art systems employ sensors at entrances and exits to parking

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facilities or sections of such facilities (See U.S. Pat. No. 3,130,298 to Schwarz). These sensors trigger a counter to determine the number of cars in the monitored area by subtracting the number of cars leaving the area from those that have entered. At least one of these monitoring systems also engages a timer to determine the aggregate usage time of the facility by summing the total time from the entry of the cars to their departure (See U.S. Pat. No. 3,867,615 to Sioufi). These systems profess to be useful in monitoring the usage of the parking facility.

Prior Art curbside parking monitoring systems have been coupled with centralized signals which indicate general areas where drivers may find a curbside parking space (See U.S. Pat. Nos. 3,114,128 and 3,166,732 to Ljungman). Upon sensing that a space adjacent a parking meter is vacant, the system signals drivers from a signpost at an intersection of the city block along which the parking space is vacant. The signal appears in a binary yes or no stating that one or more parking spaces are available in the adjacent block-long area. However, because the driver seeing a parking available signal is not advised of the number and specific location of parking spaces that are available in that block, the vehicle operator may proceed to the indicated location to find that a single available space has already been occupied or that the space will not accommodate his vehicle. In either situation, the binary availability signal may lead the vehicle operator on a fruitless quest.

Another monitoring system for a parking facility compares the number of cars within a designated area (determined by counting cars entering minus cars departing the area) with the number of spaces

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within that area. When the net number of cars equals the number of spaces, the system registers that the area is completely full and signals drivers to proceed to the next area (See U.S. Pat. No.3,158,836 to McCauley). Unfortunately, such systems again only yield a binary yes or no signal to the drivers. Even if an area contains only one available space, even if the space is obstructed, will not accommodate the driver's car, or is otherwise undesirable, a driver still will be lead to that area.

These prior art systems are of only limited help to vehicle operators and do not resolve many concerns associated with parking an automobile.

U.S. Pat. No. 5,293,163 to Kakihara, et al., entitled, "Navigation Apparatus for Vehicles", describes a system for finding garages or other parking facilities with available parking spaces. It provides for the display of available parking information in map format. This vehicle navigational system patent does not address the problem of locating available on-street parking. Instead, it addresses the problem of locating parking lots with available spaces. Parking lots in congested city areas are not very cost effective, and they may not be in close proximity to the driver's destination. The patent does not direct drivers directly to an available metered space, a less expensive alternative, but simply to a large parking lot where they will have to search for an available space. In addition, the Kakihara map display only directs the driver as far as a parking facility. The driver still must navigate around the parking facility to locate an available space.

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U.S. Pat. No. 5,432,508 to Jackson, entitled, "Technique for Facilitating and Monitoring Vehicle Parking", describes a scheme for finding available parking spaces in garages and other parking facilities. It provides for the display of available parking information at the entrance of a garage and makes a provision for a light source to be mounted above a parking space to indicate its availability. Remote access to the data is provided by a dial-up telecommunication interface. Because the technique described operates over a wire line medium, it does not lend itself to being easily deployed in a wide area. Also, because parking information is never provided to any device within a vehicle, drivers still need to navigate through a garage to locate available spaces.

Parking meters with sensors, parking meters with transmitters, and navigational equipment receiving and displaying external information are well known in the art. U.S. Pat. No. 5,442,348 entitled, "Computerized Parking Meter", for example, describes a parking meter utilizing an ultrasonic transducer to detect when a car is occupying a parking space. Similarly, U.S. Pat. No. 5,454,461, entitled, "Electronic Parking Meter and System", describes a parking meter utilizing a sonar transducer for parked vehicle detection and radio means for receiving billing information.

Accurate Navigation

U.S. Pat. No. 5,504,482 to Schreder describes an automobile equipped with an inertial and satellite navigation system as well as a local area digitized street map. The main use of this patent is for route guidance in the presence of traffic jams,

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etc. Schreder describes how information as to the state of the traffic on a highway can be transmitted and utilized by a properly equipped vehicle to change the route the driver would take in going to his destination. Schreder does not disclose sub-meter vehicle location accuracy determination

Vehicle Location

U.S. Pat. No. 5,272,483 to Kato describes an automobile navigation system. This invention attempts to correct for the inaccuracies in the GPS system through the use of an inertial guidance, geomagnetic sensor, or vehicle crank shaft speed sensor. However, it is unclear as to whether the second position system is actually more accurate than the GPS system. This combined system, however, cannot be used for sub-meter positioning of an automobile.

U.S. Pat. No. 5,383,127 to Shibata uses map matching algorithms to correct for errors in the GPS navigational system to provide a more accurate indication of where the vehicle is or, in particular, on what road the vehicle is. This procedure does not give sub-meter accuracy. Its main purpose is for navigation and, in particular, in determining the road on which the vehicle is traveling.

U.S. Pat. No. 5,416,712 to Geier, et al. relates generally to navigation systems and more specifically to global positioning systems that use dead reckoning apparatus to fill in as backup during periods of GPS shadowing such as occur

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amongst obstacles, e.g., tall buildings in large cities. This patent shows a method of optimally combining the information available from GPS even when less than 3 or 4 satellites are available with information from a low-cost, inertial gyro, having errors that range from 1-5%. This patent provides an excellent analysis of how to use a modified Kalman filter to optimally use the available information.

U.S. Pat. No. 5,606,506 to Kyrtsos provides a good background of the GPS satellite system. It discloses a method for improving the accuracy of the GPS system using an inertial guidance system. This is based on the fact that the GPS signals used by Kyrtsos do not contain a differential correction and the selective access feature is on
Locating a vacant parking space is an ordeal that causes frustration for many commuters. Even if a commuter pays to enter a parking lot, valuable time is consumed searching for a parking space within the parking lot. It seems that parking lots that service hospitals, airports, mass transit stations, entertainment forums, shopping malls and the like are always the most crowded, when time is the most crucial. As urban and suburban regions become more populated, finding a vacant parking space will become increasingly difficult for commuters.

U.S. Pat. No. 5,910,782 to Schmitt et al. ('782 patent) discloses a system for finding available on-street parking using an on-board vehicle navigation system and parking meters equipped with sensing devices. According to the '782 patent, real time metered parking space information can be accessed from a central location or directly by a vehicle, upon entering a specific geographic area.

Google Ex. 1031, p. 370

U.S. Pat. No. 5,940,481 to Zeitman ('481 patent) discloses a parking management control system used to report parking, monitor parking and reserve parking spaces. According to the '481 patent, a user reports parking in a particular parking facility to a central control unit using a personal non-dedicated mobile communications device. The central control unit then confirms whether parking in the particular parking facility is authorized or not. The central control unit also generates a report indicating which parking facilities are supposed to be vacant for law enforcement officials so that unauthorized parking can be ticketed. The '481 patent also discloses that a user can reserve a desired parking facility by selecting a desired parking facility from a map provided from the central control unit. If a potential user, other than the registered user, communicates a request to park in the reserved parking facility, the control unit transmits a response to the potential user indicating that the parking facility is reserved and not authorized for use.

Patent Application 20080071882 VIN number obtaining method by general Motors, Corporation C/o Reising Ethington Barnes Kisselle, an electronic VIN request is generated at the vehicle through a vehicle user interface, such as a visual display, a microphone, a speaker, a keypad, or an electronic control or button. According to another embodiment, the electronic VIN request is generated at an entity, such as a remote call center, that is remotely located from the vehicle. In either case, the electronic VIN request causes the vehicle hardware to query one or more vehicle electronic module(s) for electronic VIN(s) stored therein, so that output related to the electronic VIN(s) can be provided.

Google Ex. 1031, p. 371

The vin id is generate and send to a call center via internet or communication method where the id need to be sent via communication device to a call center data base the car device needed vehicle electronic module includes at least one module selected from the group consisting of: an instrument cluster module, a body control module, an engine control module, and a powertrain control module clearly a complete deferent system and method from our innovation where we use wifi or Bluetooth tag/beacon with assign id to become the car id and allow it to be broadcast , not using internet or cell or web or any communication at all As our tag/beacon will be scan for id only and there is no exchange of communication like describe on the patent application above.

Iphone and other smart phone application to help find your parked car - most are based on GPS and as describe above are not effective indoor and the low accuracy of the GPS (over 50m) making it not practical for precise finding.

Other application utilize the smart phone camera with somehow primitive way to record the location where you park the car or to have an SMS message deliver with information about the location, such solution are not exactly navigate the user to the car but provide more information to assist the user to find his park car.

RFID loc8tor are Rfid based device and not Wi-Fi or Bluetooth and such communication method -Rfid have very limit range and signal is blocked by cars and people.

Google Ex. 1031, p. 372

Lojack system are theft recovery system for locating stolen vehicles only and not providing the car owner the user ability to find his parking car or other telematics applications.

On-star vehicle communication system provides remote vehicle diagnostics and emergency assistant and are based on cellular communication na dose not offer the user other telematics application like return2parking.

Wireless rdf- autofinder are keychain deviceand a battery powered device mount in the car it transfer data between the receiver and the finder device and using a tone-audio generation inside the finder to point to the direction of the parked car, have limit range and are not be use with the user mobile phone like our innovation and are not set to be built in the car and also are not set to broadcast the vehicle id for other telematics applications.

At present, however, no prior art device utilizes the capabilities to assign and broadcast the car id or the VIN number in such method over wireless directly to the car owner mobile phone without using internet or cellular or GPS or any other communication, the car wireless device are autonomous and can be a Wi-Fi or long range Bluetooth with over 1000m range.

Our system automatically detects a signal directly from the autonomous beacon/tag built-in the car or add on to it, no real communication needed as the beacon in the car behave as it mention , as a beacon , meaning broadcast only an ID . Other systems must have bandwidth or other communication

Google Ex. 1031, p. 373

method available, over which to send a request to a central system, call center or to a database, and then must wait for a response. This takes time!

Even if the other systems have bandwidth, they still based on the existing search concept where there is need submits a query, searches and waits for the response. All impractical while driving and need fast response. Our method provides the information automatically, without submitting any query, and the response is fast as needed.

Again, most of the existing prior arts are based either on a GPS based system or the existing car navigator, that depends on a GPS too.
And the existing mapping that these systems use has the same limitations described previously and is impractical.

Location technologies.

Various technologies are used for wireless indoor location. These may be classified in two aspects:
The algorithm - i.e. the method of location used.
The physical layer - i.e. the wireless technology used to communicate with the mobile device.

Location methods

The methods typically used in indoor location are "borrowed" from the outdoor GPS location methods inventory. Specifically, four types of methods are used indoor:

Google Ex. 1031, p. 374

Proximity Detection (PD), Received Signal Strength (RSSI), Time of arrival (TOA), and Angle of Arrival (AOA).

Proximity Detection (PD)
This method relies upon a dense grid of antennas, each having a well-known position. When a mobile is detected by a single antenna, it is considered to be collocated with it. When more than one antenna detects the mobile, it is considered to be collocated with the one that receives the strongest signal.This method is relatively simple to implement. It can be implemented over different types of physical media. In particular, IR and RFID are based on this method.

Triangulation
Triangulation takes PD a step further, in the sense that it is based on measuring the signal level measurements from each antenna (possibly by using a triangulation mechanism), with respect to each mobile device. Following that, mobile is located by using a triangulation algorithm.

Like the PD method, triangulation is relatively simple to implement.

Time of arrival (TOA)
TOA is based on triggering the mobile devices to respond, and measuring the time it takes for the response to fly back to the antenna. The elapsed time represents the distance between the two. By using distances from few antennas, a mobile's position can be triangulated. TOA is considered to be the most accurate method, because multipath effects can be filtered out. Yet, it is

Google Ex. 1031, p. 375

considerably more complex to implement, as it requires a modification to the hardware on the mobile side, as well as special modifications on the antenna side.

Angle of Arrival (AOA)
AOA is based on finding the direction of maximal signal intensity for each antenna-device pair. By finding the intersection of few such direction vectors, a mobile's position can be estimated AOA is considerably less accurate than TOA, due to limited angular resolution and the fact that indoor much of the signal is reflected. Also, AOA antennas are more complex, as they require multi-section, highly directional antennas, and multiple RF circuitries.

WLAN (IEEE 802.11b)
This midrange wireless local networking standard, operating in the 2.4GHz ISM band, has become very popular in public hotspots and enterprise locations during the last few years. With a typical gross bitrates of 11 Mbps and a range of 50-100 m, IEEE 802.11b is currently the dominant local wireless networking standard.

One limitation of such systems is the fact that WLAN tags are relatively bulky and power hungry. Thus, such locators are mainly useful to locate WLAN enabled instruments, such as portable computers. Note that in WLAN, antennas are actually part of access points (APs), through which devices communicate with the access network. This is also the case with Bluetooth.

Bluetooth (IEEE 802.15)

Google Ex. 1031, p. 376

Bluetooth is a newer wireless local networking standard that operates in the 2.4 GHz ISM band. Compared to WLAN, the gross bitrates is lower (1 Mbps)but our method don't use data transfer at all, the new Bluetooth 4 specification allow long range of over 1000m with low power consuming and it is ideal for beacon operation. Moreover Bluetooth is a "lighter" standard, highly ubiquitous (embedded in almost all mobile phones, PDAs, PC peripherals, etc.) Bluetooth tags are small, pocketsize transceivers and they are low cost, our Bluetooth beacon is cost below $10.
Every Bluetooth or Wi-Fi device's tag has allow to assign name for unique ID/name. This ID can be used for the car id and by broadcast the id serve eventually for the other telematics application, by decode the vin# into Bluetooth or Wi-Fi id at manufacture or by the car owner providing car id to be broadcast wirelessly.

Our approach to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. We use the Bluetooth or the wifi module naming as a key (Sequence of numbers and letters, much like a VIN# in cars) to be decode into the Bluetooth or wifi id/name and serve as triggering mechanism for telematics applications.

Beacon mean - wifi or Bluetooth beacon built in at the vehicle or add-on to the vehicle.

Google Ex. 1031, p. 377

Beacon id- the vehicle id or the VIN number are decode into the wifi or the Bluetooth id.

The beacon are in broadcasting mode when only the id are broadcast allowing the id to be transmit without having to be connect.

The beacon can spend most of the time in deep sleep mode and only "wakeup" for scanning by the user mobile phone device or other assign devices.

Because there is no data transfer and the beacon is in a "sleep" mode most of the time there is very low power consuming from the beacon stand point and also from the user mobile phone where the battery power are very important.

The id broadcast is serving as advertising presence and proximity detection car be trigger for such as keyless entry , security entry, gate remote access and very practically add on to the car theft protection.

The display method in return2parking application
The display method in return2parking application is our unique way to bridge existing devices like cellular phones, and other Bluetooth or Wi-Fi devices. We provide our overlay add-up display method over the mobile phone display as a real-time floating overlay Omni directional circular display on the car owner mobile phone.

The overlay add-up device/display works without mapping, a VOR like add-up display shows the

Google Ex. 1031, p. 378

direction to the parked car in the immediate area or use the garage or local area mapping at the background.

Automatic payments can be handled via systems. Our system can be an attractive additional feature for cities that deploy WIFI.

In case of an emergency, or in a security situation, the system can provide authorities ability to scan and get information about parked cars from remote via wireless and can serve as security add-on.

