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UTILITY PATENT APPLICATION TRANSMITTAL <small>(Only for new nonprovisional applications under 37 CFR 1.53(b))</small>	Attorney Docket No.	1-23649
	First Inventor	James E. Smith and Anthony B. McDonald
	Title	Automatic Directional Control System For Vehicle Headlights
	Express Mail Label No.	EL 777901929 US

APPLICATION ELEMENTS <small>See MPEP chapter 600 concerning utility patent application contents.</small>	ADDRESS TO: Assistant Commissioner for Patents Box Patent Application Washington, D.C. 20231
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3. <input checked="" type="checkbox"/> Specification [Total Pages 25] <small>(preferred arrangement set forth below)</small> - Descriptive title of the invention - Cross Reference to Related Applications - Statement Regarding Fed sponsored R & D - Reference to sequence listing, a table, or a computer program listing appendix - Background of the Invention - Brief Summary of the Invention - Brief Description of the Drawings (if filed) - Detailed Description - Claim(s) - Abstract of the Disclosure	a. <input type="checkbox"/> Computer Readable Form (CRF) b. Specification Sequence Listing on: i. <input type="checkbox"/> CD-ROM or CD-R (2 copies); or ii. <input type="checkbox"/> paper c. <input type="checkbox"/> Statements verifying identity of above copies
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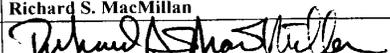
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Applicant(s): James E. Smith and Anthony B. McDonald			1-23649

Serial No.	Filing Date	Examiner	Group Art Unit
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Invention: **AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS**

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UTILITY PATENT APPLICATION

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TITLE

AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS

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CROSS REFERENCE TO RELATED APPLICATIONS

This application claims the benefit of United States Provisional Application
Nos. 60/335,409, filed October 31, 2001; 60/356,703, filed February 13, 2002; and
60/369,447, filed April 2, 2002, the disclosures of which are incorporated herein by
10 reference.

BACKGROUND OF THE INVENTION

This invention relates in general to headlights that are provided on vehicles for
illuminating dark road surfaces or other areas in the path of movement. In particular,
15 this invention relates to an automatic directional control system for such vehicle
headlights.

Virtually all land vehicles, and many other types of vehicles (such as boats and
airplanes, for example), are provided with one or more headlights that are adapted to
illuminate a portion of a dark road surface or other area in the path of movement of the
20 vehicle to facilitate safe travel thereon. Typically, each headlight is mounted on or
near the front end of the vehicle and is oriented in such a manner that a beam of light
is projected forwardly therefrom. The angle at which the beam of light projects from
the headlight can, for example, be characterized in a variety of ways, including (1) up
and down relative to a horizontal reference position or plane and (2) left and right
25 relative to a vertical reference position or plane. Such directional aiming angles are
usually set at the time of assembly of the headlight into the vehicle so as to illuminate
a predetermined portion of the road surface or other area in the path of movement of
the vehicle.

In the past, these headlights have been mounted on the vehicle in fixed
30 positions relative thereto such that the beams of light are projected therefrom at

predetermined directional aiming angles relative to the vehicle. Although such fixed aiming angle headlight systems have and continue to function adequately, they cannot alter the directional aiming angles of the headlights to account for changes in the operating conditions of the vehicle. For example, if the speed of the vehicle is increased, it would be desirable to adjust the aiming angle of the headlights upwardly such that an area that is somewhat farther in front of the vehicle is more brightly illuminated. On the other hand, if the speed of the vehicle is decreased, it would be desirable to adjust the aiming angle of the headlights downwardly such that an area that is somewhat closer in front of the vehicle is more brightly illuminated. Similarly, if the vehicle turns a corner, it would be desirable to adjust the aiming angle of the headlights either toward the left or toward the right (depending on the direction of the turn) such that an area that is somewhat lateral to the front of the vehicle is more brightly illuminated.

To accomplish this, it is known to provide a directional control system for vehicle headlights that is capable of automatically altering the directional aiming angles of the headlights to account for changes in the operating conditions of the vehicle. A variety of such automatic directional control systems for vehicle headlights are known in the art. However, such known automatic headlight directional control systems have been found to be deficient for various reasons. Thus, it would be desirable to provide an improved structure for an automatic headlight directional control system that addresses such deficiencies.

SUMMARY OF THE INVENTION

This invention relates to an improved structure and method for operating a directional control system for vehicle headlights that is capable of automatically altering the directional aiming angles of the headlights to account for changes in the operating conditions of the vehicle. One or more operating condition sensors may be provided that generate signals that are representative of an operating condition of the vehicle, such as road speed, steering angle, pitch, suspension height, rate of change of road speed, rate of change of steering angle, rate of change of pitch, and rate of change

of suspension height of the vehicle. A controller is responsive to the sensor signal for generating an output signal. An actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. The controller can include a table that relates values of sensed operating condition to values of the output signal. The controller is responsive to the sensor signal for looking up the output signal in the table.

Various objects and advantages of this invention will become apparent to those skilled in the art from the following detailed description of the preferred embodiments, when read in light of the accompanying drawings.

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BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 is a block diagram of an automatic directional control system for a vehicle headlight in accordance with this invention.

Fig. 2 is a flow chart of an algorithm for calibrating the automatic directional control system illustrated in Fig. 1 so as to define an initial reference position for the headlight from which the headlight directional controller can implement directional angle adjustments.

Fig. 3 is a flow chart of an algorithm for generating a table that relates one or more sensed vehicle operating condition values to one or more headlight directional angle adjustment factors and for storing such table in the headlight directional controller illustrated in Fig. 1.

Fig. 4 is an example of a table that can be generated and stored in the headlight directional controller in accordance with the table generating algorithm illustrated in Fig. 3.

Fig. 5 is a flow chart of an algorithm for operating the headlight directional controller illustrated in Fig. 1 to automatically implement directional angle adjustments in accordance with sensed condition values.

Fig. 6 is a flow chart of an algorithm for operating the headlight directional controller illustrated in Fig. 1 to automatically implement directional angle

adjustments in accordance with the rate of change of one or more of the sensed condition values.

Fig. 7 is a flow chart of an algorithm for operating the headlight directional controller illustrated in Fig. 1 to automatically implement directional angle adjustments, but only when the rate of change of one or more of the sensed condition values is less than (or greater than) a predetermined value.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Referring now to the drawings, there is illustrated in Fig. 1 an automatic directional control system, indicated generally at 10, for a vehicle headlight 11 in accordance with this invention. The illustrated headlight 11 is, of itself, conventional in the art and is intended to be representative of any device that can be supported on any type of vehicle for the purpose of illuminating any area, such as an area in the path of movement of the vehicle. The headlight 11 is typically mounted on or near the front end of a vehicle (not shown) and is oriented in such a manner that a beam of light is projected therefrom. In a manner that is well known in the art, the headlight 11 is adapted to illuminate a portion of a dark road surface or other area in the path of movement of the vehicle to facilitate safe travel thereon.

The headlight 11 is adjustably mounted on the vehicle such that the directional orientation at which the beam of light projects therefrom can be adjusted relative to the vehicle. Any desired mounting structure can be provided to accomplish this. Typically, the headlight 11 is mounted on the vehicle such that the angle at which the beam of light projects therefrom can be adjusted both (1) up and down relative to a horizontal reference position or plane and (2) left and right relative to a vertical reference position or plane. Although this invention will be described and illustrated in the context of a headlight that is adjustable in both the up/down direction and the left/right direction, it will be appreciated that this invention may be practiced with any headlight 11 that is adjustable in any single direction or multiple directions of movement, whether up/down, left/right, or any other direction.

To effect movement of the illustrated headlight 11 relative to the vehicle, an up/down actuator 12 and a left/right actuator 13 are provided. The actuators 12 and 13 are conventional in the art and may, for example, be embodied as servo motors, step motors, or any other electronically controlled mechanical actuators. It has been found to be desirable to use microstepping motors for the actuators 12 and 13. Such microstepping motors are known in the art and consist of conventional step motors that have appropriate hardware (i.e., driver integrated circuits) and software that allow the step motors to be operated in fractional step increments. The use of such microstepping motors has been found to be desirable because they can effect movements of the headlights in a somewhat faster, smoother, and quieter manner than conventional step motors, and further permit more precise positioning of the headlights 11. In the illustrated embodiment, the up/down actuator 12 is mechanically connected to the headlight 11 such that the headlight 11 can be selectively adjusted up and down relative to a horizontal reference position or plane. Similarly, the illustrated left/right actuator 13 is mechanically connected to the headlight 11 such that the headlight 11 can be selectively adjusted left and right relative to a vertical reference position or plane.

A headlight directional controller 14 is provided for controlling the operations of the up/down actuator 12 and the left/right actuator 13 and, therefore, the angle at which the beam of light projects from the headlight 11 relative to the vehicle. The headlight directional controller 14 can be embodied as any control system, such as a microprocessor or programmable electronic controller, that is responsive to one or more sensed operating conditions of the vehicle for selectively operating the up/down actuator 12 and the left/right actuator 13. To accomplish this, the automatic directional control system 10 can include, for example, a pair of condition sensors 15 and 16 that are connected to the headlight directional controller 14. The condition sensors 15 and 16 are conventional in the art and are responsive to respective sensed operating conditions of the vehicle for generating electrical signals to the headlight directional controller 14. However, if desired, only a single one of the condition sensors 15 and 16 need be provided. Alternatively, additional condition sensors (not

sensor, and a second position, wherein the flag prevents light emitted from the source from reaching the sensor. When the flag is in the first position relative to the optical source and sensor assembly, the sensor is permitted to receive light emitted from the source. As a result, a first signal is generated from the optical source and sensor
 5 assembly to the headlight directional controller 14. Conversely, when the flag is in the second position relative to the optical source and sensor assembly, the sensor is not permitted to receive light emitted from the source. As a result, a second signal is generated from the optical source and sensor assembly to the headlight directional controller 14. Thus, the edge of the flag defines a transition between the first and
 10 second positions of the flag relative to the optical source and sensor assembly and, therefore, defines a predetermined up/down or left/right position of the headlight 11. The nature of the signal generated from the optical source and sensor assembly to the headlight directional controller 14 (i.e., the first signal or the second signal) can also be used to determine on which side of the predetermined position (the left side or the
 15 right side, for example) that the headlight 11 is positioned. The purpose for such position feedback sensors 18 and 19 will be discussed below.

Fig. 2 is a flow chart of an algorithm, indicated generally at 20, for calibrating the automatic directional control system illustrated in Fig. 1 so as to define an initial reference position or positions for the headlight 11 from which the headlight
 20 directional controller 14 can implement directional angle adjustments. As mentioned above, the headlight 11 is mounted on the vehicle such that the angle at which the beam of light projects therefrom can be adjusted both up and down relative to a horizontal reference position or plane and left and right relative to a vertical reference position or plane. To insure accurate positioning of the headlight 11, it is desirable
 25 that a reference position or positions be initially established by the headlight directional controller 14. Subsequent directional angle adjustments can be made by the headlight directional controller 14 from the pre-established reference position or positions established by this calibration algorithm 20.

To accomplish this, the calibration algorithm 20 has a first step 21 wherein the
 30 headlight directional controller 14 is caused to enter a calibration mode of operation.

In the calibration mode of operation, the headlight directional controller 14 is responsive to input signals from the input/output device 17 (or from another source, if desired) for causing manual operation of the up/down actuator 12 and the left/right actuator 13. Thus, while the headlight directional controller 14 is in the calibration mode of operation, an operator of the input/output device 17 can manually effect either up/down movement of the headlight 11, left/right movement of the headlight 11, or both, as desired.

In a second step 22 of the calibration algorithm 20, the up/down actuator 12 and the left/right actuator 13 are manually operated to aim the headlight 11 in a predetermined reference orientation. This can be accomplished by use of the input/output device 17 that, as mentioned above, is connected to (or can be connected to) the headlight directional controller 14. Traditionally, the aiming of a headlight 11 has been accomplished by parking the vehicle on a surface near a wall or other vertical structure, providing a reference target at a predetermined location on the wall or other structure, and mechanically adjusting the mounting structure of the headlight 11 such that the center of the beam therefrom is projected at the reference target. In this invention, the vehicle is parked on a surface near a wall or other vertical structure, and a reference target is provided at a predetermined location on the wall or other structure, as described above. Next, in accordance with the second step 22 of this calibration algorithm 20, the input/output device 17 is operated to generate electrical signals to the headlight directional controller 14. In response to such electrical signals, the headlight directional controller 14 operates the up/down actuator 12 and the left/right actuator 13 to move the headlight 11 such that center of the beam projecting therefrom is aimed at the reference target. When the beam from the headlight 11 is so aimed, then the headlight 11 is determined to be oriented in the initial reference position from which the headlight directional controller 14 can subsequently implement directional angle adjustments.

