



US005276728A

United States Patent [19]

[11] Patent Number: **5,276,728**

Pagliaroli et al.

[45] Date of Patent: **Jan. 4, 1994**

[54] REMOTELY ACTIVATED AUTOMOBILE DISABLING SYSTEM

[76] Inventors: **Kenneth Pagliaroli; Dean Pagliaroli**,
both of 140 George St., South
Amboy, N.J. 08879

[21] Appl. No.: **788,508**

[22] Filed: **Nov. 6, 1991**

[51] Int. Cl.⁵ **H04M 11/00; B60R 25/04;**
B60R 25/00; B60R 25/10

[52] U.S. Cl. **379/58; 379/59;**
70/243; 180/287; 307/10.3; 340/426;
340/539; 455/54.2

[58] Field of Search **379/56, 58, 59, 37,**
379/39, 42, 44; 70/243, 654; 340/539, 426, 429;
180/167, 169, 287; 307/10.3, 10.5, 10.4;
455/54.2

[56] References Cited

U.S. PATENT DOCUMENTS

3,646,515	2/1972	Vodehnal	307/10.3
3,665,312	5/1972	Jarvis	455/54.2
3,968,666	7/1976	MacKinnon	70/243
3,987,408	10/1976	Sassover et al.	340/64
4,067,411	1/1978	Conley et al.	180/169
4,159,467	6/1979	Ballin	307/10.5
4,218,763	8/1980	Kelley et al.	340/429
4,523,178	6/1985	Fulhorst	340/426
4,665,379	5/1987	Howell et al.	340/426
4,673,921	6/1987	Saito et al.	340/539
4,691,801	9/1987	Man et al.	180/287
4,740,755	4/1988	Price	340/429
4,884,055	11/1989	Memmola	340/426
4,887,064	12/1989	Drori et al.	340/426
4,904,983	2/1990	Mitchell	340/426
5,081,667	1/1992	Drori et al.	379/59
5,140,308	8/1992	Tanaka	340/539

OTHER PUBLICATIONS

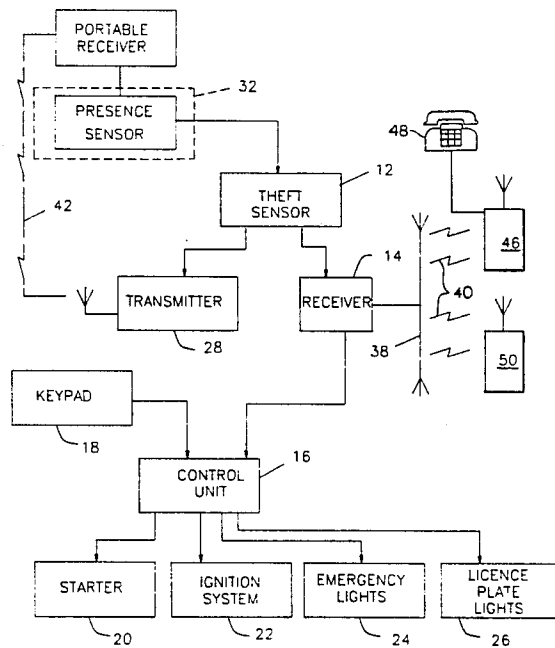
Radio Shack, 1988 Catalog, pp. 63 and 115.
Inbound/Outbound Magazine, p. 70, Oct. 1989.
Radio Shack, 1990 Catalog, p. 64.

Primary Examiner—Jin F. Ng
Assistant Examiner—William D. Cumming
Attorney, Agent, or Firm—Arthur L. Plevy

[57] ABSTRACT

A system for remotely disabling or enabling an automobile having at least one receiver that scans signal codes transmitted in frequencies dedicated to mobile telephone communications, and at least one frequency outside that used in mobile telephone communications. The signal codes received by the receiver are compared to an enabling code and a disabling code stored within a programmable memory. When the owner of an automobile finds the vehicle stolen, the owner dials the telephone number corresponding to the disabling code of the automobile. The dialed number causes a signal code to be transmitted from the mobile telephone transmitted network, wherein the signal code is received by the stolen automobile. If the transmitted signal code matches the programmed disabling code the automobile is disabled. Similarly, the automobile can be enabled if a signal code is received that matches the enabling code the automobile. The signal code corresponding to the disabling and enabling codes for the automobile can also be transmitted on a frequency not used in mobile telephone communications by portable transmitters carried by police. As such, a stolen automobile can be selectively disabled by police if located.