Using the system, municipalities and parking operators can manage their facilities better, compile helpful statistics and increase inventory control of the parking spaces resulting in better service and increased availability.

SUMMARY OF THE INVENTION

In accordance with the present invention, these are our project's characteristics:

According to one aspect of the invention, there is provided a system and method for use wireless method to allow assign and decode digital ID represent the Vehicle ID or VIN number and allow it to be broadcast wirelessly to trigger and allow telematics and other applications.

Google Ex. 1031, p. 379

According to another aspect, there is provided a method for assigning a vehicle Id or encode the Vehicle Identification Number (VIN) into a Wi-Fi or Bluetooth beacon module built-in the vehicle or as add-on device and allow it to be broadcast wirelessly for telematics applications, This method generally comprises the steps of: (a) Scan vehicle beacon Id or VIN number via wireless Wi-Fi or Bluetooth device (example car owner mobile phone)scanning can be done from long distance (b) getting and decoding the car beacon ID (the car ID or the Vin number decode into the beacon module c) receiving beacon/car ID trigger telematics application for example return 2 parking application where the car id will allow navigation to the location where the car is parking,

According to another aspect, there is provided a method for obtain the beacon/vehicle ID without exchanging any communication between the user mobile phone or other Wi-Fi or Bluetooth devices and no other communication like cellular or internet needed.

According to yet another aspect there is provided a method to apply the vehicle/beacon Id as a triggering mechanism to telematics and other applications.

Google Ex. 1031, p. 380

BRIEF DESCRIPTION OF THE DRAWINGS

A better understanding of the present invention may be obtained by reference to the accompanying drawings, which should be considered in conjunction with the detailed description, all in accordance with the present invention.

Figure 1 is an illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method in accordance with the present invention.

Figure 2 is illustration of the return 2 parking method as an application on a mobile phone in accordance with the present invention.

Figure 3 is illustration of the mobile phone application of return 2 parking in accordance with the present invention.

Google Ex. 1031, p. 381

DESCRIPTION OF THE PREFERRED EMBODIMENT

In all the figures of the drawings, sub-features and integral parts that correspond to one another bear the same reference symbol.

Referring now to the drawings in detail and first particularly to Figures 1-3 thereof.

These figures illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method.

Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the vehicle ID or VIN number can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130,using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where I park my car" dilemma.

Another application that can benefit from using the innovation method of broadcasting the vehicle ID is access control 140,knowing the vehicle VIN# wirelessly from remote (decoding)can allow the vehicle access to secure or strict area where there is a need for precise ID of the vehicle and it can serve as a replacement or add-on to a remote gate , access control, strict road access, permission access, and other security access that are deferent from a remote gate use today as it can be set using the precise car ID/VIN number without need for

Google Ex. 1031, p. 382

remote and such allowing better control than existing remote that can be move from car to car.

Additional application that can benefit from using Vehicle ID broadcast are theft prevention 150, our system and method will allow the car own VIN# To be broadcast as additional theft prevention, providing a mechanism that surly will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices especially when the method describe above will allow the police easy way to scan and determine if the car is stolen, moreover there is a possibilities to add sensor to the beacons that will allow it to add notification to the broadcasting of the car ID in a case of emergency and or finding that the car is stolen.
As the car ID are protected and secure from changing or protected by the car owner password to prevent unauthorized ability to modify the car ID.

The ability to have the car VIN # broadcast or scan by the authorities from remote instead of going plate by plate will easy the police and other authorities work, more over it can easily replace or add-on to car plate recognition with remote scanning instead of one by one. In a way we take the physical old style VIN plate and make it to the digital era.

Going to additional application 160, the RF beacon, Wi-Fi or Bluetooth will behave as a trigger mechanism for telematics and other application that can use the decode broadcast of the car ID/VIN to exploit many telematics and other application, or application delivery of local content according to the trigger ID provide by our method, the delivery

Google Ex. 1031, p. 383

of such content can be using the internet and or cellular communication where the basic concept is to have the ability to recognize and decode the car VIN number for smart marketing , secure access , maintenance, parking, digital payments , add-on to prevent car theft as well as track the car without GPS or other communication.

Another application that can be benefit from the ability to know wirelessly the car ID or VIN number are application that need to track the car especially when you need more precise way to track the car especially indoor or in an area where GPS can't be provided or there is need for more accuracy than GPS accuracy.

The ability to integrate the GPS tracking and or cellular ID tracking with the additional beacons installed in the car will provide high accuracy for tracking and it can also to add additional accuracy to the car GPS navigation.

Going to explorer additional application 180, that will benefit from using the digital wireless car ID or VIN number as a way for secure payment in a gas station or pay for parking in a garage or in the street where the digital broadcast of the VIN number or the car ID can be scan and decode to provide a secure way for payments a precise and protected way.

Our method provides the ability to broadcast the car ID/VIN number when needed, meaning when it scan by the car owner device or other authorize devices The wireless beacon Wi-Fi or Bluetooth in the car can be in a "sleep mode" and "wake up" only for

Google Ex. 1031, p. 384

authorize scanning request saving power from the car and from the user scanning device, ake mobile unit or mobile phone with RF Bluetooth or Wi-Fi device that will allow to decode and use the broadcast car ID/VIN number.

It must be note that there is no privacy issue to know or view the car VIN number as anyone can access it easily by view the VIN number attached to the car, what we suggest in our method is taking a step to the digital era and making the VIN number available to many usefully application for the benefit of the car owner, the public and the authorities when needed.

Referring to Fig 2 This drawing illustrate return 2 parking application a solution to the everyday dilemma of most of drivers when trying to find out where we park our car, the car 100, with Bluetooth or Wi-Fi device will broadcast 110 the car ID or the VIN number 120 to the car owner mobile phone 200, where the mobile phone will use Wi-Fi or Bluetooth to scan 220 for the known car ID , must be note that the car owner and his mobile phone will scan only for the known car ID/VIN number and not to other cars ID, the long range beacon in the car will be recognize by the mobile scanning and the car where about, the car location with ability to recognize the signal strength as well the direction the bearing will calculate the distance and will be display 210 over floating circle on the user mobile phone device and will allow navigate to the park car - return 2 parking.

Going to Fig 3 is illustrate the application on the mobile phone 200 with Wi-Fi or Bluetooth 220 that will scan for the park car in return 2parking

Google Ex. 1031, p. 385

application and display the car location over a circle overlay 210 on the mobile display 230.

Google Ex. 1031, p. 386

Having thus described the invention, what is desired to be protected by Letters Patent is presented in the subsequently appended claims.

I claim:

1. A method for broadcasting a vehicle assign ID or VIN number wirelessly, the method comprises the steps of:

Encoding vehicle ID or VIN number into RF beacon Long range Bluetooth or Wi-Fi

Broadcast the Vehicle ID or VIN number

Decoding vehicle ID or VIN number by authorize wireless scanning device to trigger telematics and other local base services (LBS) applications.

2. A mobile phone or other Bluetooth or Wi-Fi device that will scan the car ID/VIN wirelessly and

Google Ex. 1031, p. 387

decoding the ID/VIN number for telematics and other local based applications.

3. The RF wireless Wi-Fi or Bluetooth module according to Claim 1, wherein said RF beacon can be installed and setup as built-in from the vehicle manufacture or as add-on to the vehicle.

4. The wireless car method according to Claim 1, wherein said beacon in a vehicle can be set to be in a protected mode to transmit the car ID/VIN only when said RF beacon detects an actually scanning request from an authorize device.

5. The method according to Claim 1, which further comprises performing the determining step without the aid of a global positioning satellite system.

Google Ex. 1031, p. 388

6. The method according to Claim 1, which further comprises help determining a current position of a vehicle by a using the current car ID broadcasting signal as assist to navigation and GPS method.

7. The method according to Claim 1, which further comprises trigger mechanism to enable telematics application from and not limit to : return 2 parking application, access and security control, protection add-on to prevent car theft, scanning control mechanism to allow authorities to scan via wireless for stolen car from remote as well help in emergency situation, local tracking and add-on to the car GPS navigation for more precise accuracy when needed, a digital secure payment method that can be use for Gas or parking payment using the car ID.

Google Ex. 1031, p. 389

8. The method according to Claim 1, which provide access control trigger by decoding the car ID/VIN number at a toll or access gate or road.

9. The method according to Claim 1, which further comprises application to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter.

10. The method according to Claim 1, wherein the Car Id/VIN can trigger automatically debits the amount of the payment for toll parking or payment for gas station fee against the account of the car owner determine by the car ID/VIN.

Google Ex. 1031, p. 390

11. The method according to Claim 1, which further comprises telematics application to prevent car thefts or in emergency by allow the vehicle ID or VIN number to be broadcast.

12. The method according to Claim 1, which further comprises telematics application to track the vehicle using the broadcasting of the vehicle ID or VIN number for more precise accuracy.

13. The method according to Claim 1, which further comprises application to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter.

Google Ex. 1031, p. 391

14. The method according to Claim 1, which further allow a return 2 parking telematics application comprises:

Scanning for the car ID/VIN over parking place location of a vehicle; and

Subsequently retrieving the exact parking place location for determining where the vehicle is parked.
determining a distance and direction to the parking space

Provide navigation information on the user mobile phone.

15. The method according to Claim 14, which further comprises displaying on the display device

Google Ex. 1031, p. 392

a mapping between a current position and the exact parking place location of the vehicle.

16. The method according to Claim 14, which further comprises providing the display device with an Omni directional circular display.

Google Ex. 1031, p. 393

ABSTRACT OF THE DISCLOSURE

Car wireless a system and method to assign vehicle ID and wirelessly broadcast the car ID or the VIN number encode into the vehicle installed RF Wi-Fi or Bluetooth long range beacon to be decode to provides triggering mechanism to enable telematics application indoor and outdoor such application can include but not limit ability to use the car ID/VIN broadcast to detect where the car is parked and allow return 2 parking application all without need to establish any communication or transfer of data and without use of GPS or other communication method.

Google Ex. 1031, p. 394

Fig.1

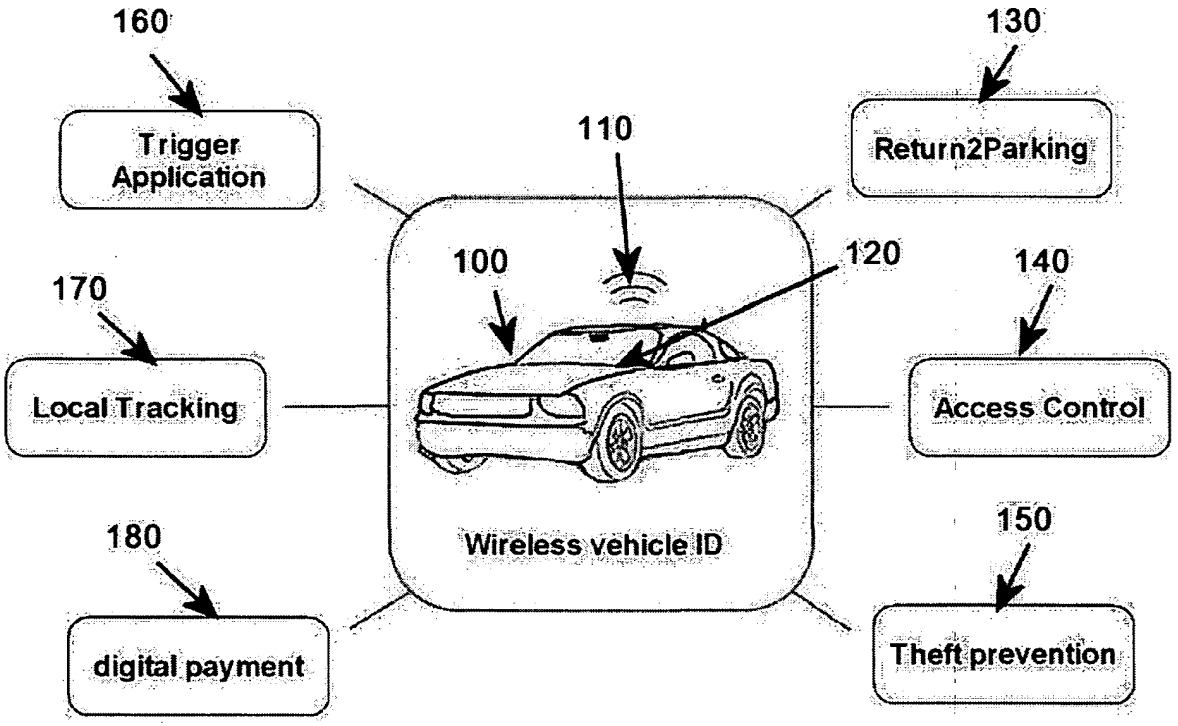

160
Trigger Application
130
Return2Parking
110
100
120
140
170
Local Tracking
Access Control
Wireless vehicle ID
180
150
digital payment
Theft prevention