In a third step 23 of the calibration algorithm 20, once this initial reference position for the headlight 11 has been achieved, such position is stored in the headlight directional controller 14 as the predetermined initial reference position. This can be

intended to be representative of any collection or association of data that relates one or more of the sensed condition values to one or more of the headlight directional angle adjustment factors. The table of data can be generated, stored, and expressed in any desired format. For example, this table of data can be generated, stored, and expressed in a conventional spreadsheet format, such as shown in Fig. 4, which will be discussed in detail below.

In a first step 31 of the table generating algorithm 30, an adjustment control algorithm is selected. The adjustment control algorithm can be, generally speaking, any desired relationship that relates one or more operating conditions of the vehicle to one or more angular orientations of the headlight 11. A variety of such relationships are known in the art, and this invention is not intended to be limited to any particular relationship. Typically, such relationships will be expressed in terms of a mathematical equation or similar relationship that can be readily processed using a microprocessor or similar electronic computing apparatus, such as the above-described headlight directional controller 14. The particular adjustment control algorithm that is selected may, if desired, vary from vehicle to vehicle in accordance with a variety of factors, including relative size and performance characteristics of the vehicle or any other desired condition.

As mentioned above, a plurality of operating conditions may be sensed by the condition sensors 15 and 16 and provided to the headlight directional controller 14 for use with the adjustment control mechanism. For example, the condition sensors 15 and 16 may generate electrical signals to the headlight directional controller 14 that are representative of the road speed, the steering angle, and the pitch of the vehicle (which can, for example, be determined by sensing the front and rear suspension heights of the vehicle or by a pitch or level sensor). Additionally, the time derivative of these operating conditions (i.e., the rate of change of the road speed, steering angle, and pitch of the vehicle) can be sensed or calculated. However, any other operating condition or conditions of the vehicle may be sensed and provided to the headlight directional controller 14.

In a second step 32 of the table generating algorithm 30, the table is generated using the adjustment control algorithm selected in the first step 31. The table can be generated in any desired manner. For example, let it be assumed that the selected adjustment control algorithm relates a single sensed operating condition to each of the angular adjustment control values for adjusting both the up/down orientation and the left/right orientation of the headlight 11. The table can be generated by initially selecting a first discrete sensed operating condition value that might be encountered during operation of the vehicle. Then, the selected adjustment control algorithm is solved using such first discrete sensed operating condition value to obtain the corresponding adjustment control values for the up/down and left/right orientation of the headlight 11. Then, the first discrete sensed operating condition value and the corresponding adjustment control values are stored in the table. This process can be repeated for any desired number of other discrete sensed operating condition values that might be encountered during operation of the vehicle.

As mentioned above, Fig. 4 is a representative example of a table, indicated generally at 40, that can be generated in accordance with the second step 32 of the table generating algorithm 30 illustrated in Fig. 3. As shown therein, a series of discrete sensed operating condition values (degrees of steering angles, for example) is related to the angular adjustment control values (degrees of movement from the associated up/down and left/right reference positions or planes, for example) for adjusting both the up/down orientation and the left/right orientation of the headlight 11. For the purposes of illustration only, let it be assumed that (1) a positive steering angle value represents steering toward left, while a negative steering angle value represents steering toward the right, (2) a positive up/down adjustment factor represents aiming the headlight 11 upwardly, while a negative up/down adjustment factor represents aiming the headlight 11 downwardly, and (3) a positive left/right adjustment factor represents aiming the headlight 11 toward the left, while a negative left/right adjustment factor represents aiming the headlight 11 toward the right.

Thus, in accordance with the selected adjustment control algorithm, a sensed steering angle of $+6^\circ$ results in an up/down adjustment factor of -3.00° and a left/right

used to operate the headlight directional controller 14. Rather, to effect such alterations, a designer can simply change some or all of the data points that are contained within the table 40. As will be described in detail below, the headlight directional controller 14 will use whatever data points that are contained within the table 40 in determining the need for adjustments in the angular orientation of the headlight 11. This structure also reduces the amount of processing power that is necessary for the headlight directional controller 14 because it can operate on a relatively simple look-up basis using the table 40, rather than having to calculate relatively high order equations that may be used to determine the data points contained within the table 40.

Fig. 5 is a flow chart of an algorithm, indicated generally at 50, for operating the headlight directional controller illustrated in Fig. 1 to automatically implement directional angle adjustments in accordance with one or more of the sensed condition values from the condition sensors 15 and 16. In a first step 51 of the operating algorithm 50, the values of one or more of the condition sensors 15 and 16 are read by the headlight directional controller 14. Then, the operating algorithm 50 enters a decision point 52, wherein it is determined whether the value or values of the condition sensors 15 and 16 that have been read by the headlight directional controller 14 are specifically contained in the table 40. For example, using the table 40 illustrated in Fig. 4, if the headlight directional controller 14 has read a steering angle value of -2° , then it is determined that the value of the condition sensor 15 is specifically contained within the table 40. In this instance, the operating algorithm 50 branches from the decision point 52 to an instruction 53, wherein the adjustment factors contained in the table 40 that correspond to the sensed condition value are looked up and stored in the headlight directional controller 14.

The operating algorithm 50 next enters an instruction 54 wherein the value of the magnitude of the adjustment factor (i.e., the desired position for the headlight 11) is compared with the current position of the headlight 11. This step 54 of the operating algorithm 50 is optional and can be performed if one or more of the position feedback sensors 18 and 19 are provided in the automatic directional control system 10

speed of the left/right actuator 13 so that the movements of both actuators 12 and 13 (and, therefore, the overall movement of the headlight 11) will start and stop at approximately the same time. Similarly, if the vehicle is provided with two different headlights 11, as is commonly found, then it may be desirable to control the respective movements of such different headlights 11 in such a manner that they both start and stop at approximately the same time. This can be accomplished, for example, by providing a single headlight directional controller 14 for not only controlling, but also coordinating the movements of both of the headlights 11 in response to the sensed operating conditions.

Such operations can be performed in an open loop manner if desired, wherein the actuators 12 and 13 are operated to achieve predetermined amounts of movement. For example, the actuators 12 and 13 can be embodied as step motors that are operated a predetermined number of steps to achieve predetermined amounts of movement. Alternatively, the actuators 12 and 13 can be operated for predetermined periods of time to achieve the predetermined amounts of movement. However, more desirably, the operations of the actuators 12 and 13 are performed in a closed loop manner. To accomplish this, the actuators 12 and 13 are operated until either or both of the position feedback sensors 18 and 19 generate signals indicate that the headlight 11 has actually achieved the predetermined amounts of movement or desired position. In either event, the operating algorithm 50 then branches back to the instruction 51, wherein the above-described steps of the algorithm 50 are repeated.

Referring back to the decision point 52, if the value or values of the condition sensors 15 and 16 that have been read by the headlight directional controller 14 are not specifically contained in the table 40, then the operating algorithm 50 branches from the decision point 52 to an instruction 57, wherein the adjustment factors that are specifically contained in the table 40 that correspond to the adjacent sensed condition values are looked up and stored in the headlight directional controller 14. For example, using the table 40 illustrated in Fig. 4, if the headlight directional controller 14 has read a steering angle value of -1.5° , then it is determined that the value of the condition sensor 15 is not specifically contained within the table 40. Rather than

simply default to the closest value that is contained within the table 40, the two adjustment factors specifically contained in the table 40 that are adjacent to the sensed condition value (namely, the adjustment factors for the steering angle values of -1° and -2°) are looked up and stored in the headlight directional controller 14.

5 The operating algorithm 50 next enters an instruction 58, wherein the actual adjustment factors to be implemented by the headlight directional controller 14 are interpolated or otherwise calculated from the stored adjustment factors that are adjacent to the sensed condition value. For example, as mentioned above, if the actual sensed steering angle value is -1.5° , then the headlight directional controller 14 looks
 10 up the adjustment factors for the steering angle values of -1° and -2° . The up/down adjustment factor for a steering angle value of -1° is -0.50 while the up/down adjustment factor for a steering angle value of -2° is -1.00° . If the calculation that is performed by the headlight directional controller 14 is a simple arithmetic mean, then the interpolated up/down adjustment factor would be -0.75° . Similarly, the left/right
 15 adjustment factor for a steering angle value of -1° is -0.75° , while the left/right adjustment factor for a steering angle value of -2° is -1.50° . If the calculation that is performed by the headlight directional controller 14 is a simple arithmetic mean, then the interpolated left/right adjustment factor would be -1.13° . Thereafter, the operating algorithm 50 branches to the decision point 55, and the remainder of the operating
 20 algorithm 50 is performed as described above.

 The interpolation that is performed by the headlight directional controller 14 can be accomplished in any desired manner. The performance of the simple arithmetic mean described above is intended to be representative of any mathematical or other
 25 function that can be performed to calculate, derive, or otherwise obtain adjustment factors that are not present in the table 40. Furthermore, although this interpolation has been described in the context of using only the two condition values that are directly adjacent to the actual sensed condition value, it will be appreciated that the adjustment values for any single condition value or combination of sensed condition
 30 values both above and below the sensed condition value can be read from the table 40

to derive a trend line or other good estimate of the adjustment factors that are not present in the table 40. Performance of this interpolation does not require any significant increase in the amount of processing power that is necessary for the headlight directional controller 14.

5 The above discussion has assumed the use of a single table 40 that provides adjustment values based upon a single sensed operating condition (steering angle of the vehicle, in the illustrated embodiment). However, as discussed above, this invention may be practiced by sensing a plurality of operating conditions of the vehicle. For example, let it be assumed that both steering angle and vehicle road
 10 speed are sensed by the condition sensors 15 and 16. As previously discussed, the adjustment control algorithm that is selected in the first step 31 of the table generating algorithm 30 can be designed to accommodate multiple sensed conditions. Alternatively, however, a first table (such as the table 40 illustrated in Fig. 4) may be generated that relates the steering angle of the vehicle to the angular adjustment
 15 control values for adjusting both the up/down orientation and the left/right orientation of the headlight 11. A second, similar table (not shown) may also be generated that relates the road speed of the vehicle to the angular adjustment control values for adjusting both the up/down orientation and the left/right orientation of the headlight 11. Thus, for a given steering angle and road speed of the vehicle, the first and second
 20 tables may provide differing angular adjustment control values. To address this, the interpolation step 57 of the operating algorithm 50 can be performed to interpolate a single composite adjustment value that is based upon the two different values provided in the first and second tables for the pair of sensed operating conditions. This interpolation can be performed in the same manner as described above for each of the
 25 actuators 12 and 13.

A variety of control strategies can be implemented using the automatic directional control system 10 described above. For example, the pitch of the vehicle can change as a result of a variety of factors, including acceleration, deceleration, and weight distribution of the vehicle. These pitch variations can alter the angle at which
 30 the beam of light projects from the headlight 11 in the up and down direction relative

to a horizontal reference position or plane. The automatic directional control system 10 can be responsive to such pitch variations for operating the up/down actuator 12 to maintain the angle at which the beam of light projects from the headlight 11 in the up and down direction relatively constant to the horizontal reference position or plane.

5 As discussed above, the angle at which the beam of light projects from the headlight 11 in the left and right direction relative to a vertical reference position or plane can be adjusted in accordance with the sensed steering angle. However, the angle at which the beam of light projects from the headlight 11 in the up and down direction relative to a horizontal reference position or plane can also be adjusted in
 10 accordance with the sensed steering angle. This can be done to lower the headlight beams as the vehicle is turning a corner. The advantages of this are not only to better illuminate the road surface in the path of movement of the vehicle, but also to reduce headlight glare to other vehicles as the turn is negotiated.

Lastly, many vehicles on the road today have halogen lamps or other lights that
 15 are aimed to illuminate the sides of the roads in front of the vehicle during the turn. These other lights are activated by the manual operation of the turn signals of the vehicle. The automatic directional control system 10 of this invention can be responsive to one or more operating conditions of the vehicle to automatically activate these other lights on the vehicle. For example, the automatic directional control
 20 system 10 of this invention can be responsive to a steering angle in excess of a predetermined magnitude for automatically activating these other lights on the vehicle. This can be effective to extend the angular range of illumination of the road surface.

Fig. 6 is a flow chart of an algorithm, indicated generally at 60, for operating
 the headlight directional controller illustrated in Fig. 1 to automatically implement
 25 directional angle adjustments in accordance with the rate of change of one or more of the sensed condition values. As mentioned above, the headlight directional controller 14 can be operated to automatically implement directional angle adjustments in accordance with one or more of the sensed condition values or in accordance with the rate of change of one or more of the sensed condition values.

To accomplish this, the algorithm 60 has a first step 61 wherein the values of one or more of the condition sensors 15 and 16 are initially read by the headlight directional controller 14. Then, the algorithm 60 enters a second step 62 wherein the values of one or more of the condition sensors 15 and 16 are subsequently read a second time by the headlight directional controller 14. The second reading of the condition sensors 15 and 16 occurs a predetermined amount of time after the first reading thereof. Next, the algorithm enters a third step 63 wherein a rate of change of the sensed condition or conditions is calculated. The rate of change of the sensed condition can be calculated as the difference between the first and second readings divided by the amount of time therebetween or by any other desired means. For example, if the sensed condition is vehicle speed, then the difference between the first sensed vehicle speed and the second sensed vehicle speed, divided by the amount of time therebetween, would yield a number that is representative of the acceleration of the vehicle. In a final step 64 of the algorithm 60, either or both of the actuators 12 and 13 are actuated to effect movement of the headlight 11 in accordance with the calculated rate of change of the sensed condition. Such movement of the headlight 11 can be effected in a manner that is similar to that described above.