10 Claims, 2 Drawing Sheets



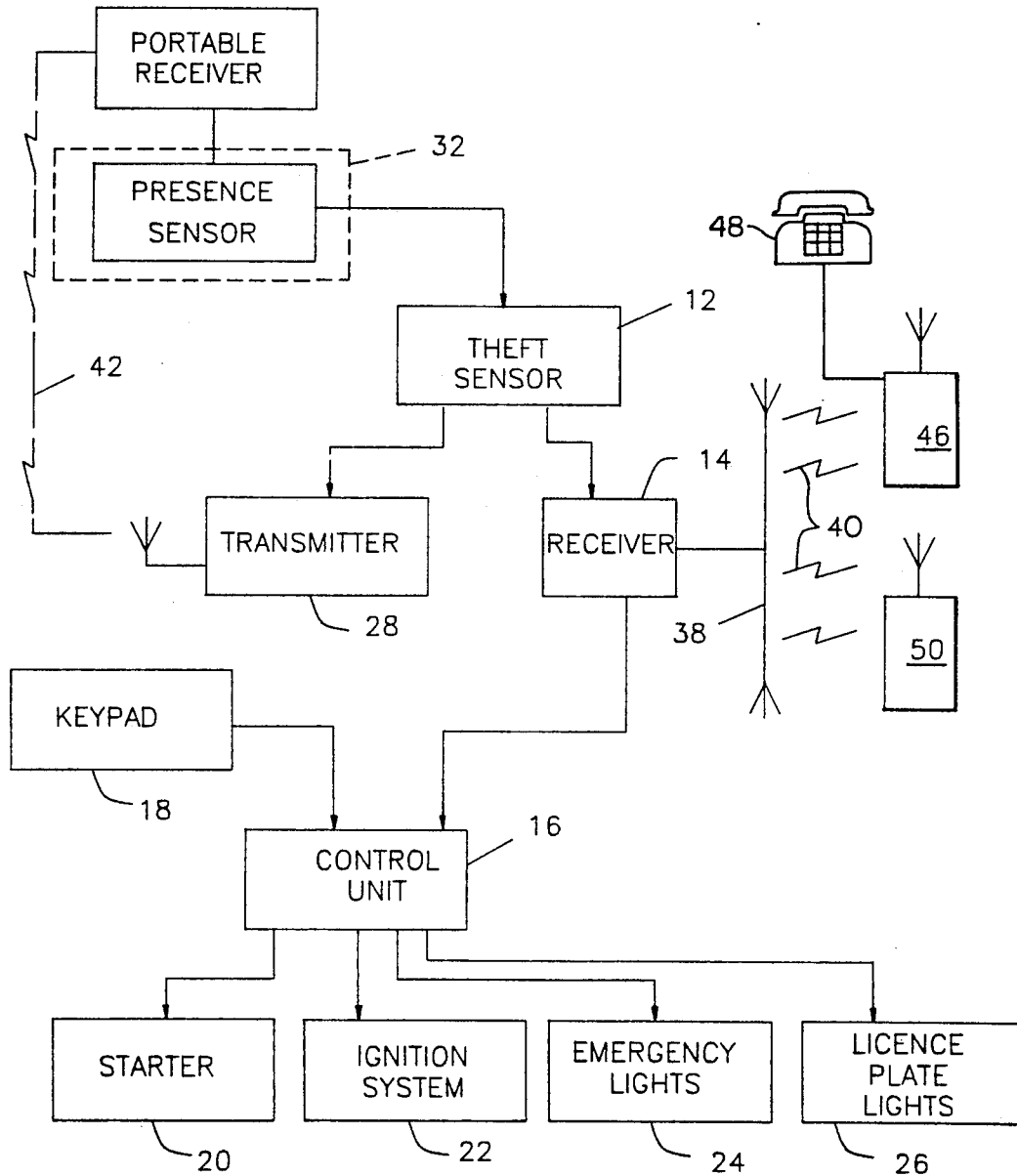


FIG. 1

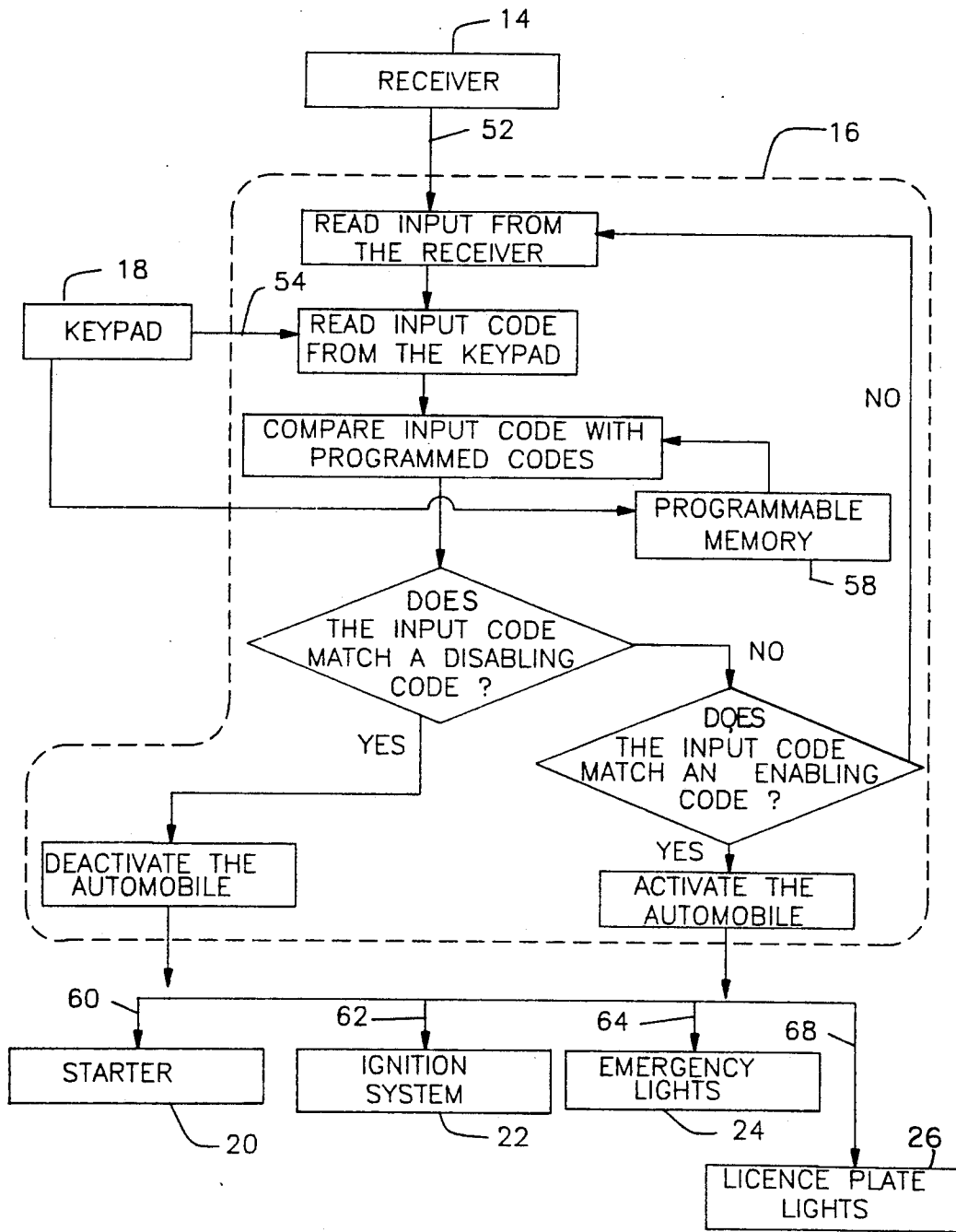


FIG. 2

REMOTELY ACTIVATED AUTOMOBILE DISABLING SYSTEM

FIELD OF THE INVENTION

The present invention relates to remotely operated system for disabling an automobile, and more particularly to such systems that allow either the owner of a vehicle or the police to selectively disable a vehicle after it has been stolen or otherwise misappropriated.