Fig.2

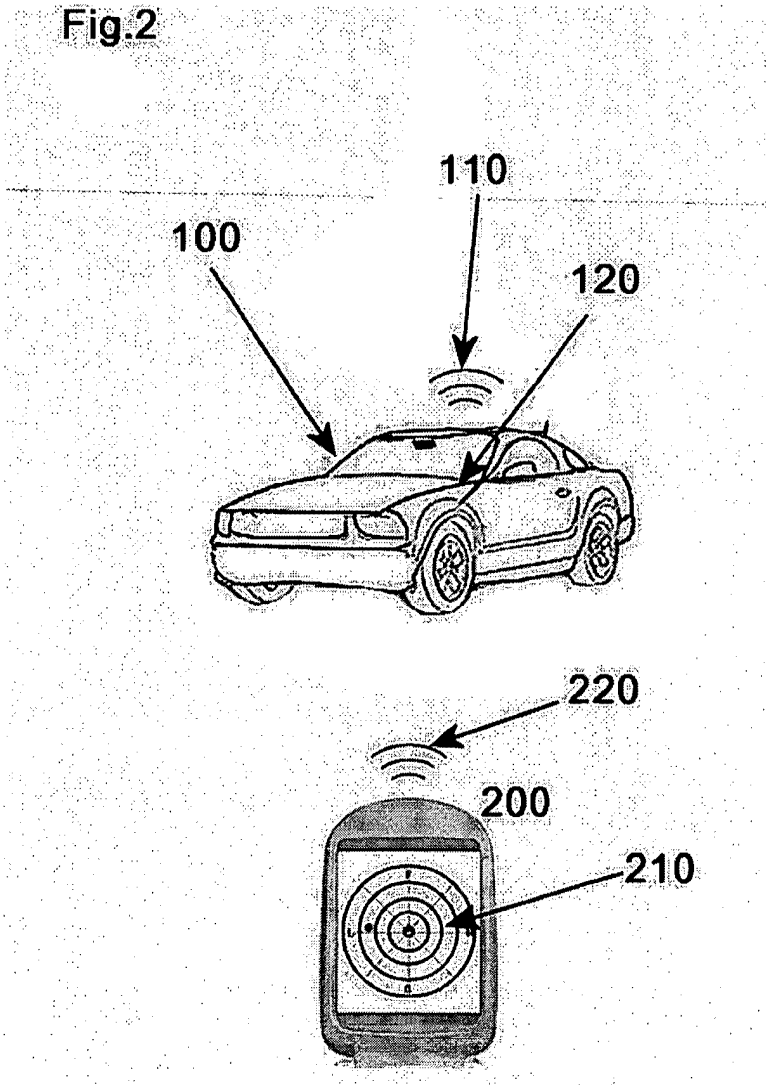
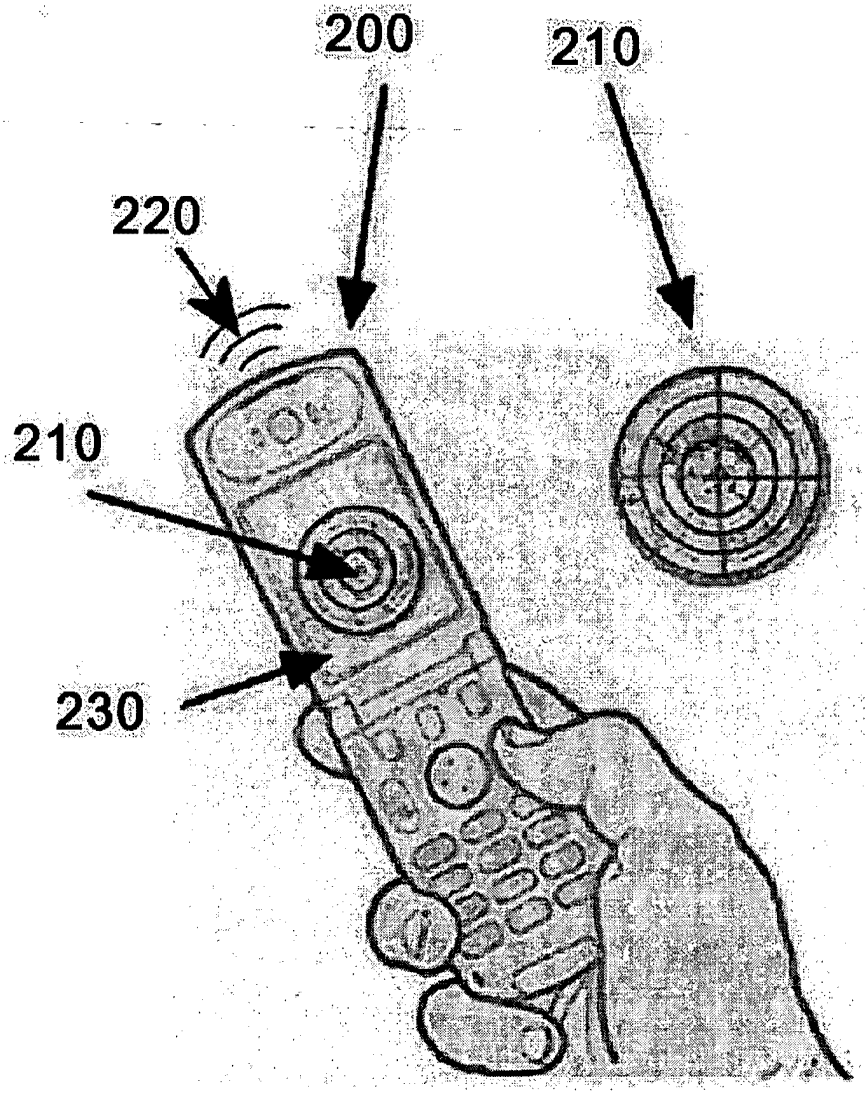


Fig.3



SCORE Placeholder Sheet for IFW Content

Application Number: **12930735** Document Date: **05/04/2011**

The presence of this form in the IFW record indicates that the following document type was received in paper and is scanned and stored in the SCORE database.

- Drawings

Images of the original documents are scanned in gray scale or color and stored in SCORE. Bi-tonal images are also stored in IFW. Defects visible in both IFW and SCORE are indicative of defects in the original paper documents.

To access the documents in the SCORE database, refer to instructions developed by SIRA.

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
12/930,735	01/14/2011	Ehud Mendelson	VIN Broadcast

CONFIRMATION NO. 3181

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FORMALITIES LETTER

OC000000045845430

Date Mailed: 02/04/2011

NOTICE TO FILE CORRECTED APPLICATION PAPERS

Filing Date Granted

An application number and filing date have been accorded to this application. The application is informal since it does not comply with the regulations for the reason(s) indicated below. Applicant is given TWO MONTHS from the date of this Notice within which to correct the informalities indicated below. Extensions of time may be obtained by filing a petition accompanied by the extension fee under the provisions of 37 CFR 1.136(a).

The required item(s) identified below must be timely submitted to avoid abandonment:

- A substitute specification in compliance with 37 CFR 1.52, 1.121(b)(3), and 1.125, is required. The substitute specification must be submitted with markings and be accompanied by a clean version (without markings) as set forth in 37 CFR 1.125(c) and a statement that the substitute specification contains no new matter (see 37 CFR 1.125(b)). The specification, claims, and/or abstract page(s) submitted is not acceptable and cannot be scanned or properly stored because:
  - The line spacing on the specification, claims, and/or abstract is not 1½ or double spaced (see 37 CFR 1.52(b)).
- Replacement drawings in compliance with 37 CFR 1.84 and 37 CFR 1.121(d) are required. The drawings submitted are not acceptable because:
  - The drawings must be reasonably free from erasures and must be free from alterations, overwriting, interlineations, folds, and copy marks. See Figure(s) 1-3.

Applicant is cautioned that correction of the above items may cause the specification and drawings page count to exceed 100 pages. If the specification and drawings exceed 100 pages, applicant will need to submit the required application size fee.

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PATENT APPLICATION FEE DETERMINATION RECORD

Substitute for Form PTO-875

Application or Docket Number: 12/930,735

APPLICATION AS FILED - PART I

FOR	(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY FEE($)
BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	165		N/A	
SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A	N/A	270		N/A	
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	110		N/A	
TOTAL CLAIMS (37 CFR 1.16(i))	16 minus 20 =	*	x 26 =	0.00	OR		
INDEPENDENT CLAIMS (37 CFR 1.16(h))	2 minus 3 =	*	x 110 =	0.00			
APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is $270 ($135 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			0.00			
MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				0.00			
* If the difference in column 1 is less than zero, enter "0" in column 2.			TOTAL	545		TOTAL	

APPLICATION AS AMENDED - PART II

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	SMALL ENTITY RATE($)	SMALL ENTITY ADDITIONAL FEE($)	OR	OTHER THAN SMALL ENTITY RATE($)	OTHER THAN SMALL ENTITY ADDITIONAL FEE($)
AMENDMENT A	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

		(Column 1) CLAIMS REMAINING AFTER AMENDMENT		(Column 2) HIGHEST NUMBER PREVIOUSLY PAID FOR	(Column 3) PRESENT EXTRA	RATE($)	ADDITIONAL FEE($)		RATE($)	ADDITIONAL FEE($)
AMENDMENT B	Total (37 CFR 1.16(i))	*	Minus	**	=	x =		OR	x =	
	Independent (37 CFR 1.16(h))	*	Minus	***	=	x =		OR	x =	
	Application Size Fee (37 CFR 1.16(s))									
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))							OR		
						TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	

* If the entry in column 1 is less than the entry in column 2, write "0" in column 3.
** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20".
*** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3".
The "Highest Number Previously Paid For" (Total or Independent) is the highest found in the appropriate box in column 1.

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APPLICATION NUMBER	FILING or 371(c) DATE	GRP ART UNIT	FIL FEE REC'D	ATTY.DOCKET.NO	TOT CLAIMS	IND CLAIMS
12/930,735	01/14/2011	3661	545	VIN Broadcast	16	2

CONFIRMATION NO. 3181

61887
EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076

FILING RECEIPT

OC000000045845429

Date Mailed: 02/04/2011

Receipt is acknowledged of this non-provisional patent application. The application will be taken up for examination in due course. Applicant will be notified as to the results of the examination. Any correspondence concerning the application must include the following identification information: the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. **If an error is noted on this Filing Receipt, please submit a written request for a Filing Receipt Correction. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections**

Applicant(s)

Ehud Mendelson, Coral Springs, FL;

Power of Attorney: None

Domestic Priority data as claimed by applicant

This application is a DIV of 11/396,843 04/03/2006
which claims benefit of 60/670,097 04/12/2005

Foreign Applications (You may be eligible to benefit from the **Patent Prosecution Highway** program at the USPTO. Please see http://www.uspto.gov for more information.)

If Required, Foreign Filing License Granted: 02/04/2011

The country code and number of your priority application, to be used for filing abroad under the Paris Convention, is **US 12/930,735**

Projected Publication Date: To Be Determined - pending completion of Corrected Papers

Non-Publication Request: No

Early Publication Request: No
** **SMALL ENTITY** **

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Title

Vehicle wireless

Preliminary Class

701

PROTECTING YOUR INVENTION OUTSIDE THE UNITED STATES

Since the rights granted by a U.S. patent extend only throughout the territory of the United States and have no effect in a foreign country, an inventor who wishes patent protection in another country must apply for a patent in a specific country or in regional patent offices. Applicants may wish to consider the filing of an international application under the Patent Cooperation Treaty (PCT). An international (PCT) application generally has the same effect as a regular national patent application in each PCT-member country. The PCT process **simplifies** the filing of patent applications on the same invention in member countries, but **does not result** in a grant of "an international patent" and does not eliminate the need of applicants to file additional documents and fees in countries where patent protection is desired.

Almost every country has its own patent law, and a person desiring a patent in a particular country must make an application for patent in that country in accordance with its particular laws. Since the laws of many countries differ in various respects from the patent law of the United States, applicants are advised to seek guidance from specific foreign countries to ensure that patent rights are not lost prematurely.

Applicants also are advised that in the case of inventions made in the United States, the Director of the USPTO must issue a license before applicants can apply for a patent in a foreign country. The filing of a U.S. patent application serves as a request for a foreign filing license. The application's filing receipt contains further information and guidance as to the status of applicant's license for foreign filing.

Applicants may wish to consult the USPTO booklet, "General Information Concerning Patents" (specifically, the section entitled "Treaties and Foreign Patents") for more information on timeframes and deadlines for filing foreign patent applications. The guide is available either by contacting the USPTO Contact Center at 800-786-9199, or it can be viewed on the USPTO website at http://www.uspto.gov/web/offices/pac/doc/general/index.html.

For information on preventing theft of your intellectual property (patents, trademarks and copyrights), you may wish to consult the U.S. Government website, http://www.stopfakes.gov. Part of a Department of Commerce initiative, this website includes self-help "toolkits" giving innovators guidance on how to protect intellectual property in specific countries such as China, Korea and Mexico. For questions regarding patent enforcement issues, applicants may call the U.S. Government hotline at 1-866-999-HALT (1-866-999-4158).

LICENSE FOR FOREIGN FILING UNDER

Title 35, United States Code, Section 184

Title 37, Code of Federal Regulations, 5.11 & 5.15

GRANTED

The applicant has been granted a license under 35 U.S.C. 184, if the phrase "IF REQUIRED, FOREIGN FILING LICENSE GRANTED" followed by a date appears on this form. Such licenses are issued in all applications where the conditions for issuance of a license have been met, regardless of whether or not a license may be required as

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set forth in 37 CFR 5.15. The scope and limitations of this license are set forth in 37 CFR 5.15(a) unless an earlier license has been issued under 37 CFR 5.15(b). The license is subject to revocation upon written notification. The date indicated is the effective date of the license, unless an earlier license of similar scope has been granted under 37 CFR 5.13 or 5.14.

This license is to be retained by the licensee and may be used at any time on or after the effective date thereof unless it is revoked. This license is automatically transferred to any related applications(s) filed under 37 CFR 1.53(d). This license is not retroactive.

The grant of a license does not in any way lessen the responsibility of a licensee for the security of the subject matter as imposed by any Government contract or the provisions of existing laws relating to espionage and the national security or the export of technical data. Licensees should apprise themselves of current regulations especially with respect to certain countries, of other agencies, particularly the Office of Defense Trade Controls, Department of State (with respect to Arms, Munitions and Implements of War (22 CFR 121-128)); the Bureau of Industry and Security, Department of Commerce (15 CFR parts 730-774); the Office of Foreign AssetsControl, Department of Treasury (31 CFR Parts 500+) and the Department of Energy.

NOT GRANTED

No license under 35 U.S.C. 184 has been granted at this time, if the phrase "IF REQUIRED, FOREIGN FILING LICENSE GRANTED" DOES NOT appear on this form. Applicant may still petition for a license under 37 CFR 5.12, if a license is desired before the expiration of 6 months from the filing date of the application. If 6 months has lapsed from the filing date of this application and the licensee has not received any indication of a secrecy order under 35 U.S.C. 181, the licensee may foreign file the application pursuant to 37 CFR 5.15(b).

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System and Method of Detecting and Navigating To Empty Parking Spaces

Related Applications:

[0001] This application is a Non-Provisional Application, claiming the benefit of US Provisional application No. US60/670,097 filed April 12, 2005, which is incorporated herein in its entirety.

Field of the Invention:

[0002] This invention is directed generally to the field of location based navigation and, more particularly, to such systems and the method to be used in detecting and navigating to empty available parking spaces.

BACKGROUND OF THE INVENTION

[0003] Location based services are rapidly expanding. Outdoor location technologies are

Privacy Act Statement

The **Privacy Act of 1974 (P.L. 93-579)** requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether disclosure of these records is required by the Freedom of Information Act.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (*i.e.*, GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspection or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Doc Code: Oath
Document Description: Oath or declaration filed

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DECLARATION FOR UTILITY OR DESIGN PATENT APPLICATION (37 CFR 1.63)

☒ Declaration Submitted With Initial Filing OR ☐ Declaration Submitted After Initial Filing (surcharge (37 CFR 1.16(f)) required)

Attorney Docket Number	VIN Broadcast
First Named Inventor	Ehud Mendelson
COMPLETE IF KNOWN	
Application Number	
Filing Date	
Art Unit	
Examiner Name	

I hereby declare that: (1) Each inventor's residence, mailing address, and citizenship are as stated below next to their name; and (2) I believe the inventor(s) named below to be the original and first inventor(s) of the subject matter which is claimed and for which a patent is sought on the invention titled:

Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.

(Title of the Invention)

the application of which

☒ is attached hereto

OR

☐ was filed on (MM/DD/YYYY) _____ as United States Application Number or PCT International Application Number _____ and was amended on (MM/DD/YYYY) _____ (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified application, including the claims, as amended by any amendment specifically referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR 1.56, including for continuation-in-part applications, material information which became available between the filing date of the prior application and the national or PCT international filing date of the continuation-in-part application.

Authorization To Permit Access To Application by Participating Offices

☐ If checked, the undersigned hereby grants the USPTO authority to provide the European Patent Office (EPO), the Japan Patent Office (JPO), the Korean Intellectual Property Office (KIPO), the World Intellectual Property Office (WIPO), and any other intellectual property offices in which a foreign application claiming priority to the above-identified patent application is filed access to the above-identified patent application. See 37 CFR 1.14(c) and (h). This box should not be checked if the applicant does not wish the EPO, JPO, KIPO, WIPO, or other intellectual property office in which a foreign application claiming priority to the above-identified patent application is filed to have access to the above-identified patent application.