Fig. 7 is a flow chart of an algorithm, indicated generally at 70, for operating the headlight directional controller illustrated in Fig. 1 to automatically implement directional angle adjustments, but only when the rate of change of one or more of the sensed condition values is less than (or greater than) a predetermined value. As mentioned above, the headlight directional controller 14 can be operated to automatically implement directional angle adjustments in accordance with one or more of the sensed condition values. In this variation of the invention, the headlight directional controller 14 automatically implements directional angle adjustments in response to the sensed condition values (or in response to the rate of change of the sensed condition values), but only when the rate of change of one or more of the sensed condition values is less than (or greater than) a predetermined value.

To accomplish this, the algorithm 70 has a first step 71 wherein the values of one or more of the condition sensors 15 and 16 are initially read by the headlight

What is claimed is:

1. An automatic directional control system for a vehicle headlight comprising:

5 a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle;

a controller that is responsive to said sensor signal for generating an output signal; and

10 an actuator that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal.

2. The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the road speed of the vehicle.

15 3. The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the steering angle of the vehicle.

4. The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the pitch of the vehicle.

20 5. The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the suspension height of the vehicle.

25 6. The automatic directional control system defined in Claim 1 wherein said controller generates said output signal only when said sensor signal changes by more than a predetermined amount.

7. The automatic directional control system defined in Claim 1 wherein said controller is responsive to a rate of change of said sensor signal for generating said output signal.

5 8. The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the road speed of the vehicle.

9. The automatic directional control system defined in Claim 7 wherein
10 said sensor generates a signal that is representative of the rate of change of the steering angle of the vehicle.

10. The automatic directional control system defined in Claim 7 wherein
15 said sensor generates a signal that is representative of the rate of change of the pitch of the vehicle.

11. The automatic directional control system defined in Claim 7 wherein
said sensor generates a signal that is representative of the rate of change of the
suspension height of the vehicle.

20

12. The automatic directional control system defined in Claim 7 wherein
said controller generates said output signal only when the rate of change of said sensor
signal changes by more than a predetermined threshold amount.

13. The automatic directional control system defined in Claim 1 further
25 including a plurality of sensors adapted to generate a respective plurality of signals
that are representative of a respective plurality of conditions of the vehicle, and
wherein said controller is responsive to said plurality of sensor signals for generating
said output signal.

30

ABSTRACT OF THE DISCLOSURE

A structure and method for operating a directional control system for vehicle headlights that is capable of altering the directional aiming angles of the headlights to account for changes in the operating conditions of the vehicle. One or more operating
5 condition sensors may be provided that generate signals that are representative of a condition of the vehicle, such as road speed, steering angle, pitch, suspension height, rate of change of road speed, rate of change of steering angle, rate of change of pitch, and rate of change of suspension height of the vehicle. A controller is responsive to the sensor signal for generating an output signal. An actuator is adapted to be
10 connected to the headlight to effect movement thereof in accordance with the output signal. The controller can include a table that relates values of sensed operating condition to values of the output signal. The controller is responsive to the sensor signal for looking up the output signal in the table.

**AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS**

Name of Inventor: James E. Smith et al.
Name & Telephone Number of Person to Call If Necessary:
Richard S. MacMillan - (419) 255-5900
Serial No. _____ Docket No. _____
Sheet 1 of 7 1-23649

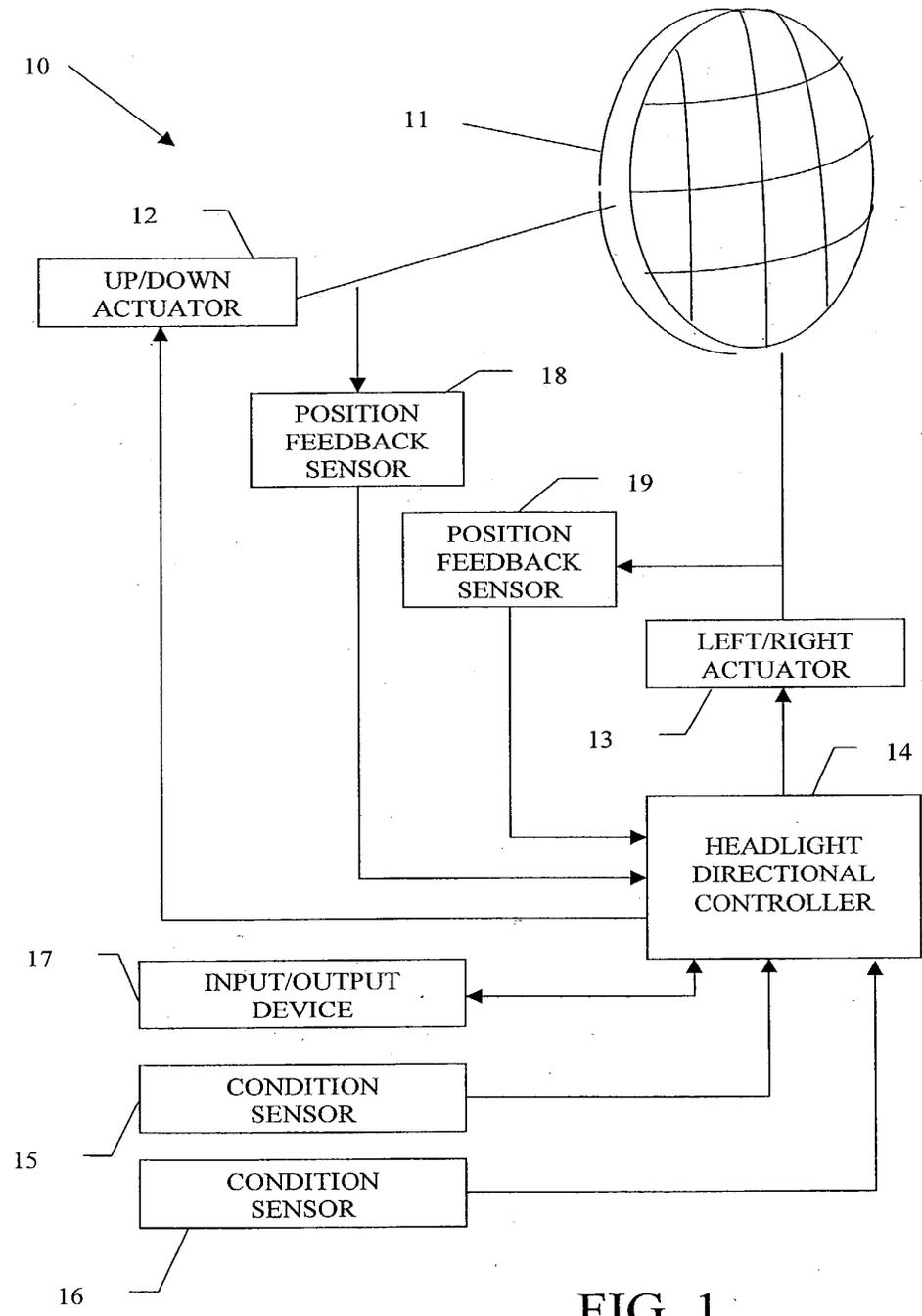


FIG. 1

**AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS**

Name of Inventor: James E. Smith et al.
Name & Telephone Number of Person to Call If Necessary:
Richard S. MacMillan - (419) 255-5900
Serial No. _____ Docket No. 1-23649
Sheet 2 of 7

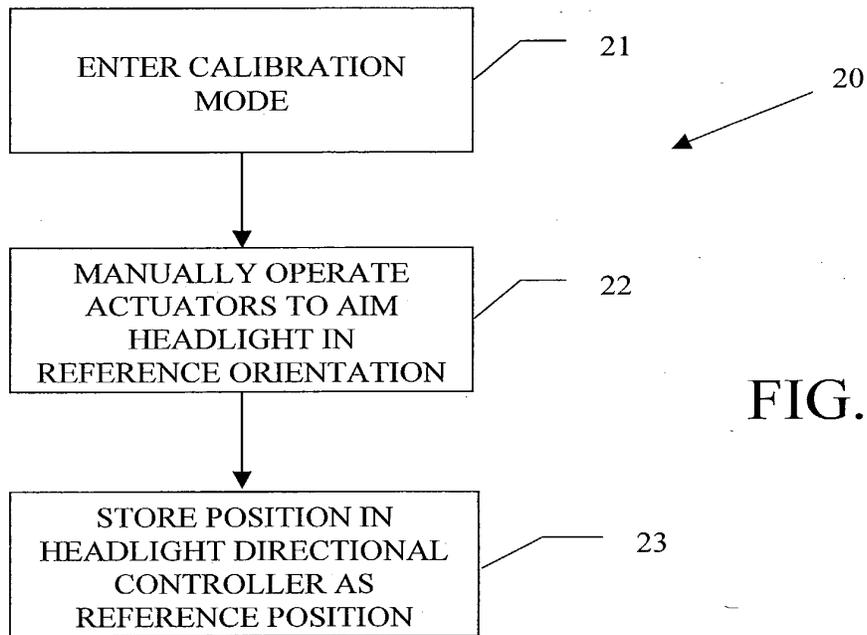


FIG. 2

AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS

Name of Inventor: James E. Smith et al.
Name & Telephone Number of Person to Call If Necessary:
Richard S. MacMillan - (419) 255-5900
Serial No. _____ Docket No. 1-23649
Sheet 3 of 7

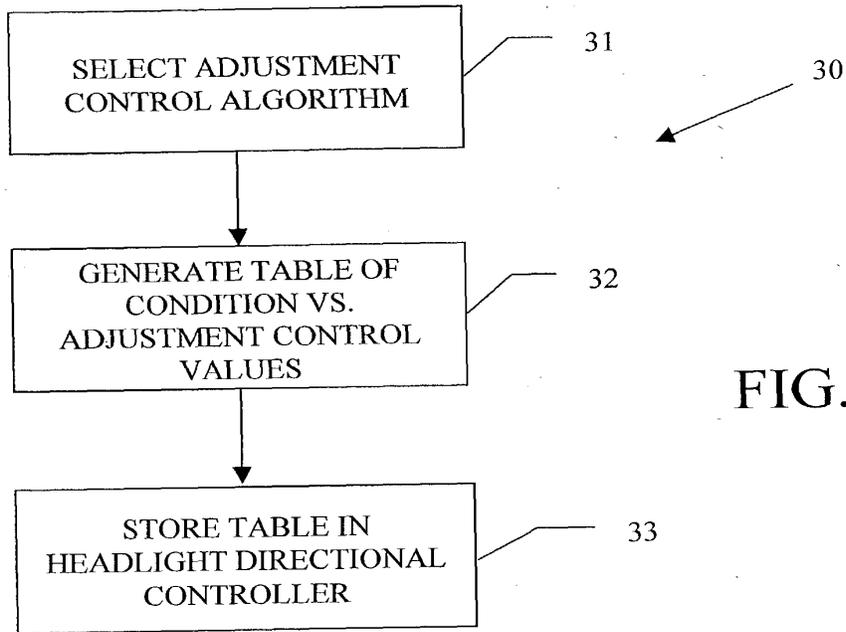
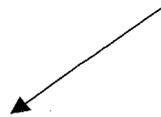


FIG. 3

**AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS**

Name of Inventor: James E. Smith et al.
Name & Telephone Number of Person to Call If Necessary:
Richard S. MacMillan - (419) 255-5900
Serial No. _____ Docket No. _____
Sheet 4 of 7 1-23649

40



SENSED CONDITION (STEERING ANGLE) VALUES	UP/DOWN ADJUSTMENT FACTORS	LEFT/RIGHT ADJUSTMENT FACTORS
+6°	-3.00°	+4.50°
+5°	-2.50°	+3.75°
+4°	-2.00°	+3.00°
+3°	-1.50°	+2.25°
+2°	-1.00°	+1.50°
+1°	-0.50°	+0.75°
0°	0.00°	0.00°
-1°	-0.50°	-0.75°
-2°	-1.00°	-1.50°
-3°	-1.50°	-2.25°
-4°	-2.00°	-3.00°
-5°	-2.50°	-3.75°
-6°	-3.00°	-4.50°

FIG. 4

AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS

Name of Inventor: James E. Smith et al.
Name & Telephone Number of Person to Call If Necessary:
Richard S. MacMillan - (419) 255-5900
Serial No. _____ Docket No. 1-23649
Sheet 5 of 7