BACKGROUND OF THE INVENTION

Automobile theft is a very common crime, resulting in higher automobile insurance rates for all drivers. Each year newer and more sophisticated anti-theft devices are manufactured in the hope that these devices will prevent the theft of some automobiles. Unfortunately, automobile thieves adapt quickly. No sooner has a new anti-theft device been developed, than an automobile thief has thought of a way to disable or circumvent the anti-theft device and steal the automobile.

Many stolen automobiles are stolen for profit, wherein the automobiles are sold by the thieves or the automobile is stripped of its valuable component parts. However, some automobiles are stolen for alternative motives such as "joy riding" or the automobile may be used in the commission of another crime.

When an automobile is stolen, the owner of the vehicle usually reports the theft to police. The description of the automobile and its license plate number are then identified in the police records as being a stolen vehicle. Often police locate the stolen vehicle while it is still in the possession of the automobiles thieves. If the automobile is being driven when it is identified by police, the thieves may try to outrun the pursuant police, resulting in a dangerous high speed chase.

The present invention system helps to both prevent automobile thefts and prevent high speed chases by allowing both the owner of the automobile and the police to disable the automobile remotely after it is stolen. Since the disabling device is not activated until after the car is stolen, thieves do not know that the disabling device is present and do not attempt to disconnect the system when they are stealing the automobile. After an automobile is stolen the owner may not realize that his/her automobile has been stolen until the automobile is many miles away. The present invention system utilized mobile telephone technology to deactivate the stolen automobile. With such a system the owner of the car need only dial the disabling code for the automobile into a phone and the code will be transmitted to all points within the mobile telephone cellular region, which may encompass hundreds of square miles. If the automobile is first found by police, the police may disable the automobile by dialing the same disabling code into a telephone. Alternatively, the police may also transmit the disabling code from small transmitters carried in the police cars. This would allow the police to selectively disable a car, involved in a high speed chase, at a point most opportune to prevent injury and/or property damage.

Remote controlled devices that disable an automobile are in common use. The most typical device is incorporated into an alarm system, wherein the owner of the vehicle has a low power, short range transmitter that disables the car and activates an alarm. Such systems are exemplified in U.S. Pat. Nos. 4,691,801 to Mann, et al.; 4,159,467 to Ballin; 3,987,408 to Sassover, et al.; and

4,740,775 to Price. With all of these devices the thief will know the car is disabled as the thief is stealing the car, giving the thief an opportunity to circumvent the device.

High powered, long distance disabling devices that do not disable an automobile until after it is stolen are exemplified in U.S. Pat. No. 4,067,411 to Conley, et al. In such device the automobile that has been stolen responds to a signal transmitted from a central transmitter. The automobile then disables itself if it is in the range of the transmitter. With such disabling systems the range is limited and the individual owner cannot disable the automobile. Similarly, the police must also use the central transmitter and cannot selectively disable the automobile at will.

Many anti-theft devices also place transmitters into automobiles. With such a system, the automobile can remotely alert the owner that the automobile is being stolen, or may transmit a signal so that the police may locate the automobile. Examples of such systems are shown in U.S. Pat. Nos. 4,673,921 to Saito et al; 4,523,178 to Fulhorst; 4,218,763 to Kelly et al; 3,665,312 to Jarvis; and 3,646,515 to Vodehnal. With such transmitting devices the owner or police can track the location of a stolen vehicle but cannot selectively disable the car at an unknown location.

It is therefore an object of the present invention to create a remotely activated automobile disabling device wherein an owner of a vehicle can dial a disabling code into a telephone and disable the vehicle at any point within the range of a mobile telephone network. Additionally, the police can selectively transmit the disabling code from transmitters within their squad cars, disabling stolen cars that may be involved in the commission of a crime or a high speed chase.