In accordance with 37 CFR 1.14(h)(3), access will be provided to a copy of the above-identified patent application with respect to: 1) the above-identified patent application-as-filed; 2) any foreign application to which the above-identified patent application claims priority under 35 U.S.C. 119(a)-(d) if a copy of the foreign application that satisfies the certified copy requirement of 37 CFR 1.55 has been filed in the above-identified patent application; and 3) any U.S. application-as-filed from which benefit is sought in the above-identified patent application.

In accordance with 37 CFR 1.14(c), access may be provided to information concerning the date of filing the Authorization to Permit Access to Application by Participating Offices.

This collection of information is required by 35 U.S.C. 115 and 37 CFR 1.63. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 21 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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DECLARATION — Utility or Design Patent Application

Claim of Foreign Priority Benefits

I hereby claim foreign priority benefits under 35 U.S.C. 119(a)-(d) or (f), or 365(b) of any foreign application(s) for patent, inventor's or plant breeder's rights certificate(s), or 365(a) of any PCT international application which designated at least one country other than the United States of America, listed below and have also identified below, by checking the box, any foreign application for patent, inventor's or plant breeder's rights certificate(s), or any PCT international application having a filing date before that of the application on which priority is claimed.

Prior Foreign Application Number(s)	Country	Foreign Filing Date (MM/DD/YYYY)	Priority Not Claimed	Certified Copy Attached? YES	NO
			☐	☐	☐
			☐	☐	☐
			☐	☐	☐
			☐	☐	☐

☐ Additional foreign application number(s) are listed on a supplemental priority data sheet PTO/SB/02B attached hereto.

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DECLARATION — Utility or Design Patent Application

Direct all correspondence to: ☒ The address associated with Customer Number: 000061887	OR ☐ Correspondence address below

Name
Ehud Mendelson

Address
11190 Heron Bay Blvd. suite 916

City	State	Zip
coral springs	FL	33076

Country	Telephone	Email
USA	954-2373227	ehud1@myacc.net

WARNING:

Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form PTO-2038 submitted for payment purposes) is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application) or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms PTO-2038 submitted for payment purposes are not retained in the application file and therefore are not publicly available. Petitioner/applicant is advised that documents which form the record of a patent application (such as the PTO/SB/01) are placed into the Privacy Act system of records DEPARTMENT OF COMMERCE, COMMERCE-PAT-7, System name: *Patent Application Files*. Documents not retained in an application file (such as the PTO-2038) are placed into the Privacy Act system of COMMERCE/PAT-TM-10, System name: *Deposit Accounts and Electronic Funds Transfer Profiles*.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

NAME OF SOLE OR FIRST INVENTOR:	☐ A petition has been filed for this unsigned inventor
Given Name (first and middle [if any])	Family Name or Surname
Ehud	Mendelson

Inventor's Signature	Date
	01/14/2011

Residence: City	State	Country	Citizenship
Coral Springs	FL	USA	ISRAEL

Mailing Address
11190 Heron Bay Blvd. suite 916

City	State	Zip	Country
Coral Springs	FL	33076	USA

☐ Additional inventors or a legal representative are being named on the _____ supplemental sheet(s) PTO/SB/02A or 02LR attached hereto

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Privacy Act Statement

The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether disclosure of these records is required by the Freedom of Information Act.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspection or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

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DECLARATION (37 CFR 1.63) FOR UTILITY OR DESIGN APPLICATION USING AN APPLICATION DATA SHEET (37 CFR 1.76)

Title of Invention	Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.

As the below named inventor(s), I/we declare that:

This declaration is directed to:

☑ The attached application, or

☐ Application No. _____ filed on _____

☐ As amended on _____ (if applicable);

I/we believe that I/we am/are the original and first inventor(s) of the subject matter which is claimed and for which a patent is sought;

I/we have reviewed and understand the contents of the above-identified application, including the claims, as amended by any amendment specifically referred to above;

I/we acknowledge the duty to disclose to the United States Patent and Trademark Office all information known to me/us to be material to patentability as defined in 37 CFR 1.56, including for continuation-in-part applications, material information which became available between the filing date of the prior application and the national or PCT International filing date of the continuation-in-part application.

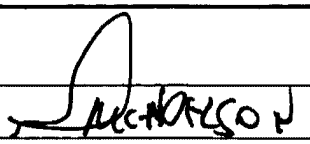
WARNING:

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All statements made herein of my/our own knowledge are true, all statements made herein on information and belief are believed to be true, and further that these statements were made with the knowledge that willful false statements and the like are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001, and may jeopardize the validity of the application or any patent issuing thereon.

FULL NAME OF INVENTOR(S)

Inventor one: Ehud Mendelson Date: 01/14/2011

Signature:  Citizen of: ISRAEL

Inventor two: _____ Date: _____

Signature: _____ Citizen of: _____

☐ Additional inventors or a legal representative are being named on _____ additional form(s) attached hereto.

This collection of information is required by 35 U.S.C. 115 and 37 CFR 1.63. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 1 minute to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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01/14/2011

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UTILITY PATENT APPLICATION TRANSMITTAL

(Only for new nonprovisional applications under 37 CFR 1.53(b))

Attorney Docket No.	VIN broadcast
First Inventor	Ehud Mendelson
Title	Car wireless a system
Express Mail Label No.	EQ 473797290 US

APPLICATION ELEMENTS

See MPEP chapter 600 concerning utility patent application contents.

1. [✓] **Fee Transmittal Form** (e.g., PTO/SB/17)
2. [✓] **Applicant claims small entity status.** See 37 CFR 1.27.
3. [✓] **Specification** [*Total Pages* 37]
   Both the claims and abstract must start on a new page
   (For information on the preferred arrangement, see MPEP 608.01(a))
4. [✓] **Drawing(s)** (*35 U.S.C. 113*) [*Total Sheets* 3]
5. **Oath or Declaration** [*Total Sheets* _____]
   a. [ ] Newly executed (original or copy)
   b. [✓] A copy from a prior application (37 CFR 1.63(d))
   (for continuation/divisional with Box 18 completed)
   i. [ ] DELETION OF INVENTOR(S)
   Signed statement attached deleting inventor(s) name in the prior application, see 37 CFR 1.63(d)(2) and 1.33(b).
6. [ ] **Application Data Sheet.** See 37 CFR 1.76
7. [ ] **CD-ROM or CD-R** in duplicate, large table or Computer Program *(Appendix)*
   [ ] Landscape Table on CD
8. **Nucleotide and/or Amino Acid Sequence Submission**
   (if applicable, items a. – c. are required)
   a. [ ] Computer Readable Form (CRF)
   b. Specification Sequence Listing on:
      i. [ ] CD-ROM or CD-R (2 copies); or
      ii. [ ] Paper
   c. [ ] Statements verifying identity of above copies

ADDRESS TO:

Commissioner for Patents
P.O. Box 1450
Alexandria VA 22313-1450

ACCOMPANYING APPLICATION PARTS

9. [ ] **Assignment Papers** (cover sheet & document(s))
   Name of Assignee _____
10. [ ] **37 CFR 3.73(b) Statement** *(when there is an assignee)* [ ] **Power of Attorney**
11. [ ] **English Translation Document** *(if applicable)*
12. [ ] **Information Disclosure Statement** (PTO/SB/08 or PTO-1449)
    [ ] Copies of citations attached
13. [ ] **Preliminary Amendment**
14. [✓] **Return Receipt Postcard** (MPEP 503)
    (Should be specifically itemized)
15. [ ] **Certified Copy of Priority Document(s)**
    (if foreign priority is claimed)
16. [ ] **Nonpublication Request** under 35 U.S.C. 122(b)(2)(B)(i). Applicant must attach form PTO/SB/35 or equivalent.
17. [ ] Other: _____

18. If a CONTINUING APPLICATION, *check appropriate box, and supply the requisite information below and in the first sentence of the specification following the title, or in an Application Data Sheet under 37 CFR 1.76:*

[ ] Continuation [✓] Divisional [ ] Continuation-in-part (CIP) of prior application No.: 11/396,843

Prior application information: *Examiner* Beaulieu,Yonel *Art Unit:* 3661

19. CORRESPONDENCE ADDRESS

[✓] The address associated with Customer Number: 61887 *OR* [ ] Correspondence address below

Name	Ehud Mendelson				
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Signature	Ehud Mendelson	Date	01/14/2011
Name (Print/Type)	Ehud Mendelson	Registration No. (Attorney/Agent)	

This collection of information is required by 37 CFR 1.53(b). The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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PTO/SB/17 (10-08)
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Effective on 12/08/2004.
Fees pursuant to the Consolidated Appropriations Act, 2005 (H.R. 4818).

FEE TRANSMITTAL
For FY 2009

☑ Applicant claims small entity status. See 37 CFR 1.27

TOTAL AMOUNT OF PAYMENT ($) 545

Complete if Known	
Application Number	
Filing Date	
First Named Inventor	ehud mendelson
Examiner Name	
Art Unit	
Attorney Docket No.	vin broadcast

METHOD OF PAYMENT (check all that apply)

☑ Check ☐ Credit Card ☐ Money Order ☐ None ☐ Other (please identify): _____

☐ Deposit Account Deposit Account Number: _____ Deposit Account Name: _____

For the above-identified deposit account, the Director is hereby authorized to: (check all that apply)

☐ Charge fee(s) indicated below ☐ Charge fee(s) indicated below, **except for the filing fee**

☐ Charge any additional fee(s) or underpayments of fee(s) under 37 CFR 1.16 and 1.17 ☐ Credit any overpayments

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FEE CALCULATION

1. BASIC FILING, SEARCH, AND EXAMINATION FEES

Application Type	FILING FEES Fee ($)	FILING FEES Small Entity Fee ($)	SEARCH FEES Fee ($)	SEARCH FEES Small Entity Fee ($)	EXAMINATION FEES Fee ($)	EXAMINATION FEES Small Entity Fee ($)	Fees Paid ($)
Utility	330	165	540	270	220	110	545
Design	220	110	100	50	140	70	
Plant	220	110	330	165	170	85	
Reissue	330	165	540	270	650	325	
Provisional	220	110	0	0	0	0	

2. EXCESS CLAIM FEES

Fee Description	Fee ($)	Small Entity Fee ($)
Each claim over 20 (including Reissues)	52	26
Each independent claim over 3 (including Reissues)	220	110
Multiple dependent claims	390	195

Total Claims	Extra Claims	Fee ($)	Fee Paid ($)
17 - 20 or HP =		x	= 0

HP = highest number of total claims paid for, if greater than 20.

Indep. Claims	Extra Claims	Fee ($)	Fee Paid ($)
2 - 3 or HP =		x	= 0

HP = highest number of independent claims paid for, if greater than 3.

Multiple Dependent Claims — Fee ($): _____ Fee Paid ($): _____

3. APPLICATION SIZE FEE

If the specification and drawings exceed 100 sheets of paper (excluding electronically filed sequence or computer listings under 37 CFR 1.52(e)), the application size fee due is $270 ($135 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).

Total Sheets	Extra Sheets	Number of each additional 50 or fraction thereof	Fee ($)	Fee Paid ($)
37 - 100 =	/ 50 =	(round up to a whole number) x	=	

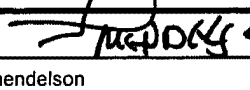
4. OTHER FEE(S)

Fees Paid ($)

Non-English Specification, $130 fee (no small entity discount) _____

Other (e.g., late filing surcharge): _____

SUBMITTED BY

Signature		Registration No. (Attorney/Agent) 61887	Telephone 9542373227
Name (Print/Type)	ehud mendelson		Date 01/14/2011

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9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Application
For
United States Letters Patent

Title: Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.

Inventor: Ehud Mendelson
11190 Heron Bay Blvd. Suite 916
Coral Springs, Fl, 33076

Car wireless- a system and method to providing telematics application include Return 2 parking - detecting and navigating to where we park our car utilizing a mobile phone and car wireless.

Related Applications:

This application claims the benefit of US patent application 11/396,843 files April 3, 2006 that claim the benefit of Provisional application No. US60/670,097 filed April 12, 2005.

Field of the Invention:

This invention is directed generally to the field of "location based navigation" and, more particularly, to such method to be used in car wireless and Mobile phone telematics application such as detecting and navigating to the exact location where we park our car indoor and outdoor - return2parking method and allow car id or VIN number to be broadcast wirelessly for telematics applications.

Google Ex. 1031, p. 417

BACKGROUND OF THE INVENTION

Introduction to location based services:

Location based services are rapidly expanding. Outdoor location technologies are mainly based on GPS technologies. GPS does not perform properly indoors, and even outdoor the accuracy is still at more than 100-300 feet, not accurate to a car exact space but to an area, such low accuracy can point to more than 50 cars... not quite accurate and again the GPS based solutions are not working indoor .

The need for a system such as ours arises from various market segments and applications. One example in the market is the "Car Navigator" That uses integrated positioning and navigation systems based on GPS receivers as the primary positioning technology. Subsequent to the events of September 11th. The Federal government mandated that GPS capability be built in to all cellular phones.

However, the fact that uninterrupted satellite reception is not possible in many situations is a major limitation of GPS based systems. Densely populated areas and radio-frequency-signal shadowed locations, such as urban centers (a.k.a. "urban canyons") parking garage, generally do not allow proper operation of GPS, yet it is in these locations that the need is greatest.

There is a clear need for a cost effective system that maintains performance and accuracy indoors, in urban canyons and parking garage and in city centers, like finding where we park our car.

Google Ex. 1031, p. 418

Another important issue is that GPS itself is susceptible to jamming and other man-made interference.

Description of GPS System.
The Global Positioning System (GPS) is a satellite-based navigation and time transfer system developed by the U.S. Department of Defense. GPS serves marine, airborne and terrestrial users, both military and civilian. Specifically, GPS includes the Standard Positioning Service (SPS) that provides civilian users with 100 meter accuracy as to the location or position of the user. It also serves military users with the Precise Positioning Service that provides 20 meter accuracy for the user. Both of these services are available worldwide with no requirement for any local equipment.

View of GPS limitations:

First limitation of GPS is that upon activation the GPS receiver scans for signals from the GPS satellites. The unit must locate and receive signals from at least four satellites to be able to determine its location. This process of locating the satellites, receiving the data and achieving a position fix can take several minutes. This delay is problematic for many GPS applications.

Second limitation of GPS is that the receiver needs a clear view of the sky to successfully receive signals from the satellites, again under unfriendly RF conditions such as inside buildings, or in "urban canyons" inside parking garage or in the shadows of high buildings, the GPS suffers from multi-path effects and therefore shows poor performance, or none at all.

Google Ex. 1031, p. 419

Third Limitation - limited accuracy: There is a problem of limited accuracy of the civilian GPS signal. While knowing your position to within 50 to 200 feet anywhere on the planet is a major technological feat, it is still not accurate enough, to locate and navigate to an empty parking space, where each space measures about 10 feet, and most parking garages are located where the GPS cannot work effectively moreover as explain before there is a need for an application to find in accurate and simple way where we park our car.

Existing navigation systems, such as in-car navigation systems and new mandatory GPS equipped cellular phones, are based on GPS and have the aforementioned limitations.