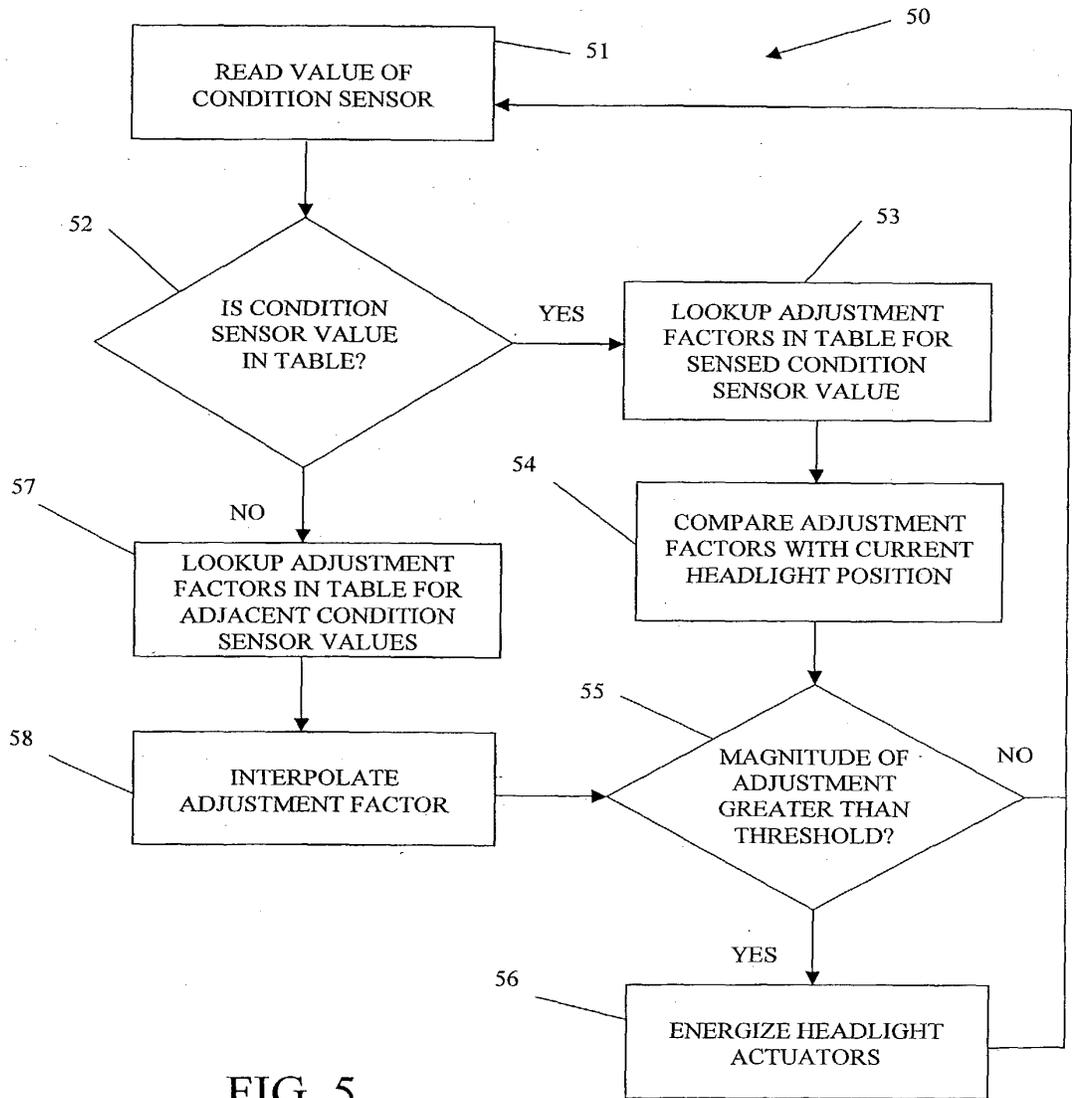


FIG. 5

AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS

Name of Inventor: James E. Smith et al.
Name & Telephone Number of Person to Call If Necessary:
Richard S. MacMillan - (419) 255-5900
Serial No. Sheet 6 of 7 Docket No. 1-23649

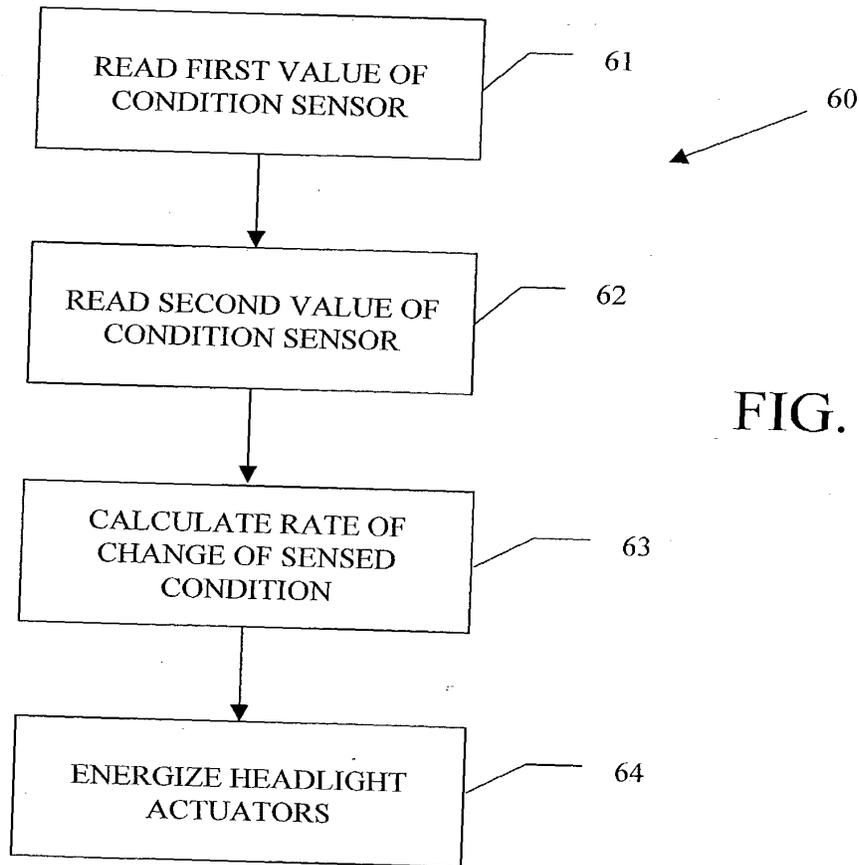


FIG. 6

AUTOMATIC DIRECTIONAL CONTROL
SYSTEM FOR VEHICLE HEADLIGHTS

Name of Inventor: James E. Smith et al.
Name & Telephone Number of Person to Call If Necessary:
Richard S. MacMillan - (419) 255-5900
Serial No. _____ Docket No. 1-23649
Sheet 7 of 7

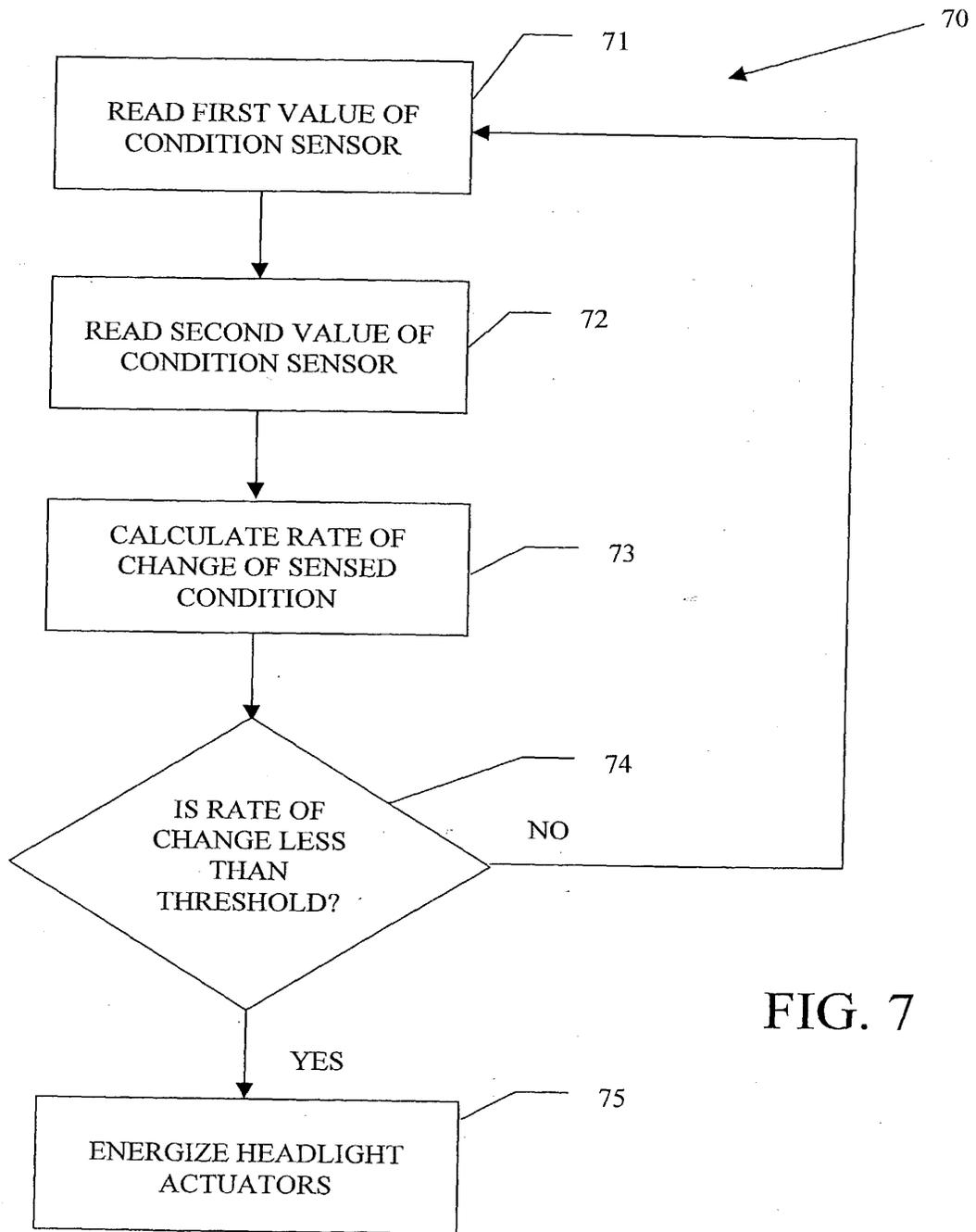


FIG. 7

COMBINED DECLARATION AND POWER OF ATTORNEY FOR PATENT APPLICATION

As a below named inventor, I hereby declare that:

My residence, post office address, and citizenship are as stated below next to my name.

I believe I am the original, first, and sole inventor (if only one name is listed below) or an original, first, and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

the specification of which is attached hereto unless the following box is checked:

[] was filed on _____ as U.S. Application Number or PCT International Application Number _____ and was amended on _____ (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in 37 C.F.R. §1.56.

I hereby claim foreign priority benefits under 35 U.S.C. §119(a)-(d) or §365(b) of any foreign application(s) for patent or inventor's certificate, or §365(a) of any PCT International application which designated at least one country other than the United States, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate or PCT International application having a filing date before that of the application on which priority is claimed.

Prior Foreign Application(s)			Priority Claimed	
(Number)	(Country)	(Day/Month/Year Filed)	Yes	No

I hereby claim the benefit under 35 U.S.C. §119(e) of any United States provisional application(s) listed below.

60/335,409	10/31/01
(Application No.)	(Filing Date)
60/356,703	2/13/02
(Application No.)	(Filing Date)
60/369,447	4/2/02
(Application No.)	(Filing Date)

I hereby claim the benefit under 35 U.S.C. §120 of any United States application(s), or §365(c) of any PCT International application designating the United States, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. §112, I acknowledge the duty to disclose information which is material to patentability as defined in 37 C.F.R. §1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

(Application No.)	(Filing Date)	(status - patented, pending, abandoned)

I hereby appoint the attorney(s) and/or agent(s) associated with the following Customer Number to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith with full power of substitution and revocation:



27210

PATENT TRADEMARK OFFICE

Address all telephone calls to Richard S. MacMillan at (419) 255-5900.

