

UNITED STATES PATENT AND TRADEMARK OFFICE

BEFORE THE PATENT TRIAL AND APPEAL BOARD

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

v.

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

**Case IPR2014-00291
Patent 6,324,463 B1**

Patent Owner's Demonstrative Exhibits for Oral Hearing

Instituted Anticipation Grounds

- Ground A: Claims 1-3, 5, 12-14, 18, 19, 25-27, 29-31, and 34-36 under 35 U.S.C. § 102 as anticipated by Prometheus.

No evidence of Prometheus publication date

- Prometheus (Ex. 1003) appears to be a compilation of the following compilations of documents (some with handwriting):
 - A cover page and a “FAXLIST” (both undated) (pp. 1-2);
 - “Common European Demonstrator Autonomous Intelligent Cruise Control” (Apr. 11, 1991) (pp. 3-16);
 - “AICC Autonomous Intelligent Cruise Control” (undated) (pp. 21-23);
 - “Distance warning system” (undated) (p. 24);
 - “CED 5: Autonomous Intelligent Cruise Control, Report No. 1 of the System Functions Group” (Feb. 1991) (pp. 25-44);
 - “CED 5: Autonomous Intelligent Cruise Control, Preliminary report, System Function Decomposition” (undated and missing pages) (pp. 45-70)
 - “CED 5: Autonomous Intelligent Cruise Control, Short descriptions of the dynamic CED 5 demonstrators shown at Torino BMM” (Nov. 1991) (pp. 71-89); and
 - “CED 5: Autonomous Intelligent Cruise Control, Survey of the MMI activities System Functions Group” (Nov. 1991) (pp. 90-122).

No evidence of Prometheus publication date

- Petition solely references, “Objet: Scenario Du MMI-AAC” (pp. 104-111) which includes “Copyright © 1991” (p. 104)
- But, the “Objet” paper is contained with the compilation “CED 5: Autonomous Intelligent Cruise Control, Survey of the MMI activities System Functions Group” includes “November 1991” (p. 90) but no copyright date

'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.

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