Another significant factor adding to the limitations of the GPS based systems is the important role of map production; normally a driver, requires a map to be as detailed and as up-to-date as possible. The existing maps used by the GPS based systems provide limited detail and are not able to reflect changes on a real time basis. The recent introduction of imagery services, such as Google Earth and its competitors that are offered as an enhancement to GPS at a fee still provide out of date information, with the unsatisfactory result that users encounter road changes and area development not shown on the maps and imagery.

In this modern age when urban development is exploding, the lack of details and updates of the topographic maps and satellite images is critical; additionally and importantly, indoor location maps and indoor parking garage map are not available for the GPS navigation systems.

Google Ex. 1031, p. 420

The basic aspect of our innovation is to make the vehicle ID and allow scanning it for telematics application like return2parking, security, and have possibly great effect in term of protection from thieves.

Our system and method will allow the car own VIN# To be broadcast as additional theft solution.

Car theft is common in most major cities in North America. Despite a hiatus in the 90s, the number of cars stolen has skyrocketed in the past decade. Close to 1.2 million cars were stolen in North America last year. That is nearly one car every 20 seconds. Car theft is not an innocuous problem; it is a billion dollar industry. Besides hurting the individual, it results in excess insurance premiums and takes time away from law enforcement.

There is no device that is 100 per cent anti-car-theft, but experts indicate that use of any type of mechanism will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices.

For the past 30 years, there have been many attempts made to develop the ultimate anti-theft car device. Many devices have come and gone and the latest anti-car-theft device is VIN etching. A VIN or Vehicle Identification Number has been placed on automobiles for more than 40 years. In most cases, the VIN is etched onto the dashboard metal plate near the steering wheel. Some manufacturers place the VIN on other parts of the car. Whenever a vehicle is reported stolen, the police broadcast this number to the FBI's central computers where it is on a database. The first thing police always do when a stolen car is recovered is check the VIN number.

Google Ex. 1031, p. 421

The practice of etching VIN numbers on to many parts of the car including the windows and windshield has recently become very popular. Many security experts believe that this is a foolproof anti-theft mechanism. Because the VIN is obvious on the windows, the criminals have to replace the windows before they can sell the car.

In the old days, the thieves simply erased or switched the VIN numbers from the dashboard. However, when the VIN is etched on to the windows, all the windows require replacement and this can become expensive. While removing and replacing car windows is relatively simple, it certainly is not cost effective for the crook. Once the VIN is etched onto each window of the car, it acts like a fingerprint. Law enforcement can rapidly access your VIN number and check it with the national data bank to determine if the car is stolen.

While some thieves do avoid cars with etched VIN on the windows, this is not a golden rule. Many cars are stolen by teenagers simply out for a joyride and VIN etching on the windows is not a deterrent. However, there is ample data from law enforcement and insurance companies that cars etched with VIN on the windows have a low probability of getting stolen. The VIN etching system has led to other benefits; many auto dealers now regularly mark all their products to prevent theft.

Despite this new innovation, one has to remember that if a thief wants to steal your car, he or she will find a way no matter what security system you have. But in general, thieves usually target easy to pick cars. So the onus is on to you to make it slightly more difficult for the thief. The majority of cars get stolen because the owner of the car is simply careless. Leaving the keys in the car or leaving the windows open is an

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invitation to thieves. No amount of car theft protection is a solution for stupidity and, unfortunately, there is no cure for being foolish either. However, with our solution, you may win in the end.

We take that solution a step ahead and make the car digital id, meaning assign the car an id or use the current car id, the Vehicle identification number, the same number that assign physically to the car from manufacture as a car id and allow it to be broadcast digitally and wirelessly.

To explain our solution it easy to compare the car license plate as ip address and internet protocol address, you can think of an IP Address like a vehicle's license plate. Every vehicle driving on the road has a license plate which is registered to the local DMV. The license plate is kind of like the car's identification card, which allows someone (usually a cop) to run the plate and find out all kinds of information about the owner of the vehicle in which the license plate is registered to. An IP Address works the same way. Every computer surfing the web has to have some type of identifying IP Address, whether it be an IP assigned to the actual computer, the router the computer is connected to, or the proxy server the computer is connecting with. This address is what identifies a computer on the web as a license plate is what identifies a vehicle on the road.

A MAC (Media Access Control) Address on the other hand is the physical address of the NIC (Network Interface Cards) in your computer (something like a serial number). On broadcast networks, such as Ethernet, the MAC address uniquely identifies each node (workstation/computer) for specific packet delivery. If you enjoy analogies, you can kind of compare the NIC's MAC address to a vehicle's VIN

Google Ex. 1031, p. 423

number. The MAC identifies the physical networking hardware as a vehicle's VIN identifies a specific vehicle.

My analogies are to help understand that a dynamic IP Address can change just like a vehicle's license plate number can be changed. But a MAC Address cannot be changed just like a vehicle's VIN cannot be changed.

Application:

In general, our system is based on method to assign the car id (again it can be the same as the car vin number or other assign name and id) it can be assign by the car manufacture as built-in the car or as an add-on assign by the car owner and allow the id to be broadcast wirelessly for telematics applications.

We have focused on a solution that can work outdoor as well as indoor without the need for GPS that as describe before have the limitation in term of indoor and the accuracy needed to find the exact location of the car, ether indoor ,in a parking garage or just have the ability to use the broadcast id for additional theft protection, tracking capabilities allow use the id for secure access when need precise id of the car and not only a remote clicker that can be transfer between cars or "car pass" to allow toll or access road as well as security and marketing or easy statistically information.

Google Ex. 1031, p. 424

Examples of indoor applications:

The application can be for the car owner benefit as well for municipals or police.

The user may wish to locate where he park his car outdoor or indoor in a garage or in the street.

The user may wish to use his car id as replacement or add-on for payment such as toll roads, pay to park or at the gas station using his car id wirelessly as payment trigger mechanism.

The user may be looking to access a designated area that require specific id , or an area needed open gate remote , instead of the remote he can use his car id for such access.

Police can now scan and search for car from remote area and scan the area for the car instead of going one by one to verify lic. Plate.

The car owner or authorities can use the broadcast id to scan for stolen cars.

Such system can serve as add-on to the car alarming and may be the ideal solution to lower car theft.

It may be ideal solution as add on with additional sensor to trigger broadcasting from the car when needed like in emergency.

Or again the car owner may just wish to locate his car and answer to the most demanding dilemma of any driver, "Where I park?"

By using and modifying existing technology, our system will integrate easily with other transportation and communication systems.

Google Ex. 1031, p. 425

Reference to prior arts
Parking:

Despite the problems encountered by vehicle operators at parking facilities, most existing parking monitoring systems focus on collecting information for management. Some prior art systems employ sensors at entrances and exits to parking facilities or sections of such facilities (See U.S. Pat. No. 3,130,298 to Schwarz). These sensors trigger a counter to determine the number of cars in the monitored area by subtracting the number of cars leaving the area from those that have entered. At least one of these monitoring systems also engages a timer to determine the aggregate usage time of the facility by summing the total time from the entry of the cars to their departure (See U.S. Pat. No. 3,867,615 to Sioufi). These systems profess to be useful in monitoring the usage of the parking facility.

Prior Art curbside parking monitoring systems have been coupled with centralized signals which indicate general areas where drivers may find a curbside parking space (See U.S. Pat. Nos. 3,114,128 and 3,166,732 to Ljungman). Upon sensing that a space adjacent a parking meter is vacant, the system signals drivers from a signpost at an intersection of the city block along which the parking space is vacant. The signal appears in a binary yes or no stating that one or more parking spaces are available in the adjacent block-long area. However, because the driver seeing a parking available signal is not advised of the number and specific location of parking spaces that are available in that block, the vehicle operator may proceed to the indicated location to find that a single available space has already been occupied or that the space will not accommodate his vehicle. In either situation, the binary availability signal

Google Ex. 1031, p. 426

may lead the vehicle operator on a fruitless quest.

Another monitoring system for a parking facility compares the number of cars within a designated area (determined by counting cars entering minus cars departing the area) with the number of spaces within that area. When the net number of cars equals the number of spaces, the system registers that the area is completely full and signals drivers to proceed to the next area (See U.S. Pat. No.3,158,836 to McCauley). Unfortunately, such systems again only yield a binary yes or no signal to the drivers. Even if an area contains only one available space, even if the space is obstructed, will not accommodate the driver's car, or is otherwise undesirable, a driver still will be lead to that area.

These prior art systems are of only limited help to vehicle operators and do not resolve many concerns associated with parking an automobile.

U.S. Pat. No. 5,293,163 to Kakihara, et al., entitled, "Navigation Apparatus for Vehicles", describes a system for finding garages or other parking facilities with available parking spaces. It provides for the display of available parking information in map format. This vehicle navigational system patent does not address the problem of locating available on-street parking. Instead, it addresses the problem of locating parking lots with available spaces. Parking lots in congested city areas are not very cost effective, and they may not be in close proximity to the driver's destination. The patent does not direct drivers directly to an available metered space, a less expensive alternative, but simply to a large parking lot where they will have to search for an available space. In addition, the Kakihara map display only directs the driver as far as a parking

Google Ex. 1031, p. 427

facility. The driver still must navigate around the parking facility to locate an available space.

U.S. Pat. No. 5,432,508 to Jackson, entitled, "Technique for Facilitating and Monitoring Vehicle Parking", describes a scheme for finding available parking spaces in garages and other parking facilities. It provides for the display of available parking information at the entrance of a garage and makes a provision for a light source to be mounted above a parking space to indicate its availability. Remote access to the data is provided by a dial-up telecommunication interface. Because the technique described operates over a wire line medium, it does not lend itself to being easily deployed in a wide area. Also, because parking information is never provided to any device within a vehicle, drivers still need to navigate through a garage to locate available spaces.

Parking meters with sensors, parking meters with transmitters, and navigational equipment receiving and displaying external information are well known in the art. U.S. Pat. No. 5,442,348 entitled, "Computerized Parking Meter", for example, describes a parking meter utilizing an ultrasonic transducer to detect when a car is occupying a parking space. Similarly, U.S. Pat. No. 5,454,461, entitled, "Electronic Parking Meter and System", describes a parking meter utilizing a sonar transducer for parked vehicle detection and radio means for receiving billing information.

Accurate Navigation

U.S. Pat. No. 5,504,482 to Schreder describes an automobile equipped with an inertial and satellite navigation system as well as a local area digitized street map. The main use of this patent is for route guidance in the presence of traffic jams,

Google Ex. 1031, p. 428

etc. Schreder describes how information as to the state of the traffic on a highway can be transmitted and utilized by a properly equipped vehicle to change the route the driver would take in going to his destination. Schreder does not disclose sub-meter vehicle location accuracy determination

Vehicle Location

U.S. Pat. No. 5,272,483 to Kato describes an automobile navigation system. This invention attempts to correct for the inaccuracies in the GPS system through the use of an inertial guidance, geomagnetic sensor, or vehicle crank shaft speed sensor. However, it is unclear as to whether the second position system is actually more accurate than the GPS system. This combined system, however, cannot be used for sub-meter positioning of an automobile.

U.S. Pat. No. 5,383,127 to Shibata uses map matching algorithms to correct for errors in the GPS navigational system to provide a more accurate indication of where the vehicle is or, in particular, on what road the vehicle is. This procedure does not give sub-meter accuracy. Its main purpose is for navigation and, in particular, in determining the road on which the vehicle is traveling.

U.S. Pat. No. 5,416,712 to Geier, et al. relates generally to navigation systems and more specifically to global positioning systems that use dead reckoning apparatus to fill in as backup during periods of GPS shadowing such as occur amongst obstacles, e.g., tall buildings in large cities. This patent shows a method of optimally combining the information available from GPS even when less than 3 or 4 satellites are available with

Google Ex. 1031, p. 429

information from a low-cost, inertial gyro, having errors that range from 1-5%. This patent provides an excellent analysis of how to use a modified Kalman filter to optimally use the available information.

U.S. Pat. No. 5,606,506 to Kyrtsos provides a good background of the GPS satellite system. It discloses a method for improving the accuracy of the GPS system using an inertial guidance system. This is based on the fact that the GPS signals used by Kyrtsos do not contain a differential correction and the selective access feature is on
Locating a vacant parking space is an ordeal that causes frustration for many commuters. Even if a commuter pays to enter a parking lot, valuable time is consumed searching for a parking space within the parking lot. It seems that parking lots that service hospitals, airports, mass transit stations, entertainment forums, shopping malls and the like are always the most crowded, when time is the most crucial. As urban and suburban regions become more populated, finding a vacant parking space will become increasingly difficult for commuters.

U.S. Pat. No. 5,910,782 to Schmitt et al. ('782 patent) discloses a system for finding available on-street parking using an on-board vehicle navigation system and parking meters equipped with sensing devices. According to the '782 patent, real time metered parking space information can be accessed from a central location or directly by a vehicle, upon entering a specific geographic area.

U.S. Pat. No. 5,940,481 to Zeitman ('481 patent) discloses a parking management control system used to report parking, monitor parking and reserve parking spaces. According to the '481 patent, a user reports parking in a particular parking facility to a central control unit using a personal

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non-dedicated mobile communications device. The central control unit then confirms whether parking in the particular parking facility is authorized or not. The central control unit also generates a report indicating which parking facilities are supposed to be vacant for law enforcement officials so that unauthorized parking can be ticketed. The '481 patent also discloses that a user can reserve a desired parking facility by selecting a desired parking facility from a map provided from the central control unit. If a potential user, other than the registered user, communicates a request to park in the reserved parking facility, the control unit transmits a response to the potential user indicating that the parking facility is reserved and not authorized for use.

Patent Application 20080071882 VIN number obtaining method by general Motors, Corporation C/o Reising Ethington Barnes Kisselle, an electronic VIN request is generated at the vehicle through a vehicle user interface, such as a visual display, a microphone, a speaker, a keypad, or an electronic control or button. According to another embodiment, the electronic VIN request is generated at an entity, such as a remote call center, that is remotely located from the vehicle. In either case, the electronic VIN request causes the vehicle hardware to query one or more vehicle electronic module(s) for electronic VIN(s) stored therein, so that output related to the electronic VIN(s) can be provided.

The vin id is generate and send to a call center via internet or communication method where the id need to be sent via communication device to a call center data base the car device needed vehicle electronic module includes at least one module selected from the group consisting of: an instrument cluster module, a body control module, an engine control module, and a powertrain control

Google Ex. 1031, p. 431

module clearly a complete deferent system and method from our innovation where we use wifi or Bluetooth tag/beacon with assign id to become the car id and allow it to be broadcast , not using internet or cell or web or any communication at all As our tag/beacon will be scan for id only and there is no exchange of communication like describe on the patent application above.

Iphone and other smart phone application to help find your parked car - most are based on GPS and as describe above are not effective indoor and the low accuracy of the GPS (over 50m) making it not practical for precise finding.

Other application utilize the smart phone camera with somehow primitive way to record the location where you park the car or to have an SMS message deliver with information about the location, such solution are not exactly navigate the user to the car but provide more information to assist the user to find his park car.

RFID loc8tor are Rfid based device and not Wi-Fi or Bluetooth and such communication method -Rfid have very limit range and signal is blocked by cars and people.