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 Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Full name of sole or first inventor: James E. Smith

Inventor's signature _____ Date: _____

Residence: 4753 Richfield Center Road, Berkey, Ohio 43504

Citizenship: U.S.A. Post Office Address: Same

Full name of second inventor: Anthony B. McDonald

Inventor's signature _____ Date: _____

Residence: 10332 Bramblewood, Perrysburg, Ohio 43551

Citizenship: U.S.A. Post Office Address: Same

Full name of third inventor: _____

Inventor's signature _____ Date: _____

Residence: _____

Citizenship: _____ Post Office Address: _____

Full name of fourth inventor: _____

Inventor's signature _____ Date: _____

Residence: _____

Citizenship: _____ Post Office Address: _____

PATENT APPLICATION FEE DETERMINATION RECORD
Effective October 1, 2001

Application or Docket Number

CLAIMS AS FILED - PART I

	(Column 1)	(Column 2)
TOTAL CLAIMS	13	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	13 minus 20= *	
INDEPENDENT CLAIMS	1 minus 3 = *	
MULTIPLE DEPENDENT CLAIM PRESENT <input type="checkbox"/>		

* If the difference in column 1 is less than zero, enter "0" in column 2

SMALL ENTITY TYPE OR

OTHER THAN SMALL ENTITY

RATE	FEE	OR	RATE	FEE
BASIC FEE	370.00		BASIC FEE	740.00
X\$ 9=			X\$18=	
X42=			X84=	
+140=			+280=	
TOTAL			TOTAL	

CLAIMS AS AMENDED - PART II

	(Column 1)		(Column 2)		(Column 3)
AMENDMENT A	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR		PRESENT EXTRA
	Total	*	Minus	**	=
	Independent	*	Minus	***	=
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>				

SMALL ENTITY OR

OTHER THAN SMALL ENTITY

RATE	ADDITIONAL FEE	OR	RATE	ADDITIONAL FEE
X\$ 9=			X\$18=	
X42=			X84=	
+140=			+280=	
TOTAL ADDIT. FEE			TOTAL ADDIT. FEE	

	(Column 1)		(Column 2)		(Column 3)
AMENDMENT B	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR		PRESENT EXTRA
	Total	*	Minus	**	=
	Independent	*	Minus	***	=
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>				

RATE	ADDITIONAL FEE	OR	RATE	ADDITIONAL FEE
X\$ 9=			X\$18=	
X42=			X84=	
+140=			+280=	
TOTAL ADDIT. FEE			TOTAL ADDIT. FEE	

	(Column 1)		(Column 2)		(Column 3)
AMENDMENT C	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR		PRESENT EXTRA
	Total	*	Minus	**	=
	Independent	*	Minus	***	=
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>				

RATE	ADDITIONAL FEE	OR	RATE	ADDITIONAL FEE
X\$ 9=			X\$18=	
X42=			X84=	
+140=			+280=	
TOTAL ADDIT. FEE			TOTAL ADDIT. 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.



Commissioner for Patents
Washington, DC 20231
www.uspto.gov

APPLICATION NUMBER	FILING/RECEIPT DATE	FIRST NAMED APPLICANT	ATTORNEY DOCKET NUMBER
10/285,312	10/31/2002	James E. Smith	I-23649

CONFIRMATION NO. 1413

FORMALITIES LETTER



OC000000009206431

27210
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FOURTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

Date Mailed: 12/05/2002

NOTICE TO FILE MISSING PARTS OF NONPROVISIONAL APPLICATION

FILED UNDER 37 CFR 1.53(b)

*Filing Date Granted***Items Required To Avoid Abandonment:**

An application number and filing date have been accorded to this application. The item(s) indicated below, however, are missing. Applicant is given **TWO MONTHS** from the date of this Notice 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).

- The statutory basic filing fee is missing.
Applicant must submit \$ 740 to complete the basic filing fee for a non-small entity. If appropriate, applicant may make a written assertion of entitlement to small entity status and pay the small entity filing fee (37 CFR 1.27).
- The oath or declaration is unsigned.
- To avoid abandonment, a late filing fee or oath or declaration surcharge as set forth in 37 CFR 1.16(e) of \$130 for a non-small entity, must be submitted with the missing items identified in this letter.

SUMMARY OF FEES DUE:

Total additional fee(s) required for this application is **\$870** for a Large Entity

- **\$740** Statutory basic filing fee.
- **\$130** Late oath or declaration Surcharge.

*A copy of this notice **MUST** be returned with the reply.*

Customer Service Center
Initial Patent Examination Division (703) 308-1202
PART 3 - OFFICE COPY

COMBINED DECLARATION AND POWER OF ATTORNEY FOR PATENT APPLICATION



As a below named inventor, I hereby declare that:

My residence, post office address, and citizenship are as stated below next to my name

I believe I am the original, first, and sole inventor (if only one name is listed below) or an original, first, and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

the specification of which is attached hereto unless the following box is checked:

was filed on October 31, 2002 as U.S. Application Number or PCT International Application Number 10/285,312 and was amended on _____ (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in 37 C.F.R. §1.56.

I hereby claim foreign priority benefits under 35 U.S.C. §119(a)-(d) or §365(b) of any foreign application(s) for patent or inventor's certificate, or §365(a) of any PCT International application which designated at least one country other than the United States, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate or PCT International application having a filing date before that of the application on which priority is claimed.

Prior Foreign Application(s)			Priority Claimed	
(Number)	(Country)	(Day/Month/Year Filed)	Yes	No
_____	_____	_____	_____	_____
(Number)	(Country)	(Day/Month/Year Filed)	Yes	No

I hereby claim the benefit under 35 U.S.C. §119(e) of any United States provisional application(s) listed below.

<u>60/335,409</u> (Application No.)	<u>10/31/01</u> (Filing Date)
<u>60/356,703</u> (Application No.)	<u>2/13/02</u> (Filing Date)
<u>60/369,447</u> (Application No.)	<u>4/2/02</u> (Filing Date)

I hereby claim the benefit under 35 U.S.C. §120 of any United States application(s), or §365(c) of any PCT International application designating the United States, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. §112, I acknowledge the duty to disclose information which is material to patentability as defined in 37 C.F.R. §1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

_____	_____	_____
(Application No.)	(Filing Date)	(status - patented, pending, abandoned)

I hereby appoint the attorney(s) and/or agent(s) associated with the following Customer Number to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith with full power of substitution and revocation:



27210

PATENT TRADEMARK OFFICE



Address all telephone calls to Richard S. MacMillan at (419) 255-5900.

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 Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Full name of sole or first inventor: James E. Smith

Inventor's signature *James E. Smith* Date: 1-31-03

Residence: 4753 Richfield Center Road, Berkey, Ohio 43504

Citizenship: U.S.A. Post Office Address: Same

Full name of second inventor: Anthony B. McDonald

Inventor's signature *Anthony B. McDonald* Date: 1-31-03

Residence: ~~10332 Bramblewood, Perrysburg, Ohio 43551~~ 4136 New Castle 302 Sylvania OH 43560

Citizenship: U.S.A. Post Office Address: Same

Full name of third inventor: _____

Inventor's signature _____ Date: _____

Residence: _____

Citizenship: _____ Post Office Address: _____

Full name of fourth inventor: _____

Inventor's signature _____ Date: _____

Residence: _____

Citizenship: _____ Post Office Address: _____

MP/11
#3



I hereby certify that this document is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Assistant Commissioner For Patents, Washington, D.C. 20231 on the date set forth below.

Wanda J. Lawrence
(signature)

Date of signature and deposit - 01-31-03

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
)	
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Box Missing Parts
Assistant Commissioner for Patents
Washington, D. C. 20231

RESPONSE TO NOTICE TO FILE MISSING PARTS OF APPLICATION

Honorable Sir:

In response to the Notice To File Missing Parts Of Application dated December 5, 2002, enclosed is an executed Declaration and a copy of the Formalities Letter. Please charge Deposit Account No. 13-0005 in the amount of \$880.00 to cover the \$750.00 filing fee pursuant to 37 C.F.R. 1.16(a) and the \$130.00 surcharge fee pursuant to 37 C.F.R. 1.16(e). A duplicate copy of this paper is enclosed.

Respectfully submitted,

Richard S. MacMillan

Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900



Commissioner for Patents
Washington, DC 20231
www.uspto.gov

APPLICATION NUMBER	FILING/RECEIPT DATE	FIRST NAMED APPLICANT	ATTORNEY DOCKET NUMBER
10/285,312	10/31/2002	James E. Smith	I-23649

CONFIRMATION NO. 1413

FORMALITIES LETTER



OC00000009206431

27210
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FOURTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

Date Mailed: 12/05/2002

NOTICE TO FILE MISSING PARTS OF NONPROVISIONAL APPLICATION

FILED UNDER 37 CFR 1.53(b)

*Filing Date Granted*Items Required To Avoid Abandonment:

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- The oath or declaration is unsigned.
- To avoid abandonment, a late filing fee or oath or declaration surcharge as set forth in 37 CFR 1.16(e) of \$130 for a non-small entity, must be submitted with the missing items identified in this letter.

SUMMARY OF FEES DUE:Total additional fee(s) required for this application is **\$870** for a Large Entity

- **\$740** Statutory basic filing fee.
- **\$130** Late oath or declaration Surcharge.

02/07/2003 JBALINAH 00000058 130005 10285312

01 FC:1001 750.00 CH
02 FC:1051 130.00 CH

*A copy of this notice **MUST** be returned with the reply.*

Customer Service Center
Initial Patent Examination Division (703) 308-1202
PART 2 - COPY TO BE RETURNED WITH RESPONSE

CERTIFICATE OF MAILING BY FIRST CLASS MAIL

PATENT

2875

I hereby certify that this document is being deposited with the United States Postal Service as first class mail in an envelope addressed to the Commissioner For Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450 on the date set forth below.



Joni BOSCH

(signature)

Date of signature and deposit - Sept. 23, 2003

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
)	
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

INFORMATION DISCLOSURE STATEMENT

Honorable Sir:

Pursuant to 37 C.F.R. 1.97(b), record is hereby made of information that the Patent Office may wish to consider in connection with its examination of the above-identified application. Copies of such information, as well as a completed PTO-1449 form, are enclosed.

Respectfully submitted,

Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900



U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE INFORMATION DISCLOSURE STATEMENT BY APPLICANT	ATTY. DOCKET NO. 1-23649	SERIAL NO. 10/285,312
	APPLICANT JAMES E. SMITH et al.	
	FILING DATE October 31, 2002	GROUP 2875

U.S. PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE
	3,634,677	1/1972	Stuttgart et al.			
	3,939,339	2/1976	Alphen			
	3,953,726	4/1976	Scarritt, Sr.			
	4,024,388	5/1977	Skoff			
	4,066,886	1/1978	Martin			
	4,162,424	7/1979	Zillgitt et al.			
	4,186,428	1/1980	Deverrewaere			
	4,204,270	5/1980	d'Orsay			
	4,217,631	8/1980	Bergkvist			
	4,225,902	9/1980	Ishikawa et al.			
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	EP0306611	3/1989	E.P.O.			(abstract)

OTHER DOCUMENTS (Including Author, Title, Date, Pertinent Pages, Etc.)

DATE CONSIDERED

EXAMINER: Initial if citation considered, whether or not citation is in conformance with MPEP 609; Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.



U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE INFORMATION DISCLOSURE STATEMENT BY APPLICANT	ATTY. DOCKET NO. 1-23649	SERIAL NO. 10/285,312
	APPLICANT JAMES E. SMITH et al.	
	FILING DATE October 31, 2002	GROUP 2875

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		GROUP 2875

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DATE CONSIDERED

EXAMINER: Initial if citation considered, whether or not citation is in conformance with MPEP 609; Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

Device for monitoring or controlling the position of an actuator with servomotor and feedback potentiometer.

Patent Number: EP0306611
Publication date: 1989-03-15
Inventor(s): KNITTEL OTTO
Applicant(s):: HELLA KG HUECK & CO (DE)
Requested Patent: EP0306611, A3, B1
Application Number: EP19880106455 19880422
Priority Number(s): DE19873727499 19870818
IPC Classification: G05D3/14
EC Classification: G05D3/14H, G05D3/18
Equivalents: DE3727499, ES2054728T

Abstract

In a device for the open-loop or closed-loop control of the position of an actuator, in particular an actuator for controlling the passenger compartment temperature or headlight range of motor vehicles, having an electrical open-loop or closed-loop control with a position control circuit, having an electrical adjustment device which can be controlled by means of the open-loop or closed-loop control and which has an adjustment motor with an acknowledgement potentiometer and with an actuator whose position can be changed by the adjustment device, the adjustment device has the position control circuit for the purpose of reducing the number of connecting lines between open-loop or closed-loop control and the electrical adjustment device and the adjustment device can be controlled by a pulse sequence. 

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Europäisches Patentamt
European Patent Office
Office européen des brevets

Veröffentlichungsnummer:

**0 306 611
A2**

EUROPÄISCHE PATENTANMELDUNG

Anmeldenummer: 88106455.4

Int. Cl. 4: G05D 3/14

Anmeldetag: 22.04.88

Die Bezeichnung der Erfindung wurde geändert
(Richtlinien für die Prüfung im EPA, A-III, 7.3).

