

UNITED STATES PATENT AND TRADEMARK OFFICE

BEFORE THE PATENT TRIAL AND APPEAL BOARD

**FORD MOTOR COMPANY, JAGUAR LAND ROVER NORTH AMERICA, LLC, VOLVO
CARS OF NORTH AMERICA, LLC, TOYOTA MOTOR NORTH AMERICA, INC., and
SUBARU OF AMERICA, INC.,
Petitioner,**

v.

**CRUISE CONTROL TECHNOLOGIES LLC,
Patent Owner.**

**Case IPR2014-00281
Patent 6,324,463 B1**

Patent Owner's Demonstrative Exhibits for Oral Hearing

Instituted Anticipation Grounds

- Ground A: Claims 1–3, 5, 12–16, 18, 19, 21, 25, 26, and 28 under 35 U.S.C. § 102 as anticipated by Narita;
- Ground G: Claims 18, 19, 26, and 29–31 under 35 U.S.C. § 102 as anticipated by Nagashima.

'463 Patent – Claim 2

2. A cruise control system for a variable speed vehicle controlled by a human operator, comprising:

(a) a speed controller for automatically maintaining the vehicle at a substantially constant cruising speed selected by the operator;

(b) a cruise control enable switch associated with the controller for enabling and disabling the controller;

(c) a set speed input in communication with the controller for selecting the cruising speed of the vehicle when the controller is enabled;

(d) a memory that stores information representative of the selected cruising speed; and

(e) a feedback system that substantially continuously communicates the selected cruising speed information to the operator of the vehicle until either the operator selects a subsequent cruising speed or the controller is disabled.

Petition's allegations regarding the claimed "cruise control enable switch"

- Cites to allegations regarding "enable switch" of claim 1 (Pet. at 14, 19-20)

[b] an enable switch associated with said controller for enabling the system;	Narita discloses a "main switch." Narita at Fig. 3. "[T]he operation of the vehicle speed automatic control device begins with turning on the main switch." <i>Id.</i> at 3; <i>see also id.</i> at 5 ("FIG. 5 is a diagram illustrating display changes in the speedometer 35 according to operation of the command to switch after turning on power.").
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3, where the main switch is turned on after the car is already traveling at speed. To the extent that the patentee argues that Narita's "main switch" is insufficient to meet the recitation "enable switch," that recitation should still be deemed anticipated by Narita based on the inherency of a vehicle's ignition switch. An ignition switch, whereby the vehicle is first turned on and off, is inherent to any vehicle, and falls within the broadest reasonable construction of an enable switch. (Crawford Decl. ¶ 28.) In other words, the cruise control system becomes enabled when the car is turned on and disabled when the car is turned off.

The “main switch” is not a “cruise control enable switch”

- Only one mention of “main switch” in Narita: “Next, a description will be given of the operation of the vehicle speed automatic control device having this type of configuration with reference to FIG. 3, and first the operation of the vehicle speed automatic control device begins with turning on the main switch.” (Ex. 1004, pp. 2-3)
- Figure 1 of Narita is “a system block diagram of a conventional vehicle speed automatic control device” whereas “FIG. 4 is a system block diagram of the vehicle speed automatic control device according to an embodiment of the present invention” (Ex. 1004, p. 8)
- No mention or suggestion of “main switch” with regard to Figure 4
- “In FIG. 4, the portions of the configuration that are the same as FIG. 1 are given the same reference numerals and descriptions thereof are omitted.” (Ex. 1004, p. 5)
 - Figure 1 does not show or discuss a “main switch”

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