Lojack system are theft recovery system for locating stolen vehicles only and not providing the car owner the user ability to find his parking car or other telematics applications.

On-star vehicle communication system provides remote vehicle diagnostics and emergency assistant and are based on cellular communication na dose not offer the user other telematics application like return2parking.

Google Ex. 1031, p. 432

Wireless rdf- autofinder are keychain deviceand a battery powered device mount in the car it transfer data between the receiver and the finder device and using a tone-audio generation inside the finder to point to the direction of the parked car, have limit range and are not be use with the user mobile phone like our innovation and are not set to be built in the car and also are not set to broadcast the vehicle id for other telematics applications.

At present, however, no prior art device utilizes the capabilities to assign and broadcast the car id or the VIN number in such method over wireless directly to the car owner mobile phone without using internet or cellular or GPS or any other communication, the car wireless device are autonomous and can be a Wi-Fi or long range Bluetooth with over 1000m range.

Our system automatically detects a signal directly from the autonomous beacon/tag built-in the car or add on to it, no real communication needed as the beacon in the car behave as it mention , as a beacon , meaning broadcast only an ID . Other systems must have bandwidth or other communication method available, over which to send a request to a central system, call center or to a database, and then must wait for a response. This takes time!

Even if the other systems have bandwidth, they still based on the existing search concept where there is need submits a query, searches and waits for the response. All impractical while driving and need fast response. Our method provides the information automatically, without submitting any query, and the response is fast as needed.

Again, most of the existing prior arts are based either on a GPS based system or the existing car navigator, that depends on a GPS too.

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And the existing mapping that these systems use has the same limitations described previously and is impractical.

Location technologies.

Various technologies are used for wireless indoor location. These may be classified in two aspects: The algorithm - i.e. the method of location used. The physical layer - i.e. the wireless technology used to communicate with the mobile device.

Location methods
The methods typically used in indoor location are "borrowed" from the outdoor GPS location methods inventory. Specifically, four types of methods are used indoor:
Proximity Detection (PD), Received Signal Strength (RSSI), Time of arrival (TOA), and Angle of Arrival (AOA).

Proximity Detection (PD)
This method relies upon a dense grid of antennas, each having a well-known position. When a mobile is detected by a single antenna, it is considered to be collocated with it. When more than one antenna detects the mobile, it is considered to be collocated with the one that receives the strongest signal.This method is relatively simple to implement. It can be implemented over different types of physical media. In particular, IR and RFID are based on this method.

Triangulation
Triangulation takes PD a step further, in the sense that it is based on measuring the signal level measurements from each antenna (possibly by using a triangulation mechanism), with respect to each mobile device. Following that, mobile is located by using a triangulation algorithm.

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Like the PD method, triangulation is relatively simple to implement.

Time of arrival (TOA)
TOA is based on triggering the mobile devices to respond, and measuring the time it takes for the response to fly back to the antenna. The elapsed time represents the distance between the two. By using distances from few antennas, a mobile's position can be triangulated. TOA is considered to be the most accurate method, because multipath effects can be filtered out. Yet, it is considerably more complex to implement, as it requires a modification to the hardware on the mobile side, as well as special modifications on the antenna side.

Angle of Arrival (AOA)
AOA is based on finding the direction of maximal signal intensity for each antenna-device pair. By finding the intersection of few such direction vectors, a mobile's position can be estimated AOA is considerably less accurate than TOA, due to limited angular resolution and the fact that indoor much of the signal is reflected. Also, AOA antennas are more complex, as they require multi-section, highly directional antennas, and multiple RF circuitries.

WLAN (IEEE 802.11b)
This midrange wireless local networking standard, operating in the 2.4GHz ISM band, has become very popular in public hotspots and enterprise locations during the last few years. With a typical gross bitrates of 11 Mbps and a range of 50-100 m, IEEE 802.11b is currently the dominant local wireless networking standard.

Google Ex. 1031, p. 435

One limitation of such systems is the fact that WLAN tags are relatively bulky and power hungry. Thus, such locators are mainly useful to locate WLAN enabled instruments, such as portable computers. Note that in WLAN, antennas are actually part of access points (APs), through which devices communicate with the access network. This is also the case with Bluetooth.

Bluetooth (IEEE 802.15)
Bluetooth is a newer wireless local networking standard that operates in the 2.4 GHz ISM band. Compared to WLAN, the gross bitrates is lower (1 Mbps)but our method don't use data transfer at all, the new Bluetooth 4 specification allow long range of over 1000m with low power consuming and it is ideal for beacon operation. Moreover Bluetooth is a "lighter" standard, highly ubiquitous (embedded in almost all mobile phones, PDAs, PC peripherals, etc.) Bluetooth tags are small, pocketsize transceivers and they are low cost, our Bluetooth beacon is cost below $10.
Every Bluetooth or Wi-Fi device's tag has allow to assign name for unique ID/name. This ID can be used for the car id and by broadcast the id serve eventually for the other telematics application, by decode the vin# into Bluetooth or Wi-Fi id at manufacture or by the car owner providing car id to be broadcast wirelessly.

Our approach to the use of Bluetooth or the Wi-Fi naming extends beyond self-exposure and introduces Bluetooth/Wi-Fi Extended Naming as a technique in which the system can recognize the Bluetooth or Wi-Fi device name as explicit instructions to trigger actions/processes in real time. We use the Bluetooth or the wifi module naming as a key (Sequence of numbers and letters, much like a VIN# in cars) to be decode into the Bluetooth or wifi

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id/name and serve as triggering mechanism for telematics applications.

Beacon mean - wifi or Bluetooth beacon built in at the vehicle or add-on to the vehicle.

Beacon id- the vehicle id or the VIN number are decode into the wifi or the Bluetooth id.

The beacon are in broadcasting mode when only the id are broadcast allowing the id to be transmit without having to be connect.

The beacon can spend most of the time in deep sleep mode and only "wakeup" for scanning by the user mobile phone device or other assign devices.

Because there is no data transfer and the beacon is in a "sleep" mode most of the time there is very low power consuming from the beacon stand point and also from the user mobile phone where the battery power are very important.

The id broadcast is serving as advertising presence and proximity detection car be trigger for such as keyless entry , security entry, gate remote access and very practically add on to the car theft protection.

The display method in return2parking application
The display method in return2parking application is our unique way to bridge existing devices like cellular phones, and other Bluetooth or Wi-Fi devices. We provide our overlay add-up display method over the mobile phone display as a real-time floating overlay Omni directional circular display on the car owner mobile phone.

The overlay add-up device/display works without mapping, a VOR like add-up display shows the

Google Ex. 1031, p. 437

direction to the parked car in the immediate area or use the garage or local area mapping at the background.

Automatic payments can be handled via systems. Our system can be an attractive additional feature for cities that deploy WIFI.

In case of an emergency, or in a security situation, the system can provide authorities ability to scan and get information about parked cars from remote via wireless and can serve as security add-on.

Using the system, municipalities and parking operators can manage their facilities better, compile helpful statistics and increase inventory control of the parking spaces resulting in better service and increased availability.

SUMMARY OF THE INVENTION

In accordance with the present invention, these are our project's characteristics:

According to one aspect of the invention, there is provided a system and method for use wireless method to allow assign and decode digital ID represent the Vehicle ID or VIN number and allow it to be broadcast wirelessly to trigger and allow telematics and other applications.

According to another aspect, there is provided a method for assigning a vehicle Id or encode the Vehicle Identification Number (VIN) into a Wi-Fi or Bluetooth beacon module built-in the vehicle or as add-on device and allow it to be broadcast wirelessly for telematics applications, This method generally comprises the steps of: (a) Scan vehicle beacon Id or VIN number via wireless Wi-Fi or

Google Ex. 1031, p. 438

Bluetooth device (example car owner mobile phone)scanning can be done from long distance (b) getting and decoding the car beacon ID (the car ID or the Vin number decode into the beacon module c) receiving beacon/car ID trigger telematics application for example return 2 parking application where the car id will allow navigation to the location where the car is parking,

According to another aspect, there is provided a method for obtain the beacon/vehicle ID without exchanging any communication between the user mobile phone or other Wi-Fi or Bluetooth devices and no other communication like cellular or internet needed.

According to yet another aspect there is provided a method to apply the vehicle/beacon Id as a triggering mechanism to telematics and other applications.

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BRIEF DESCRIPTION OF THE DRAWINGS

A better understanding of the present invention may be obtained by reference to the accompanying drawings, which should be considered in conjunction with the detailed description, all in accordance with the present invention.

Figure 1 is an illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method in accordance with the present invention.

Figure 2 is illustration of the return 2 parking method as an application on a mobile phone in accordance with the present invention.

Figure 3 is illustration of the mobile phone application of return 2 parking in accordance with the present invention.

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DESCRIPTION OF THE PREFERRED EMBODIMENT

In all the figures of the drawings, sub-features and integral parts that correspond to one another bear the same reference symbol.

Referring now to the drawings in detail and first particularly to Figures 1-3 thereof.

These figures illustration of the wireless vehicle ID and the some of the telematics and other application that can be use the method.

Referring to Fig 1 This shows the a vehicle 100, with installed Wi-Fi or Bluetooth module/beacon as built-in or add-on to the vehicle, the vehicle ID or VIN number can be encode into the Wi-Fi or the Bluetooth ID/name transferring it from physical number 120, to digital and allow it to be broadcast 110, for telematics and other applications, for example return2parking 130,using the broadcast of the car ID the vehicle owner can find an answer to the most problematic "where I park my car" dilemma.

Another application that can benefit from using the innovation method of broadcasting the vehicle ID is access control 140,knowing the vehicle VIN# wirelessly from remote (decoding)can allow the vehicle access to secure or strict area where there is a need for precise ID of the vehicle and it can serve as a replacement or add-on to a remote gate , access control, strict road access, permission access, and other security access that are deferent from a remote gate use today as it can be set using the precise car ID/VIN number without need for remote and such allowing better control than existing remote that can be move from car to car.

Google Ex. 1031, p. 441

Additional application that can benefit from using Vehicle ID broadcast are theft prevention 150, our system and method will allow the car own VIN# To be broadcast as additional theft prevention, providing a mechanism that surly will decrease the chances of your car being stolen. Most car thieves prefer to steal easy cars that have no anti-theft devices especially when the method describe above will allow the police easy way to scan and determine if the car is stolen, moreover there is a possibilities to add sensor to the beacons that will allow it to add notification to the broadcasting of the car ID in a case of emergency and or finding that the car is stolen.
As the car ID are protected and secure from changing or protected by the car owner password to prevent unauthorized ability to modify the car ID.

The ability to have the car VIN # broadcast or scan by the authorities from remote instead of going plate by plate will easy the police and other authorities work, more over it can easily replace or add-on to car plate recognition with remote scanning instead of one by one. In a way we take the physical old style VIN plate and make it to the digital era.

Going to additional application 160, the RF beacon, Wi-Fi or Bluetooth will behave as a trigger mechanism for telematics and other application that can use the decode broadcast of the car ID/VIN to exploit many telematics and other application, or application delivery of local content according to the trigger ID provide by our method, the delivery of such content can be using the internet and or cellular communication where the basic concept is to have the ability to recognize and decode the car VIN number for smart marketing , secure access , maintenance, parking, digital payments , add-on to

Google Ex. 1031, p. 442

prevent car theft as well as track the car without GPS or other communication.

Another application that can be benefit from the ability to know wirelessly the car ID or VIN number are application that need to track the car especially when you need more precise way to track the car especially indoor or in an area where GPS can't be provided or there is need for more accuracy than GPS accuracy.

The ability to integrate the GPS tracking and or cellular ID tracking with the additional beacons installed in the car will provide high accuracy for tracking and it can also to add additional accuracy to the car GPS navigation.

Going to explorer additional application 180, that will benefit from using the digital wireless car ID or VIN number as a way for secure payment in a gas station or pay for parking in a garage or in the street where the digital broadcast of the VIN number or the car ID can be scan and decode to provide a secure way for payments a precise and protected way.

Our method provides the ability to broadcast the car ID/VIN number when needed, meaning when it scan by the car owner device or other authorize devices The wireless beacon Wi-Fi or Bluetooth in the car can be in a "sleep mode" and "wake up" only for authorize scanning request saving power from the car and from the user scanning device, ake mobile unit or mobile phone with RF Bluetooth or Wi-Fi device that will allow to decode and use the broadcast car ID/VIN number.

It must be note that there is no privacy issue to know or view the car VIN number as anyone can access it easily by view the VIN number attached to

Google Ex. 1031, p. 443

the car, what we suggest in our method is taking a step to the digital era and making the VIN number available to many usefully application for the benefit of the car owner, the public and the authorities when needed.

Referring to Fig 2 This drawing illustrate return 2 parking application a solution to the everyday dilemma of most of drivers when trying to find out where we park our car, the car 100, with Bluetooth or Wi-Fi device will broadcast 110 the car ID or the VIN number 120 to the car owner mobile phone 200, where the mobile phone will use Wi-Fi or Bluetooth to scan 220 for the known car ID , must be note that the car owner and his mobile phone will scan only for the known car ID/VIN number and not to other cars ID, the long range beacon in the car will be recognize by the mobile scanning and the car where about, the car location with ability to recognize the signal strength as well the direction the bearing will calculate the distance and will be display 210 over floating circle on the user mobile phone device and will allow navigate to the park car - return 2 parking.

Going to Fig 3 is illustrate the application on the mobile phone 200 with Wi-Fi or Bluetooth 220 that will scan for the park car in return 2parking application and display the car location over a circle overlay 210 on the mobile display 230.

Google Ex. 1031, p. 444

Having thus described the invention, what is desired to be protected by Letters Patent is presented in the subsequently appended claims.

I claim:

1. A method for broadcasting a vehicle assign ID or VIN number wirelessly, the method comprises the steps of:

Encoding vehicle ID or VIN number into RF beacon

Long range Bluetooth or Wi-Fi

Broadcast the Vehicle ID or VIN number

Decoding vehicle ID or VIN number by authorize wireless scanning device to trigger telematics and other local base services (LBS) applications.

2. A mobile phone or other Bluetooth or Wi-Fi device that will scan the car ID/VIN wirelessly and

Google Ex. 1031, p. 445

decoding the ID/VIN number for telematics and other local based applications.

3. The RF wireless Wi-Fi or Bluetooth module according to Claim 1, wherein said RF beacon can be installed and setup as built-in from the vehicle manufacture or as add-on to the vehicle.

4. The wireless car method according to Claim 1, wherein said beacon in a vehicle can be set to be in a protected mode to transmit the car ID/VIN only when said RF beacon detects an actually scanning request from an authorize device.

5. The method according to Claim 1, which further comprises performing the determining step without the aid of a global positioning satellite system.

Google Ex. 1031, p. 446

6. The method according to Claim 1, which further comprises help determining a current position of a vehicle by a using the current car ID broadcasting signal as assist to navigation and GPS method.

7. The method according to Claim 1, which further comprises trigger mechanism to enable telematics application from and not limit to : return 2 parking application, access and security control, protection add-on to prevent car theft, scanning control mechanism to allow authorities to scan via wireless for stolen car from remote as well help in emergency situation, local tracking and add-on to the car GPS navigation for more precise accuracy when needed, a digital secure payment method that can be use for Gas or parking payment using the car ID.