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Priorität: 18.08.87 DE 3727499

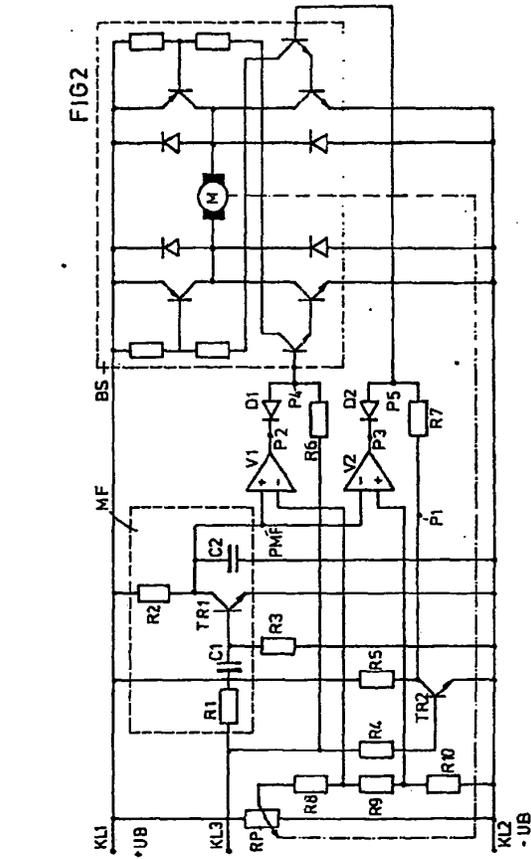
Erfinder: Knittel, Otto
Grabbeweg 3
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Veröffentlichungstag der Anmeldung:
15.03.89 Patentblatt 89/11

Benannte Vertragsstaaten:
DE ES FR GB IT SE

Einrichtung zum Steuern oder Regeln der Lage eines Stellglieds mit Servomotor und Rückmeldepotentiometer.

Bei einer Vorrichtung zum Steuern oder Regeln der Lage eines Stellglieds, insbesondere eines Stellglieds zur Steuerung der Innenraumtemperatur oder Leuchtweite von Kraftfahrzeugen, mit einer elektrischen Steuerung oder Regelung mit einem Lageregelkreis, mit einer elektrischen Stellvorrichtung, die durch die Steuerung oder Regelung steuerbar ist und die einen Stellmotor mit einem Rückmeldepotentiometer aufweist und mit einem Stellglied, dessen Stellung durch die Stellvorrichtung veränderbar ist, weist die Stellvorrichtung zur Verringerung der Zahl der Verbindungsleitungen zwischen Steuerung oder Regelung und der elektrischen Stellvorrichtung den Lageregelkreis auf und die Stellvorrichtung ist durch eine Pulsfolge steuerbar.



EP 0 306 611 A2

Einrichtung zum Steuern oder Regeln der Lage eines Stellglieds, insbesondere eines Stellglieds zum Steuern der Innenraumtemperatur oder Leuchtweite von Kraftfahrzeugen.

Die Erfindung betrifft eine Einrichtung zum Steuern oder Regeln der Lage eines Stellglieds, insbesondere eines Stellglieds zum Steuern der Innenraumtemperatur oder Leuchtweite von Kraftfahrzeugen, mit einer elektrischen Steuerung oder Regelung, mit einem Lageregelkreis, mit einer elektrischen Stellvorrichtung, die durch die Steuerung oder Regelung steuerbar ist und die einen Stellmotor und einen Rückmelde-Potentiometer aufweist und mit einem Stellglied, dessen Stellung durch die Stellvorrichtung veränderbar ist.

Derartige Vorrichtungen werden insbesondere in Kraftfahrzeugen verwendet zur Beeinflussung der Temperatur und/oder der Verteilung der den Kraftfahrzeuginnenraum durchströmenden Luft oder zur Regelung der Leuchtweite von Scheinwerfern. Dazu sind Stellglieder, wie z. B. Luftklappen in Luftschichten oder Wasserventile in Heizwasserkreisläufen von Brennkraftmaschinen der Kraftfahrzeuge erforderlich, deren Stellung durch elektrische Stellvorrichtungen veränderbar sind. Insbesondere Innenraumtemperaturregelvorrichtungen in Kraftfahrzeugen weisen eine Vielzahl z. B. fünf solcher Stellvorrichtungen auf, die durch die Heizungsregelung unabhängig voneinander steuerbar sind.

Aus der DE-OS 35 10 648 ist eine derartige Einrichtung bekannt, die eine Stellvorrichtung mit Stellmotor und Rückmelde-Potentiometer aufweist. Der Stellmotor ist durch die Heizungssteuerung oder Heizungsregelung steuerbar und dient zur Beeinflussung der Stellung des Stellglieds. Das Rückmelde-Potentiometer ist Teil eines Lageregelkreises, der in der Heizungssteuerung oder Heizungsregelung angeordnet ist und der eine der Stellung von Stellglied und Stellmotor entsprechende Spannung an die Heizungssteuerung oder Heizungsregelung zurückmeldet.

Diese vorbekannte Vorrichtung hat jedoch Nachteile. Zur elektrischen Verbindung der Heizungssteuerung oder Heizungsregelung mit jeder Stellvorrichtung sind jeweils mindestens vier Leitungen erforderlich. Zwei Leitungen verbinden den Stellmotor mit der Heizungssteuerung oder Heizungsregelung. Zwei bis drei weitere Leitungen sind zur elektrischen Verbindung des Rückmelde-Potentiometers mit der Heizungssteuerung oder Heizungsregelung notwendig, abhängig davon, ob die Masse an der Kraftfahrzeugkarosserie abgegriffen wird.

Dies verteuert den Aufbau der vorbekannten Einrichtung, weil insbesondere in Kraftfahrzeugen ein Vielzahl elektrischer Leitungen Zeit und kostenaufwendig zu verlegen ist und weil eine große Menge Leitungen zu beschaffen ist.

Durch die Vielzahl erforderlicher Verbindungsleitungen weist die vorbekannte Einrichtung ein vergleichsweise hohes Gewicht auf, das den Forderungen nach energiesparendem Leichtbau, insbesondere von Kraftfahrzeugen, entgegensteht.

Die Leitungen, insbesondere die Rückmelde-Leitung vom Rückmelde-Potentiometer zur Steuerung oder Regelung, sind möglicherweise anfällig für hochfrequente Einstreuungen aus den übrigen Teilen des Kraftfahrzeugbordnetzes bzw. gegen Spannungsschwankungen des Kraftfahrzeugbordnetzes. Dies kann zu Störungen in der Stellungsänderung des Stellgliedes der vorbekannten Einrichtung führen und die vorbekannte Einrichtung stör-anfällig machen.

Die Erfindung hat die Aufgabe eine Einrichtung zu schaffen, die gegenüber dem Vorbekanntem leichter ist und die weniger Verbindungsleitungen und damit weniger Installationsaufwand erfordert.

Diese Aufgabe wird dadurch gelöst, daß die Stellvorrichtung den Lageregelkreis aufweist und daß die Stellvorrichtung durch eine Pulsfolge steuerbar ist.

Dadurch, daß die Stellvorrichtung durch eine Pulsfolge steuerbar ist, ist nur noch eine Leitung zur Steuerung des Stellmotors erforderlich gegenüber zwei Leitungen beim Vorbekanntem.

Dadurch, daß die Stellvorrichtung den Lageregelkreis aufweist, ist keine Rückmelde-Leitung zur Rückmeldung einer Schleiferstellung des Rückmelde-Potentiometers an die Steuerung erforderlich.

Durch beide erfindungsgemäßen Maßnahmen kann also die Zahl der erforderlichen Verbindungsleitungen von vier bis fünf, beim Vorbekanntem auf eins, zwei bis drei bei der erfindungsgemäßen Vorrichtung reduziert werden.

Die erfindungsgemäße Vorrichtung hat gegenüber dem Vorbekanntem den Vorteil, daß der zur Installation der Vorrichtung z. B. im Kraftfahrzeug erforderliche Aufwand, gegenüber dem Vorbekanntem verringert ist. Die dadurch erzielte Kostenreduzierung ist so groß, daß ein eventuell erforderlicher Mehraufwand für den Aufbau des Lageregelkreises in der erfindungsgemäßen Stellvorrichtung häufig mehr als kompensiert wird. Dies ist insbesondere dann der Fall, wenn z. B. bei einer Heizungsregelung eines Kraftfahrzeuges ein Vielzahl von Stellvorrichtungen unabhängig voneinander zu steuern ist.

Die erfindungsgemäße Einrichtung hat gegenüber dem Vorbekanntem weiterhin den Vorteil der Gewichtsersparnis, weil weniger Leitungen weniger Gewicht benötigen.

Weitere vorteilhaft Ausgestaltungen und Weiterbildungen des Erfindungsgegenstands gehen aus den Unteransprüchen hervor.

Ein Ausführungsbeispiel des Erfindungsgegenstands ist in den Zeichnungen dargestellt und wird im folgendem näher erläutert:

Es zeigen

Figur 1 grobschematisch einen Installationsplan einer erfindungsgemäßen Einrichtung ausgebildet als Heizungssteuerung oder -regelung in einem Kraftfahrzeug,

Figur 2 ein Schaltbild einer Stellvorrichtung der erfindungsgemäßen Einrichtung nach Figur 1 und

Figur 3 Spannungszeitdiagramme an verschiedenen Meßpunkten der Stellvorrichtung nach Figur 2.

In der Figur 1 ist der positive Pol einer Stromquelle (B), die als Kraftfahrzeugbatterie ausgebildet sein kann, über einen Schalter (S), der als Zündanlaßschalter eines Kraftfahrzeugschalters ausgebildet sein kann, parallel mit einer Heizungssteuerung oder -regelung (HS) und an einer ersten Klemme (KL1) mit einer Stellvorrichtung (SV) leitend verbunden. Der negative Pol der Kraftfahrzeugbatterie (B) ist ebenfalls parallel mit der Heizungssteuerung oder -regelung (HS) und über eine zweite Klemme (KL2) mit der Stellvorrichtung (SV) leitend verbunden.

Über eine Steuerleitung ist die Heizungssteuerung oder -regelung (HS) mit einer dritten Klemme (KL3) der Stellvorrichtung (SV) leitend verbunden. Über diese Steuerleitung ist die Stellvorrichtung (SV) durch eine Pulsfolge der Heizungssteuerung oder -regelung (HS) steuerbar. Ein Stellmotor (M) der Stellvorrichtung (SV) ist derart mechanisch mit einer Luftklappe (LK) verbunden, daß er abhängig von seiner Bewegung die Stellung der Luftklappe (LK) in einem in den Figuren nicht dargestellten Luftführungskanal verändern kann. Durch diese Veränderung der Stellung der Luftklappe (LK) in einem Luftführungskanal kann der Luftdurchsatz durch den Luftführungskanal gedrosselt werden.

In der Figur 2 sind gleiche oder gleichwirkende Teile wie in der Figur 1 mit den gleichen Bezugszeichen versehen. Die erste Klemme (KL1) ist mit der positiven Versorgungsspannung (+UB) und die zweite Klemme (KL2) ist mit der negativen Versorgungsspannung (-UB) leitend verbunden. Die dritte Klemme (KL3) ist mit der Steuerleitung leitend verbunden zum Empfang der von der Heizungssteuerung oder -regelung (HS) ausgesandten Pulsfolge.

Die dritte Klemme (KL3) ist parallel mit einer monostabilen Kippschaltung oder Monoflop (MF) über einen sechsten Widerstand (R6) mit einem vierten Meßpunkt (P4) und über einen vierten Widerstand (R4) mit der Basis eines zweiten Transistors (TR2) leitend verbunden, dessen Emitter mit

der zweiten Klemme (KL2) über einen fünften Widerstand (R5) mit der ersten Klemme (KL1) über einen siebten Widerstand (R7) mit einem fünften Meßpunkt (P5) leitend verbunden sind. Der Monoflop (MF) besteht aus einem ersten Widerstand (R1) an seinem Eingang, der mit der ersten Elektrode eines ersten Kondensators (C1) leitend verbunden ist, dessen zweite Elektrode parallel über einen dritten Widerstand (R3) mit der zweiten Klemme (KL2) und mit der Basis eines ersten NPN-Transistor (TR1) leitend verbunden ist. Der Emitter des ersten Transistors (TR1) ist mit der zweiten Klemme (KL2) leitend verbunden. Der Kollektor des ersten Transistors (TR1) ist parallel über einen zweiten Widerstand (R2) mit der ersten Klemme (KL1) über einen zweiten als Elektrolyd-Kondensator ausgebildeten Kondensator (C2) mit der zweiten Klemme (KL2) und über einen Monoflop-Meßpunkt (PMF) mit dem nichtinvertierenden Eingang eines ersten Vergleichers (V1) und einem invertierenden Eingang eines zweiten Vergleichers (V2) leitend verbunden.

Der Ausgang des ersten Vergleichers (V1) ist über einen zweiten Meßpunkt (P2) und eine antiparallelschaltete erste Diode (D1) mit dem vierten Meßpunkt (P4) leitend verbunden, der wiederum mit einer Basis eines Transistors einer bekannten Transistor-Brücken-Schaltung (BS) leitend verbunden ist, die zur Stromversorgung des Stellmotors (M) und zu dessen Umsteuerung dient. Der Ausgang des zweiten Vergleichers (V2) ist über einen dritten Meßpunkt (P3) und eine antiparallelschaltete zweite Diode (D2) mit dem fünften Meßpunkt (P5) leitend verbunden, der mit einer Basis eines weiteren Transistors der Transistor-Brücken-Schaltung (BS) leitend verbunden ist. Die Signale an den Meßpunkten (P4, P5) steuern zwei unterschiedlich Brückendiagonalen der Transistor-Brücke (BS) an, wodurch der Stellmotor (M) in seiner Drehrichtung umsteuerbar ist.