SUMMARY OF THE INVENTION

The present invention system provides a system through which a stolen, or otherwise misappropriated, vehicle can be remotely disabled by either its owner or the police. Stated in general terms, the present invention includes a receiver that is activated by theft detection sensors when the automobile is stolen. Once activated the receiver monitors the signal frequency range currently used to transmit mobile telephone communications. Once the owner of the automobile discovers that the automobile has been stolen, the operator dials a predetermined telephone number corresponding to the receiver. The number is then transmitted from the signal towers of the mobile telephone network in use. The receiver receives the transmitted signal and compares it to a disabling code and an enabling code stored within the receiver. If the transmitted signal matches the disabling code, the automobile is disabled. Similarly, if the transmitted signal matches the enabling code, a disable automobile will be enabled and can resume normal use.

The enabling and disabling codes can also be transmitted over short distances by portable transmitters carried in police vehicles. The portable transmitters allow the police to selectively disable a vehicle at an opportune moment, if the vehicle is involved in the commission of a crime or a high speed chase. Similarly, the portable transmitters allow police to enable cars that have been disabled in traffic by the owner of the vehicle.

The present invention system optionally comes equipped with a transmitter. The transmitter can signal

a portable receiver, carried by the owner of an automobile, informing the owner that the vehicle is being tampered with or stolen.

BRIEF DESCRIPTION OF THE FIGURES

For a better understanding of the present invention, reference is made to the following description of an exemplary embodiment thereof, considered in connection with the accompanying drawings, in which:

FIG. 1 is a block diagram illustrating the operation of the present invention remote disabling system; and

FIGS. 2 is a block diagram illustrating the operation of the control unit as referenced in FIG. 1.

DETAILED DESCRIPTION OF THE DRAWINGS

Although the present invention can be used to remotely disable any motor vehicle, such as tractor trailers, motorcycles and the like, it is especially suitable for use in passenger automobiles. Accordingly, the present invention will be described in connection with a passenger automobile.

Most factory equipped automobiles are not manufactured with an integral anti-theft alarm system. However, most passenger automobiles do have certain circuits that can act as theft detection sensors. For example, most automobiles have courtesy lights that light whenever a door of the automobile is opened, or a trunk lamp that lights when the trunk is opened. When an anti-theft alarm system is installed on an automobile, it is common to couple the alarm system to these existing circuits. As such, the courtesy light and trunk lamp switches of an automobile act as anti-theft sensors for the newly installed alarm system. Alarm systems may also add new anti-theft sensors, such as vibration detectors and sound detectors. The combination of existing circuitry and new anti-theft sensors combine to give the greatest theft detecting protection possible to an automobile.

The adaption of anti-theft alarm systems to existing automobile circuits and other tampering detection devices is well known in the art. As such, the circuitry involved in triggering an anti-theft alarm system is not be set forth herein at length. Referring to FIG. 1, the automobile circuits and other well known devices commonly used to trigger anti-theft alarms are referred to herein as theft sensors 12 and are assumed to be part of the automobile on which the present invention system is to be installed.

With the theft sensors 12 in place, a receiver 14, control unit 16, and a means for accessing the control unit 16, such as a keypad 18, are added to the automobile. The control unit 16 is coupled to either the electrical circuits or the electromechanical components that selectively control the operation of the starter 20, ignition system 22 and emergency lights 24. Optionally, the control unit 16 may also be coupled to an externally visible device such as the lights 26 surrounding the license plate. The controlled activation and deactivation of such electrical circuits and electromechanical components, by a central control unit, is a technology that is well known in the art of automobile anti-theft devices.

Optionally, a transmitter 28 and a portable receiver device 30 may be added to the automobile. The portable receiver device 30 would be located within the automobile so as to be easily accessed and removed by the automobile's operator. Preferably the portable receiver

device 30 would be positionable with a receptacle 32, dedicated within the automobile to hold the portable receiver device 30. The receptacle 32 has a presence sensor 34 located within it that detects whether the portable receiver device 30 is present within the receptacle 32 or has been removed by the operator of the automobile.