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8. The method according to Claim 1, which provide access control trigger by decoding the car ID/VIN number at a toll or access gate or road.

9. The method according to Claim 1, which further comprises application to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter.

10. The method according to Claim 1, wherein the Car Id/VIN can trigger automatically debits the amount of the payment for toll parking or payment for gas station fee against the account of the car owner determine by the car ID/VIN.

Google Ex. 1031, p. 448

11. The method according to Claim 1, which further comprises telematics application to prevent car thefts or in emergency by allow the vehicle ID or VIN number to be broadcast.

12. The method according to Claim 1, which further comprises telematics application to track the vehicle using the broadcasting of the vehicle ID or VIN number for more precise accuracy.

13. The method according to Claim 1, which further comprises application to enable electronically paying the parking fee per the car beacon/VIN which can replace or add-on to parking meter.

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14. The method according to Claim 1, which further allow a return 2 parking telematics application comprises:

Scanning for the car ID/VIN over parking place location of a vehicle; and

Subsequently retrieving the exact parking place location for determining where the vehicle is parked.
determining a distance and direction to the parking space

Provide navigation information on the user mobile phone.

15. The method according to Claim 14, which further comprises displaying on the display device

Google Ex. 1031, p. 450

a mapping between a current position and the exact parking place location of the vehicle.

16. The method according to Claim 14, which further comprises providing the display device with an Omni directional circular display.

Google Ex. 1031, p. 451

ABSTRACT OF THE DISCLOSURE

Car wireless a system and method to assign vehicle ID and wirelessly broadcast the car ID or the VIN number encode into the vehicle installed RF Wi-Fi or Bluetooth long range beacon to be decode to provides triggering mechanism to enable telematics application indoor and outdoor such application can include but not limit ability to use the car ID/VIN broadcast to detect where the car is parked and allow return 2 parking application all without need to establish any communication or transfer of data and without use of GPS or other communication method.

Google Ex. 1031, p. 452

Fig.1

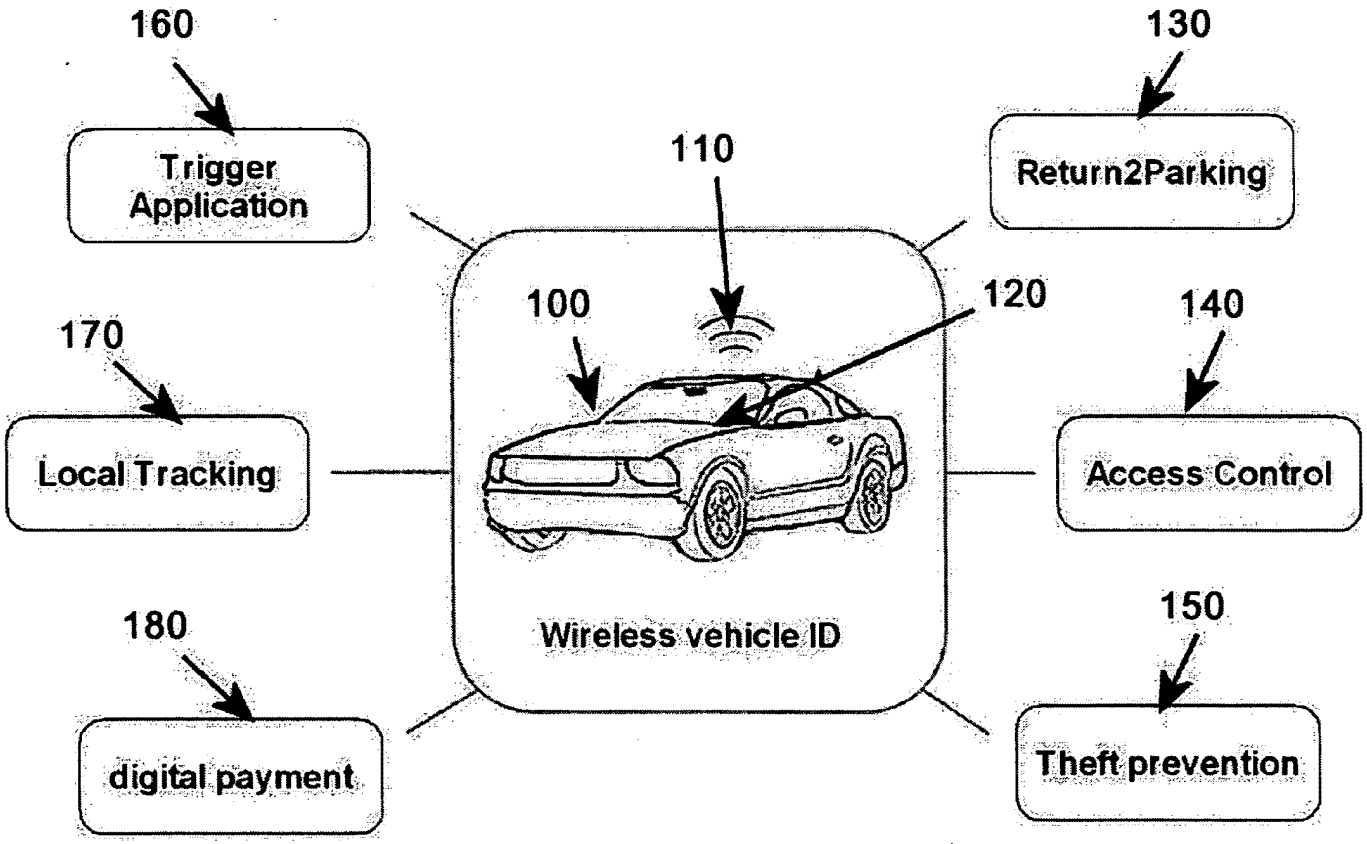

160
Trigger Application
130
Return2Parking
110
100
120
140
170
Local Tracking
Access Control
Wireless vehicle ID
150
180
digital payment
Theft prevention

Fig.2

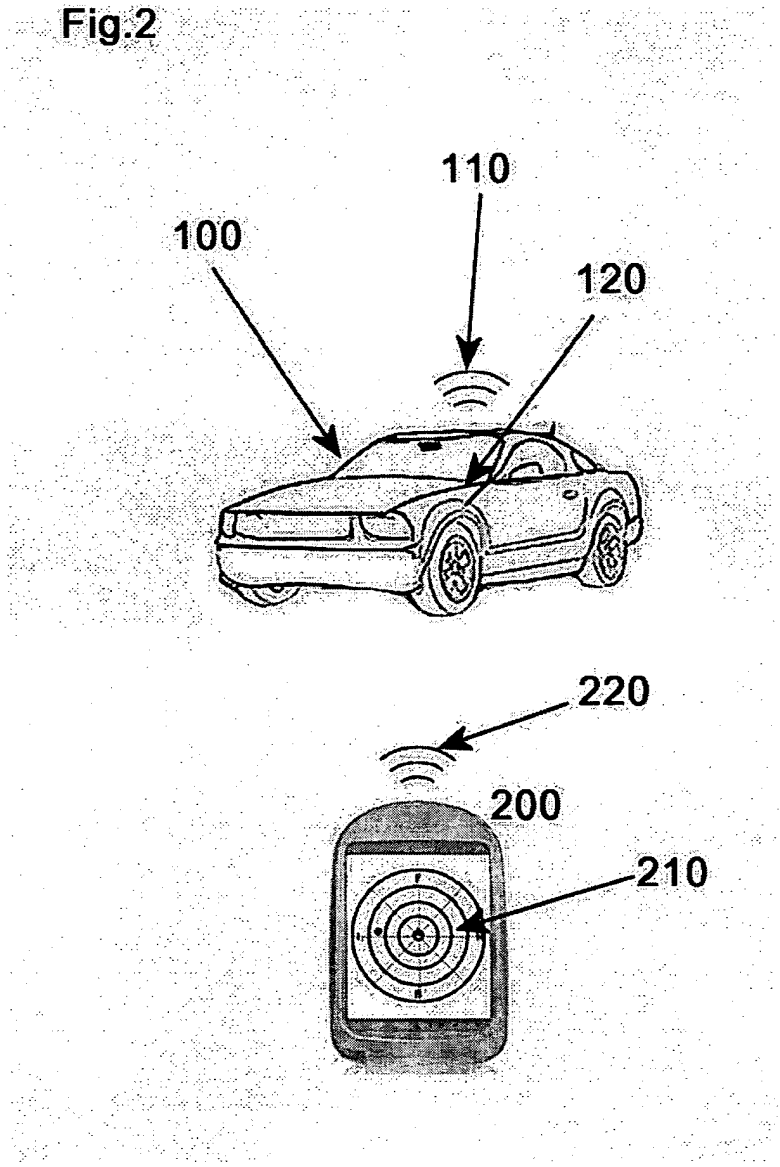
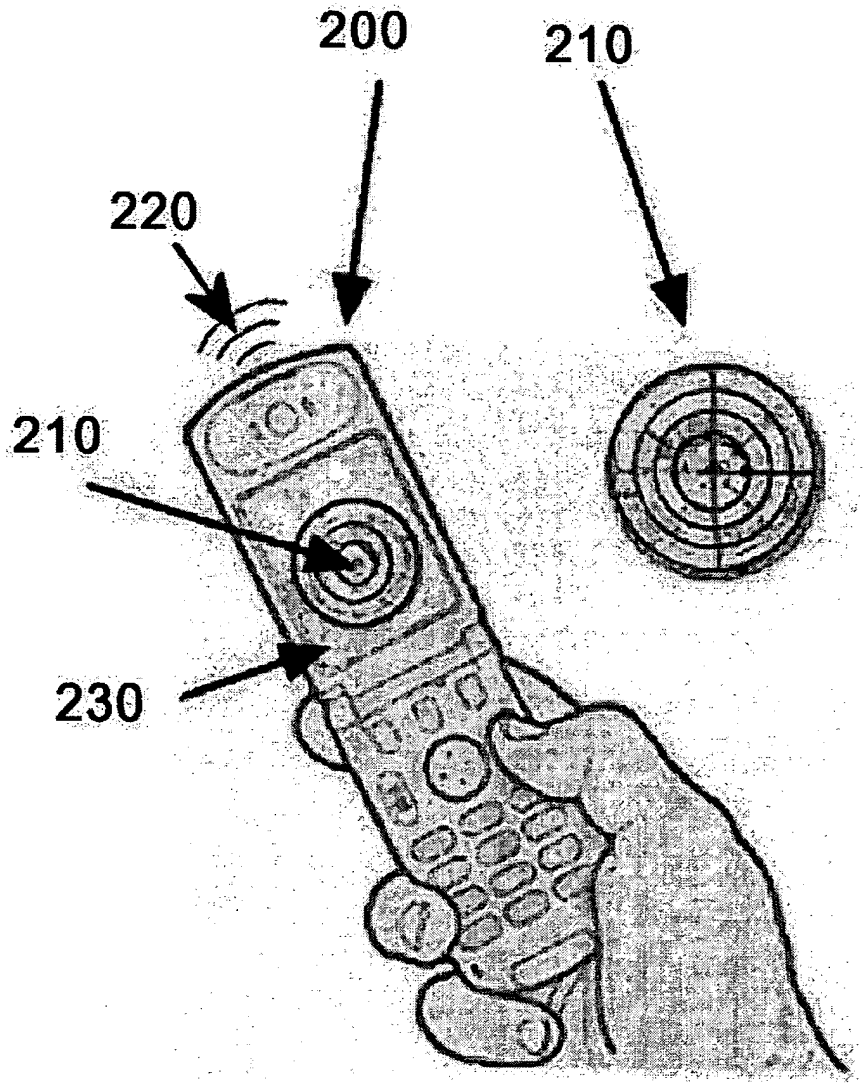


Fig.3



ADDRESS _____11190 Heron Bay Blvd. #916 Coral Springs Florida 33076

[x] INDIVIDUAL [ ] SMALL BUSINESS CONCERN [ ] NONPROFIT ORGANIZATION

NAME_____
_____
ADDRESS_____
_____

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Ehud mendelson

NAME OF INVENTOR

_____

Signature of Inventor

01/14/2011
Date

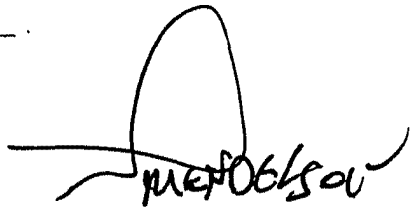
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Examiner Name	
Attorney Docket Number	VIN Broadcast

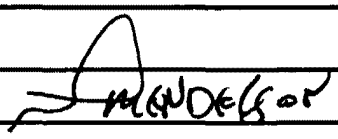
Total Number of Pages in This Submission

ENCLOSURES *(Check all that apply)*

- [x] Fee Transmittal Form
  - [x] Fee Attached
- [ ] Amendment/Reply
  - [ ] After Final
  - [ ] Affidavits/declaration(s)
- [ ] Extension of Time Request
- [ ] Express Abandonment Request
- [ ] Information Disclosure Statement
- [ ] Certified Copy of Priority Document(s)
- [ ] Reply to Missing Parts/ Incomplete Application
  - [ ] Reply to Missing Parts under 37 CFR 1.52 or 1.53
- [x] Drawing(s)
- [ ] Licensing-related Papers
- [ ] Petition
- [ ] Petition to Convert to a Provisional Application
- [ ] Power of Attorney, Revocation Change of Correspondence Address
- [ ] Terminal Disclaimer
- [ ] Request for Refund
- [ ] CD, Number of CD(s) _____
  - [ ] Landscape Table on CD
- [ ] After Allowance Communication to TC
- [ ] Appeal Communication to Board of Appeals and Interferences
- [ ] Appeal Communication to TC **(Appeal Notice, Brief, Reply Brief)**
- [ ] Proprietary Information
- [ ] Status Letter
- [ ] Other Enclosure(s) (please Identify below):

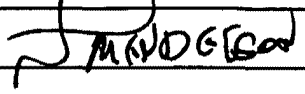
Remarks

SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT

Firm Name			
Signature			
Printed name	Ehud Mendelson		
Date	01/14/2011	Reg. No.	61887

CERTIFICATE OF TRANSMISSION/MAILING

I hereby certify that this correspondence is being facsimile transmitted to the USPTO or deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on the date shown below:

Signature			
Typed or printed name	Ehud Mendelson	Date	01/14/2011

This collection of information is required by 37 CFR 1.5. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and1.14. This collection is estimated to 2 hours to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

Privacy Act Statement

The **Privacy Act of 1974 (P.L. 93-579)** requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether disclosure of these records is required by the Freedom of Information Act.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (*i.e.*, GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspection or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

PTO/SB/14 (11-08)
Approved for use through 09/30/2010. OMB 0651-0032
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it contains a valid OMB control number.

Application Data Sheet 37 CFR 1.76	Attorney Docket Number	VIN Broadcast
	Application Number	
Title of Invention	Vehicle wireless	

The application data sheet is part of the provisional or nonprovisional application for which it is being submitted. The following form contains the bibliographic data arranged in a format specified by the United States Patent and Trademark Office as outlined in 37 CFR 1.76.
This document may be completed electronically and submitted to the Office in electronic format using the Electronic Filing System (EFS) or the document may be printed and included in a paper filed application.