Die Stromversorgungsanschlüsse eines Rückmelde-Potentiometers (RP) sind einerseits mit der ersten Klemme (KL1) und andererseits mit der zweiten Klemme (KL2) leitend verbunden. Der Schleiferkontakt des Rückmelde-Potentiometers (RP) ist mit einer Serienschaltung dreier Widerstände (R8, R9, R10) leitend verbunden, dessen anderer Anschluß mit der zweiten Klemme (KL2) leitend verbunden ist. Die Widerstände (R8, R9, R10) bilden einen Spannungsteiler, der zwei Spannungsteiler der zwei Spannungsabgriffe aufweist. Die zwischen dem achten Widerstand (R8) und dem neunten Widerstand (R9) abgegriffene Spannung wird dem invertierenden Eingang des ersten Vergleichers (V1) zugeleitet. Die zwischen dem neunten Widerstand (R9) und dem zehnten Widerstand (R10) abgegriffene Spannung wird dem nichtinvertierenden Eingang des zweiten Vergleichers (V2) zugeleitet.

chers (V2) zugeleitet. Durch die Größe des neunten Widerstandes (R9) kann ein sogenannter Totbereich festgelegt werden, in dem die erfindungsgemäße Stellvorrichtung (SV) auch bei Änderungen entweder der Stellung der Luftklappe (LK) oder bei Änderungen der Pulsfolge an der Klemme (KL3) nicht in Funktion gesetzt wird. Dies trägt zu einem stabilen Steuerverhalten der Stellvorrichtung (SV) ohne Schwing- oder Flatterneigung bei.

Der Schleifer des Rückmelde-Potentiometers (RP) ist wie durch die strichpunktierte Linie in der Figur 2 dargestellt, mechanisch mit der Welle des Störmotors (M) verbunden, so daß die Stellung des Schleifers und damit der am Spannungsteiler anliegende Spannungswert von der Lage des Stellmotors (M) bzw. von der Stellung der Luftklappe abhängig ist.

Die Funktion der erfindungsgemäß ausgebildeten Stellvorrichtung (SV) nach der Figur 2 wird nun anhand der Figur 3 näher erläutert:

Es sei angenommen, daß an der dritten Klemme (KL3) eine der Figur 3a entsprechende Pulsfolge anliegt. Die Frequenz und damit die Periode (T1) der Pulse sei dabei konstant. Die Pulsbreite der Pulse sei durch die Heizungssteuerung oder -regelung (HS) veränderbar. Das zu einem gegebenen Zeitpunkt (t) an der dritten Klemme (KL3) anliegende Signal bzw. Potential wird dann parallel dem Monoflop (MF), dem vierten Meßpunkt (P4) und der Basis des zweiten Transistors (TR2) zugeführt. Der zweite Transistor (TR2) dient zur Invertierung des Eingangssignals, so daß an einem ersten Meßpunkt (P1) das in der Figur 3b dargestellte zeitabhängige Potential meßbar ist. Die Pulsfolge am ersten Meßpunkt (P1) ist gleich der invertierten Pulsfolge an der Klemme (KL3).

Solange an der dritten Klemme (KL3) negatives oder Massepotential anliegt, befindet sich der erste Transistor (TR1) in seinem nichtstromleitenden Zustand, so daß sich der zweite Kondensator (C2) über den zweiten Widerstand (R2) auflädt. Mit jeder Änderung des Signals an der dritten Klemme (KL3) zu hohem oder Plus-Potential wird der erste Transistor (TR1) leitend geschaltet, so daß sich der zweite Kondensator (C2) über die Emitter-Kollektor-Strecke des ersten Transistors (TR1) entlädt. Demzufolge ist an dem Monoflop-Meßpunkt (PMF) dss in der Figur 3c dargestellte Potential in seinem zeitlichen Verlauf meßbar.

Die Ausgangssignale der Vergleichs (V1 und V2) sind vom Potential vom Monoflop-Meßpunkt (PMF) und von der Spannung am Spannungsteiler, bestehend aus den Widerständen (R8, R9, R10), abhängig. Das Potential am Spannungsteiler wiederum ist abhängig von der Stellung des Schleifers des Rückmelde-Potentiometers (RP), die wiederum von der Stellung der Achse des Stellmotors (M) bzw. von der Stellung der Luftklappe (RK) abhän-

gig ist. In der Figur 3d ist die Spannung am zweiten Meßpunkt (P2) in ihrem zeitlichen Verlauf bei vorgegebenem zeitlichen Verlauf des Potentials an der dritten Klemme (KL3) und bei vorgegebener Schleiferstellung des Rückmelde-Potentiometers (RP) wiedergegeben. In der Figur 3e ist das Potential am dritten Meßpunkt (P3) in seinem zeitlichen Verlauf bei dem gleichen zeitlichen Verlauf der Spannung an der dritten Klemme (KL3) und bei dem gleichen zeitlichen Verlauf der Schleiferstellung des Rückmelde-Potentiometers (RP) wiedergegeben.

Die Spannung am vierten Meßpunkt (P4) und am fünften Meßpunkt (P5) ist abhängig vom Ausgangssignal der Vergleichs (V1 und V2) und von der Spannung an der dritten Klemme (KL3). Der zeitliche Verlauf des Potentials am vierten Meßpunkt (P4) ist in der Figur 3f wiedergegeben. Der zeitliche Verlauf des Potentials am fünften Meßpunkt (P5) ist in der Figur 3g wiedergegeben.

In den ersten drei Perioden der Pulsfolge an der dritten Klemme (KL3) betrage die Pulsbreite etwa die Hälfte der Periode (T1). In den zweiten drei Perioden der Pulsfolge an der dritten Klemme (KL3) betrage die Pulsdauer etwa 1/4 der Periode (T1). In den dritten drei Perioden der Pulsfolge an der dritten Klemme (KL3) betrage die Pulsbreite etwa 3/4 der Periode (T1). Das invertierte Signal an dem ersten Meßpunkt (P1) zeigt dann das in der Figur 3b dargestellte Verhalten. Der Potentialverlauf am Monoflop-Meßpunkt (PMF) zeigt dann den in etwa in Figur 3c dargestellten zeitabhängigen Verlauf. Weiterhin sei angenommen, daß der Schleifer des Rückmelde-Potentiometers (RP) sich in der ersten, vierten und siebten Periode der Pulsfolge an der dritten Klemme (KL3) in etwa in einer Mittelstellung befinde. In einer zweiten, fünften und achten Periode der Pulsfolge an der Klemme (KL3) befinde sich der Schleifer des Rückmelde-Potentiometers (RP) in einer Stellung, die einem höheren Potential am Spannungsteiler entspricht. In der dritten, sechsten und neunten Periode der Pulsfolge an der dritten Klemme (KL3) befinde sich der Schleifer des Rückmelde-Potentiometers (RP) in einer Stellung, die einem geringeren Potential am Spannungsteiler entspricht. Der Verlauf der Ausgangsspannung der Vergleichs (V1 und V2) entspricht dann den in den Figuren 3d und 3e dargestellten Diagrammen. Am vierten Meßpunkt (P4) und am fünften Meßpunkt (P5) ist genau dann ein von Null verschiedener Steuerstrom zur Steuerung der Transistoren der jeweiligen Brückendiagonale der Transistor-Brücken-Schaltung (BS) vorhanden, wenn sowohl der jeweilige Ausgang des Vergleichs (V1 oder V2), als auch die Spannung entweder an der dritten Klemme (KL3) oder an dem ersten Meßpunkt (P1) hohes Potential aufweisen. Dies ist grundsätzlich nur entweder am vierten

Meßpunkt (P4) oder am fünften Meßpunkt (P5) der Fall, so daß der Stellmotor (M) immer nur jeweils in ein Drehrichtung mit Strom versorgt wird. Die Dauer der Versorgung mit Strom ist dabei von der jeweiligen Zeitdauer abhängig, in der sowohl der Ausgang des jeweiligen Vergleichers, als auch der jeweilige Meßpunkt positives Potential aufweist. Daraus ergibt sich der in der Figur 3f für den vierten Meßpunkt (P4) bzw. der in der Figur 3g für den fünften Meßpunkt (P5) dargestellte zeitliche Verlauf des Potentials.

Man erkennt, daß im Falle der Gleichheit der Potentiometerstellung mit der Vorgabe der Pulsfolge an der dritten Klemme (KL3) die Transistoren beider Brückendiagonalen im geöffneten Zustand sind, so daß der Stellmotor (M) nicht angesteuert wird. Weicht die Potentiometerstellung und damit die Stellung der Luftklappe (LK) von der durch die Pulsfolge vorgegebenen Stellung, so wird die Brückendiagonale angesteuert, die den Motor und damit die Luftklappe (LK) in Richtung der vorgegebenen Luftklappenstellung bewegt. Dies ist am vierten Meßpunkt (P4) für eine dritte Zeitdauer (t3), eine siebte Zeitdauer (t7), eine achte Zeitdauer (t8) und eine neunte Zeitdauer (t9) für eine erste Drehrichtung der Fall. Für eine andere Drehrichtung wird der Stellmotor (M) über das positive Potential am fünften Meßpunkt (P5) für eine zweite Zeitdauer (t2), eine vierte Zeitdauer (t4), eine fünfte Zeitdauer (t5) und eine sechste Zeitdauer (t6) angesteuert.

Man erkennt weiterhin, daß die Zeitdauer oder Pulsbreite, in der der Stellmotor (M) periodisch angesteuert wird, abhängig ist von der Abweichung der Schleiferstellung des Rückmelde-Potentiometers (RP) von der durch die Pulsfolge an der dritten Klemme (KL3) vorgegebenen Größe. Weicht die Schleiferstellung des Rückmelde-Potentiometers (RP) stark von dem durch die Pulsfolge vorgegebenen Sollwert ab, wie dies z. B. während der fünften Zeitdauer (t5) für die andere Drehrichtung und während der neunten Zeitdauer (t9) für die eine Drehrichtung der Fall ist, so wird der Stellmotor (M) entsprechend länger angesteuert. Ist die Abweichung der Schleiferstellung des Rückmelde-Potentiometers (RP) vom durch die Pulsfolge vorgegebenen Sollwert geringer, so wird der Stellmotor (M) z. B. in den Zeitdauern (t2 und t6) für die andere Drehrichtung und in den Zeitdauern (t3 und t8) für die eine Drehrichtung entsprechend kürzer angesteuert. Durch diese Maßnahme wird also die Stellung der Luftklappe (LK) sukzessive und pulswise der durch die Pulsfolge an der dritten Klemme (KL3) vorgegebenen Größe angeglichen, wobei die Änderungsgeschwindigkeit der Stellung der Luftklappe (LK) mit geringer werdender Abweichung ebenfalls geringer wird, so daß ein Überschwängen der Stellung der Luftklappe über den durch die Pulsfolge vorgegebenen Sollwert hinaus, sicher

vermieden wird.

Aus dem Ausführungsbeispiel wird ersichtlich, daß durch die erfindungsgemäßen Maßnahmen der Steuerung der Stellvorrichtung (SV) durch eine Pulsfolge und dadurch, daß die Stellvorrichtung erfindungsgemäß den Lageregelkreis aufweist, nicht nur die Zahl der zwischen der Heizungssteuerung oder -regelung (HS) und der Stellvorrichtung (SV) erforderlichen Verbindungsleitungen wesentlich reduziert ist. Wie das Ausführungsbeispiel zeigt, wird durch die in den Unteransprüchen aufgeführten Maßnahmen die Erfindung vorteilhaft dahingehend ausgestaltet, daß die Verarbeitung der Pulsfolge an der dritten Klemme (KL3) und der Aufbau des Lageregelkreises mit einfachen Mitteln kostengünstig und mit geringer Empfindlichkeit gegen äußere Einflüsse wie z. B. hochfrequente Störstrahlung oder Spannungsschwankung realisiert werden kann.

Die erfindungsgemäße Vorrichtung kann insbesondere aufgrund ihrer Einfachheit und der damit erzielbaren Vorteile nicht nur in Kraftfahrzeugen, sondern auch für andere Räume verwendet werden, deren Temperatur zu steuern oder zu regeln ist.

Ansprüche

1. Einrichtung zum Steuern oder Regeln der Lage eines Stellglieds, insbesondere eines Stellglieds zum Steuern der Innenraumtemperatur oder Leuchtweite von Kraftfahrzeugen, mit einer elektrischen Steuerung oder Regelung, mit einem Lageregelkreis, mit einer elektrischen Stellvorrichtung, die durch die Steuerung oder Regelung steuerbar ist und die einen Stellmotor und einen Rückmelde-Potentiometer aufweist und mit einem Stellglied, dessen Stellung durch die Stellvorrichtung veränderbar ist, dadurch gekennzeichnet, daß die Stellvorrichtung (SV) den Lageregelkreis aufweist und daß die Stellvorrichtung durch eine Pulsfolge steuerbar ist.