Referring to FIGS. 1 and 2, the operation of the present invention remote disabling system can be described. When the operator of the automobile is leaving the automobile, the operator removes the portable receiver device 30 from its receptacle 32 and takes the portable receiver device 30 With him or her. The removal of the portable receiver device 30 from the receptacle 32 triggers the presence sensor 34, which enables the theft sensors 12. If the portable receiver device 30 were not part of the present invention system, the theft sensors 23 could be enabled from a toggle switch, the removal of the key from the ignition or any other well known means through which automobile alarm systems are activated.

The theft sensors 12 monitor the condition of the automobile. If triggered by theft or tampering, the theft sensor 12 enables the receiver 14. The receiver 14 is coupled to an antenna 38 so as to receive signal codes 40 from a source external of the automobile. The receiver 14 may take several forms. The receiver 14 may be hidden from view and may be coupled to an antenna 38 that is also hidden from view. Hidden components prevent thieves from disabling the receiver 14 by damaging the receiver 14 itself or the antenna 38 coupled to the receiver 14. In alternate embodiments the receiver 14 may be part of a mobile telephone that has been previously installed in the automobile. In such an embodiment the receiver 14 would be obvious and be coupled to the antenna 14 dedicated to the mobile telephone. However, thieves would not consider a mobile telephone as an anti-theft device and would not damage either the telephone receiver unit or the antenna because both are valuable commodities to a thief. Regardless, to the embodiment of the receiver 14 and the antenna 38, the receiver 14 scans the frequency range of mobile telephone transmissions, which is in the range of 900 MHz. The signal codes 40 received by the receiver 14 are forwarded to the control unit 16.

The theft sensors 12 are optionally coupled to a transmitter 28. Once activated the transmitter 28 transmits a signal 42 that can be received by the portable receiver device 30. The portable receiver device 30 then generates an audio and/or visual signal that informs a person in possession of the portable receiver device 30 of the tampering or attempted theft of the automobile.

The receiver 14 can receive a signal code 40 from one of two sources. First, the signal code 40 may come from mobile telephone signal transmitter 46 operating in the area of the automobile. Such mobile telephone signal transmitters 46 are now commonplace in populated areas and are easily accessed. Mobile telephone signal transmitters 46 are often parts of larger mobile telephone networks, often called "cellular networks" that transmit signals across thousands of square miles and many encompass several states. A signal code 40 is transmitted to the receiver 14 as if the receiver 14 were a common mobile telephone unit. The transmission of a dialed code to a specific mobile telephone being a well known technology in the art of telecommunications. To transmit the signal code 40, a person, by using any telephone 48, need only dial the phone number of the re-

Explore Litigation Insights

Docket Alarm provides insights to develop a more informed litigation strategy and the peace of mind of knowing you're on top of things.

Real-Time Litigation Alerts



Keep your litigation team up-to-date with **real-time alerts** and advanced team management tools built for the enterprise, all while greatly reducing PACER spend.

Our comprehensive service means we can handle Federal, State, and Administrative courts across the country.

Advanced Docket Research



With over 230 million records, Docket Alarm's cloud-native docket research platform finds what other services can't. Coverage includes Federal, State, plus PTAB, TTAB, ITC and NLRB decisions, all in one place.

Identify arguments that have been successful in the past with full text, pinpoint searching. Link to case law cited within any court document via Fastcase.

Analytics At Your Fingertips



Learn what happened the last time a particular judge, opposing counsel or company faced cases similar to yours.

Advanced out-of-the-box PTAB and TTAB analytics are always at your fingertips.

API

Docket Alarm offers a powerful API (application programming interface) to developers that want to integrate case filings into their apps.

LAW FIRMS

Build custom dashboards for your attorneys and clients with live data direct from the court.

Automate many repetitive legal tasks like conflict checks, document management, and marketing.

FINANCIAL INSTITUTIONS

Litigation and bankruptcy checks for companies and debtors.

E-DISCOVERY AND LEGAL VENDORS

Sync your system to PACER to automate legal marketing.