Secrecy Order 37 CFR 5.2

☐ Portions or all of the application associated with this Application Data Sheet may fall under a Secrecy Order pursuant to 37 CFR 5.2 (Paper filers only. Applications that fall under Secrecy Order may not be filed electronically.)

Applicant Information:

Applicant 1

Applicant Authority ◉ Inventor ○ Legal Representative under 35 U.S.C. 117 ○ Party of Interest under 35 U.S.C. 118

Prefix	Given Name	Middle Name	Family Name	Suffix
Mr.	Ehud		Mendelson	

Residence Information (Select One) ◉ US Residency ○ Non US Residency ○ Active US Military Service

City	Coral Springs	State/Province	FL	Country of Residence	US

Citizenship under 37 CFR 1.41(b)

Mailing Address of Applicant:

Address 1	11190 Heron Bay Blvd. suite 916		
Address 2			
City	Coral Springs	State/Province	FL
Postal Code	33076	Country	US

All Inventors Must Be Listed - Additional Inventor Information blocks may be generated within this form by selecting the **Add** button. Add

Correspondence Information:

Enter either Customer Number or complete the Correspondence Information section below.
For further information see 37 CFR 1.33(a).

☐ **An Address is being provided for the correspondence Information of this application.**

Customer Number	61887		
Email Address	ehud1@myacc.net	Add Email	Remove Email

Application Information:

Title of the Invention	Vehicle wireless		
Attorney Docket Number	VIN Broadcast	Small Entity Status Claimed	☒
Application Type			
Subject Matter			
Suggested Class (if any)		Sub Class (if any)	
Suggested Technology Center (if any)			
Total Number of Drawing Sheets (if any)	3	Suggested Figure for Publication (if any)	

PTO/SB/14 (11-08)
Approved for use through 09/30/2010. OMB 0651-0032
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
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Application Data Sheet 37 CFR 1.76	Attorney Docket Number	VIN Broadcast
	Application Number	
Title of Invention	Vehicle wireless	

Publication Information:

☐	Request Early Publication (Fee required at time of Request 37 CFR 1.219)
☐	**Request Not to Publish.** I hereby request that the attached application not be published under 35 U.S. C. 122(b) and certify that the invention disclosed in the attached application **has not and will not** be the subject of an application filed in another country, or under a multilateral international agreement, that requires publication at eighteen months after filing.

Representative Information:

Representative information should be provided for all practitioners having a power of attorney in the application. Providing this information in the Application Data Sheet does not constitute a power of attorney in the application (see 37 CFR 1.32).
Enter either Customer Number or complete the Representative Name section below. If both sections are completed the Customer Number will be used for the Representative Information during processing.

Please Select One:	◉ Customer Number	○ US Patent Practitioner	○ Limited Recognition (37 CFR 11.9)
Customer Number	61887		

Domestic Benefit/National Stage Information:

This section allows for the applicant to either claim benefit under 35 U.S.C. 119(e), 120, 121, or 365(c) or indicate National Stage entry from a PCT application. Providing this information in the application data sheet constitutes the specific reference required by 35 U.S.C. 119(e) or 120, and 37 CFR 1.78(a)(2) or CFR 1.78(a)(4), and need not otherwise be made part of the specification.

Prior Application Status	Pending		Remove
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)
11396843	Division of		2006-04-03

Additional Domestic Benefit/National Stage Data may be generated within this form by selecting the **Add** button.

Foreign Priority Information:

This section allows for the applicant to claim benefit of foreign priority and to identify any prior foreign application for which priority is not claimed. Providing this information in the application data sheet constitutes the claim for priority as required by 35 U.S.C. 119(b) and 37 CFR 1.55(a).

			Remove
Application Number	Country	Parent Filing Date (YYYY-MM-DD)	Priority Claimed
			◉ Yes ○ No

Additional Foreign Priority Data may be generated within this form by selecting the **Add** button.

Assignee Information:

Providing this information in the application data sheet does not substitute for compliance with any requirement of part 3 of Title 37 of the CFR to have an assignment recorded in the Office.

Assignee 1

PTO/SB/14 (11-08)
Approved for use through 09/30/2010. OMB 0651-0032
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE
Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it contains a valid OMB control number.

Application Data Sheet 37 CFR 1.76	Attorney Docket Number	VIN Broadcast
	Application Number	
Title of Invention	Vehicle wireless	

If the Assignee is an Organization check here. ☐				
Prefix	**Given Name**	Middle Name	**Family Name**	Suffix

Mailing Address Information:			
Address 1			
Address 2			
City		**State/Province**	
Country		Postal Code	
Phone Number		Fax Number	
Email Address			

Additional Assignee Data may be generated within this form by selecting the **Add** button.

Signature:

A signature of the applicant or representative is required in accordance with 37 CFR 1.33 and 10.18. Please see 37 CFR 1.4(d) for the form of the signature.

Signature				Date (YYYY-MM-DD)	2011-01-14
First Name	Ehud	Last Name	Mendelson	Registration Number	

This collection of information is required by 37 CFR 1.76. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 23 minutes to complete, including gathering, preparing, and submitting the completed application data sheet form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether the Freedom of Information Act requires disclosure of these records.

2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.

3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.

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5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.

6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).

7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.

8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspections or an issued patent.

9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Google Ex. 1031, p. 464

UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
Alexandria, Virginia 22313-1450
www.uspto.gov

BIB DATA SHEET

CONFIRMATION NO. 3897

SERIAL NUMBER	FILING or 371(c) DATE RULE	CLASS	GROUP ART UNIT	ATTORNEY DOCKET NO.
11/396,843	04/03/2006	701	3661	PD101

APPLICANTS
Ehud Mendelson, Coral Springs, FL;

**** CONTINUING DATA ***************************
This appln claims benefit of 60/670,097 04/12/2005

**** FOREIGN APPLICATIONS ***************************

**** IF REQUIRED, FOREIGN FILING LICENSE GRANTED **** ** SMALL ENTITY **
05/05/2006

Foreign Priority claimed ☐ Yes ☑ No 35 USC 119(a-d) conditions met ☐ Yes ☑ No Verified and Acknowledged /YONEL BEAULIEU/ Examiner's Signature	☐ Met after Allowance Initials	STATE OR COUNTRY	SHEETS DRAWINGS	TOTAL CLAIMS	INDEPENDENT CLAIMS
		FL	5	24	2

ADDRESS

EHUD MENDELSON
GAMBA GROUP LLC
11190 HERON BAY BLVD.
SUITE 916
CORAL SPRINGS, FL 33076
UNITED STATES

TITLE

System and method of detecting and navigating to empty parking spaces

Ehud Mendelson

11190 Heron Bay Blvd. Suite 916
Coral Springs, Florida 33076
Tel:954-2373227
Email:ehud1@myacc.net

"Express Mail" mailing label number : EQ 473797290 US
Date of Deposit Friday, Jan,14,2011

I hereby certify that this paper or fee is being deposited with the United States Postal Service "Express Mail Post Office to Addressee" service under 37 CFR 1.10 on the date indicated above and is addressed to the Commissioner for Patents, Washington, D.C. ,22313

Docket No.: VIN Broadcast
Date: Jan 14, 2011
Commission for patents
P.O.Box 1450
Alexandria, VA 22313-1450

Sir,

Enclosed herewith are the necessary papers for filling the following application for letters patent:

Applicant: Ehud Mendelson

Title: Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.

3 sheets of drawings. And 37 pages.
The payment in the amount of $545.00 covering the filling fee. Applicant is entitled to small entity status.
Information Disclosure Statement and __ Referenced.
Signed Declaration amendment.

Respectfully submitted,
Ehud Mendelson
Applicant Pro Se

Ehud Mendelson

11190 Heron Bay Blvd. Suite 916
Coral Springs, Florida 33076
Tel:954-2574319
Email:ehud1@myacc.net
Friday, January 14, 2011

Commission for patents
P.O.Box 1450
Alexandria, VA 22313-1450

Amendment A

Prior to examination, please amend the above application as follows:

Cross Reference to related application

This application claims the benefit of US patent application 11/396,843 files April 3, 2006 that claim the benefit of Provisional application No. US60/670,097 filed April 12, 2005.

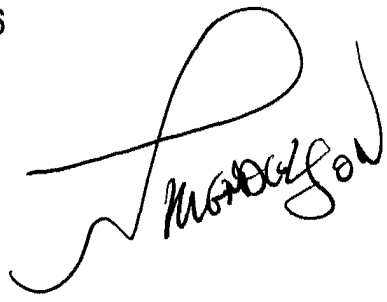
The priority of which is claimed under 35 U.S.C. &119(e).

Remarks
The above amendment is provided in additional to the insert reference in the patent application.

Very Respectfully,
Ehud Mendelson
Applicant Pro Se

Address all correspondence and telephone calls to:

Ehud Mendelson
Patent office customer number:000061887
11190 Heron bay blvd. Suite 916
Coral Springs, Florida 33076
Tel:954-2373227
Email:ehud1@myacc.net



VERIFIED STATEMENT (DECLARATION) CLAIMING SMALL ENTITY STATUS

(37 C.F.R. 1.9(f) and 1.27(b)-INDEPENDENT INVENTOR

As a below named inventor, I hereby declare that I qualify as an independent inventor as defined in 37 C.F.R. 1.9(c) for purposes of paying reduced fees under section 41(a) and (b) of Title 35, United States Code, to the Patent and Trademark Office with regard to the invention entitled: Car wireless a system and method to assign vehicle ID and wirelessly provides telematics application indoor and outdoor.
described in [ ] the specification filed herewith

[ ] application serial no._____, filed_____.

[ ] patent no. _____, issued_____.

I have not assigned, granted conveyed or licensed and am under no obligation under contract or law to assign, grant, convey or license, any rights in the invention to any person who could not be classified as an independent invention under 37 C.F.R. 1.9(c) if that person had made the invention, or to any concern which would not qualify as a small business concern under 37 C.F.R. 1.9(d) or a nonprofit organization under 37 C.F.R. 1.9(e).

Each person, concern or organization to which I have assigned, granted, conveyed, or licensed or am under an obligation under contract or law to assign, grant, convey, or license any rights in the invention is listed below:

[ ] no such person, concern, or organization

[ ] persons, concerns or organizations listed below*

*__NOTE__: separate verified statements are required from each person, concern or organization having rights to the invention averring to their status as small entities. (37 C.F.R. 1.27)

NAME _____Ehud Mendelson___

PTO/SB/08a (01-10)
Approved for use through 07/31/2012. OMB 0651-0031
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

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INFORMATION DISCLOSURE STATEMENT BY APPLICANT
(Not for submission under 37 CFR 1.99)

Application Number	
Filing Date	
First Named Inventor	Ehud Mendelson
Art Unit	
Examiner Name	
Attorney Docket Number	VIN Broadcas

U.S.PATENTS

Examiner Initial*	Cite No	Patent Number	Kind Code[1]	Issue Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
	1	3130298		4/21/1964	Schwarz	
	2	3867615		2/18/1975	Sioufi	
	3	3114128		12/10/1963	Ljungman	
	4	3166732		01/19/1965	Ljungman	
	5	3158836		11/24/1964	McCauley	
	6	5293163		03/8/1994	Kakihara	
	7	5432508		07/11/1995	Jackson	
	8	5442348		08/15/1995	Mushell	

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)		
	Application Number	
	Filing Date	
	First Named Inventor	Ehud Mendelson
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VIN Broadcas

	9	5454461		10/03/1995	Jacobs	
	10	5504482		04/02/1996	Schreder	
	11	5272483		12/21/1993	Kato	
	12	5383127		01/17/1995	Shibata	
	13	5416712		05/16/1995	Geier	
	14	5606506		02/25/1997	Kyrtsos	
	15	5910782		06/08/1999	Schmitt	
	16	5940481		08/17/1999	Zeitman	

If you wish to add additional U.S. Patent citation information please click the Add button.

U.S.PATENT APPLICATION PUBLICATIONS

Examiner Initial*	Cite No	Publication Number	Kind Code[1]	Publication Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear
	1	20080071882			Reising Ethington Barnes Kisselle	

If you wish to add additional U.S. Published Application citation information please click the Add button.

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)		
	Application Number	
	Filing Date	
	First Named Inventor	Ehud Mendelson
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VIN Broadcas

FOREIGN PATENT DOCUMENTS								
Examiner Initial*	Cite No	Foreign Document Number[3]	Country Code[2] i	Kind Code[4]	Publication Date	Name of Patentee or Applicant of cited Document	Pages,Columns,Lines where Relevant Passages or Relevant Figures Appear	T[5]
	1							☐
If you wish to add additional Foreign Patent Document citation information please click the Add button								

NON-PATENT LITERATURE DOCUMENTS			
Examiner Initials*	Cite No	Include name of the author (in CAPITAL LETTERS), title of the article (when appropriate), title of the item (book, magazine, journal, serial, symposium, catalog, etc), date, pages(s), volume-issue number(s), publisher, city and/or country where published.	T[5]
	1		☐
If you wish to add additional non-patent literature document citation information please click the Add button			

EXAMINER SIGNATURE			
Examiner Signature		Date Considered	

*EXAMINER: Initial if reference considered, whether or not citation is in conformance with MPEP 609. Draw line through a citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

[1] See Kind Codes of USPTO Patent Documents at www.USPTO.GOV or MPEP 901.04. [2] Enter office that issued the document, by the two-letter code (WIPO Standard ST.3). [3] For Japanese patent documents, the indication of the year of the reign of the Emperor must precede the serial number of the patent document. [4] Kind of document by the appropriate symbols as indicated on the document under WIPO Standard ST.16 if possible. [5] Applicant is to place a check mark here if English language translation is attached.

INFORMATION DISCLOSURE STATEMENT BY APPLICANT (Not for submission under 37 CFR 1.99)		
	Application Number	
	Filing Date	
	First Named Inventor	Ehud Mendelson
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VIN Broadcas

CERTIFICATION STATEMENT

Please see 37 CFR 1.97 and 1.98 to make the appropriate selection(s):

☐ That each item of information contained in the information disclosure statement was first cited in any communication from a foreign patent office in a counterpart foreign application not more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(1).

OR

☐ That no item of information contained in the information disclosure statement was cited in a communication from a foreign patent office in a counterpart foreign application, and, to the knowledge of the person signing the certification after making reasonable inquiry, no item of information contained in the information disclosure statement was known to any individual designated in 37 CFR 1.56(c) more than three months prior to the filing of the information disclosure statement. See 37 CFR 1.97(e)(2).

☐ See attached certification statement.

☐ The fee set forth in 37 CFR 1.17 (p) has been submitted herewith.

☐ A certification statement is not submitted herewith.

SIGNATURE

A signature of the applicant or representative is required in accordance with CFR 1.33, 10.18. Please see CFR 1.4(d) for the form of the signature.

Signature		Date (YYYY-MM-DD)	2011-01-14
Name/Print	Ehud Mendelson	Registration Number	

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Form Revision Date: December 8, 2006

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U.S. DEPARTMENT OF COMMERCE
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FEE RECORD SHEET

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01 FC:2011	165.00 OP
02 FC:2111	270.00 OP
03 FC:2311	110.00 OP

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