2. Vorrichtung nach Anspruch 1, dadurch gekennzeichnet, daß die Pulsfolge eine konstante Periode (T1) aufweist.

3. Vorrichtung nach Anspruch 2, dadurch gekennzeichnet, daß die Pulsfolge eine abhängig von der Steuerung oder Regelung veränderliche Pulsbreite aufweist.

4. Vorrichtung nach Anspruch 3, dadurch gekennzeichnet, daß die Stellvorrichtung (SV) eine monostabile Kippschaltung (MF) aufweist, die die Pulsfolge als Eingangssignal empfängt.

5. Vorrichtung nach Anspruch 4, dadurch gekennzeichnet, daß die Stellvorrichtung zwei Vergleichler (V1, V2) aufweist und daß der nichtinvertierende Eingang des ersten Vergleichlers (V1) und der

invertierende Eingang des zweiten Vergleichers (V2) mit dem Ausgang der Kippschaltung (MF) verbunden sind.

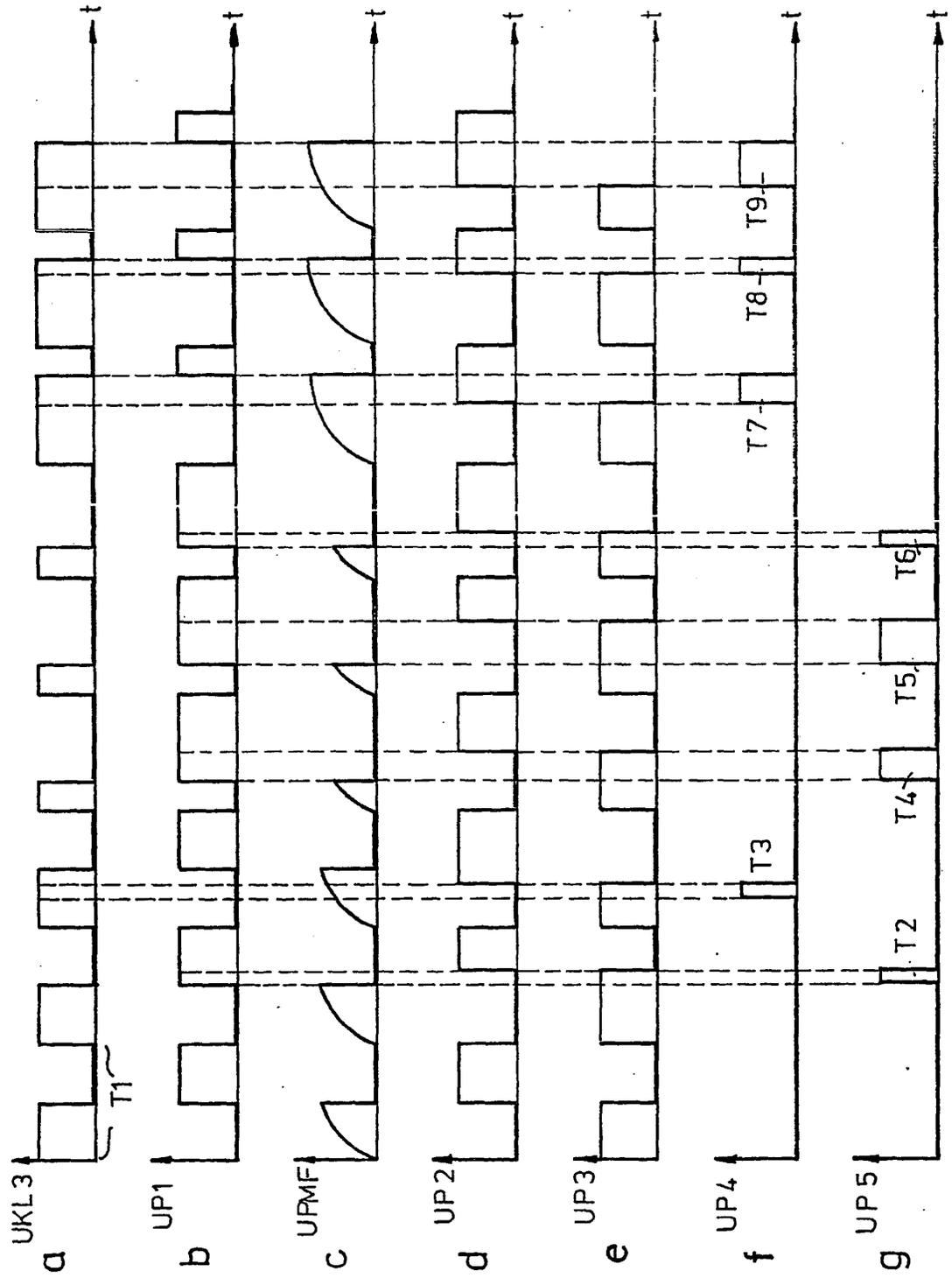
6. Vorrichtung nach Anspruch 5, dadurch gekennzeichnet, daß der invertierende Eingang des ersten Vergleichers (V1) und der nichtinvertierende Eingang des zweiten Vergleichers (V2) mit dem Mittelabgriff eines Spannungsteiles verbunden sind, dessen Spannungsabfall von der Stellung des Rückmelde-Potentiometers (RP) abhängig ist.

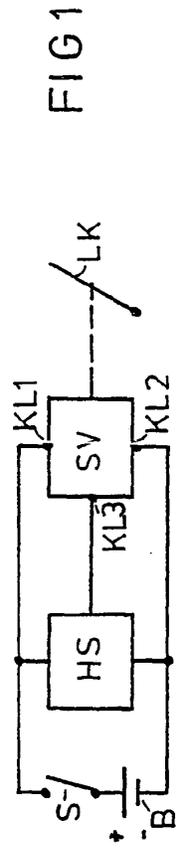
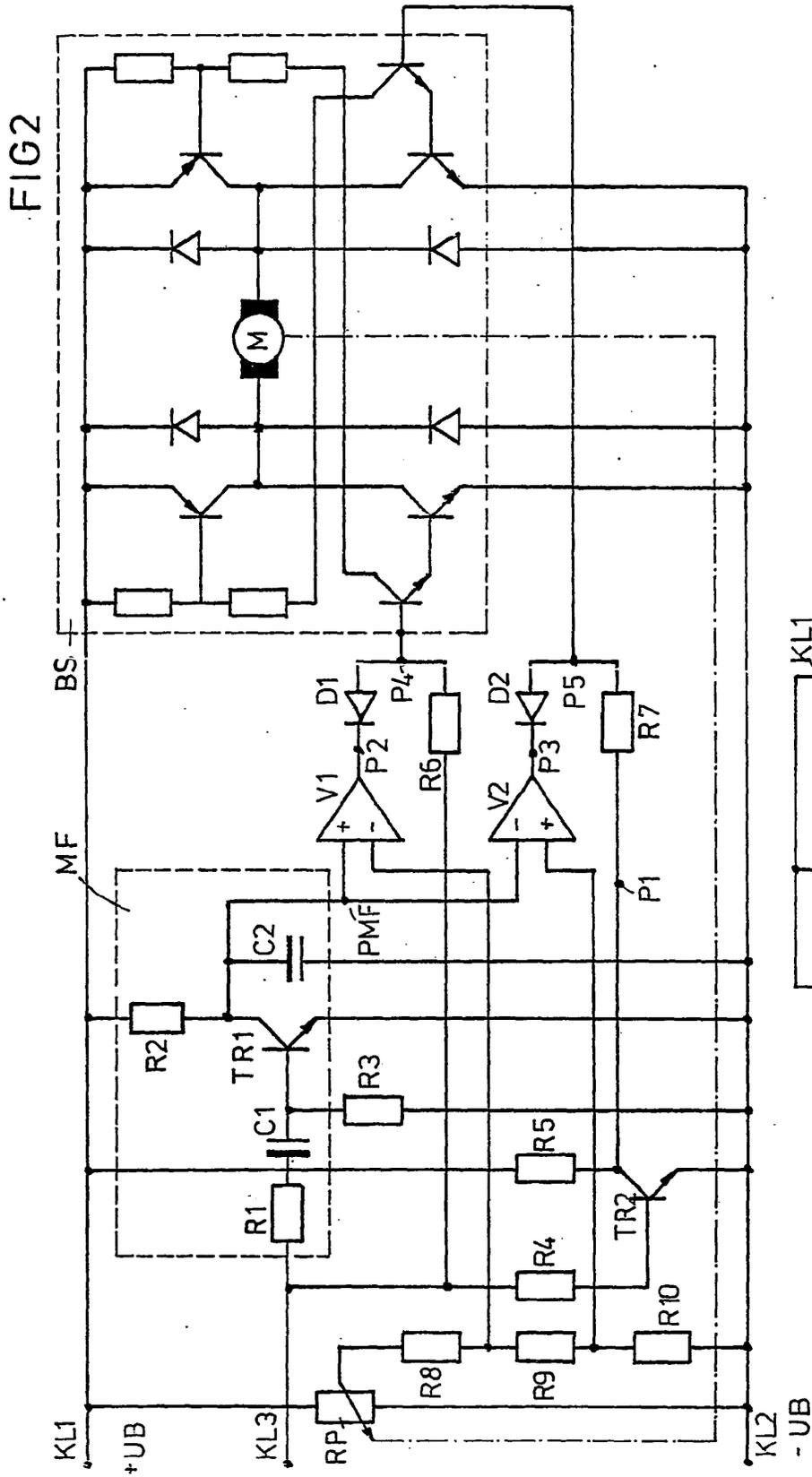
7. Vorrichtung nach Anspruch 6, dadurch gekennzeichnet, daß der Spannungsteiler drei Widerstände (R8, R9, R10) aufweist und daß die Vergleichers (V1, V2) derart mit dem Spannungsteiler verbunden sind, daß der invertierende Eingang des ersten Vergleichers (V1) ein höheres Potential aufweist, als der nichtinvertierende Eingang des zweiten Vergleichers (V2).

8. Vorrichtung nach Anspruch 5, dadurch gekennzeichnet, daß der Ausgang des ersten Vergleichers (V1) über eine erste Diode (D1) mit der ersten Pulsfolge beaufschlagbar ist und/oder daß der Ausgang des zweiten Vergleichers (V2) über eine zweite Diode (D2) mit der invertierten Pulsfolge beaufschlagbar ist.

9. Vorrichtung nach Anspruch 8, dadurch gekennzeichnet, daß der Stellmotor (M) durch eine Brücken-Transistor-Brücken-Schaltung mit Strom beaufschlagbar ist, daß eine erste Brückendiagonale durch den ersten Vergleichers (V1) steuerbar ist und daß eine zweite Brückendiagonale durch den zweiten Vergleichers (V2) steuerbar ist.

FIG 3







UNITED STATES PATENT AND TRADEMARK OFFICE

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
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10/285,312	10/31/2002	James E. Smith	1-23649	1413
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27210	7590	12/23/2003		
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TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT	PAPER NUMBER
----------	--------------

2875

DATE MAILED: 12/23/2003

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

Office Action Summary	Application No. 10/285,312	Applicant(s) SMITH ET AL.	
	Examiner Ali Alavi	Art Unit 2875	

-- 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 MONTH(S) 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 the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- 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 31 October 2002.
- 2a) This action is **FINAL**. 2b) This action is non-final.
- 3) 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

- 4) Claim(s) 1-13 is/are pending in the application.
4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) Claim(s) _____ is/are allowed.
- 6) Claim(s) 1-13 is/are rejected.
- 7) Claim(s) _____ is/are objected to.
- 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
- 10) 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).
- 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. §§ 119 and 120

- 12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
a) All b) Some * c) None of:
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.
- 13) Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e) (to a provisional application) since a specific reference was included in the first sentence of the specification or in an Application Data Sheet. 37 CFR 1.78.
a) The translation of the foreign language provisional application has been received.
- 14) Acknowledgment is made of a claim for domestic priority under 35 U.S.C. §§ 120 and/or 121 since a specific reference was included in the first sentence of the specification or in an Application Data Sheet. 37 CFR 1.78.

Attachment(s)

- | | |
|--|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413) Paper No(s). _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152) |
| 3) <input checked="" type="checkbox"/> Information Disclosure Statement(s) (PTO-1449) Paper No(s) <u>10/02</u> . | 6) <input type="checkbox"/> Other: |

DETAILED ACTION

Information Disclosure Statement

1. The references on PTO 1499 submitted on 10/31/2002 are acknowledged. All the cited references have been considered. However the foreign patents and documents cited by applicant are considered to the extent that could be understood from the abstract and drawings. Patent applicant has duty not just to disclose pertinent prior art references but to make the disclosure in such way as not to "bury" it within other disclosures of less relevant prior art; See *Golden Valley Microwave Foods Inc. v. Weaver Popcorn Co. Inc.*, 24 USPQ2d 1801 (N.D.I. 1992); *Molins PLC v. Textron Inc.*, 26 USPQ2d 1889, at 1899 (D. Del. 1992); *Penn Yan Boats, Inc. v. Sea Lark Boats, Inc. et al.*, 175 USPQ 260, at 272 (S.D. Fl. 1972).

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(e) the invention was described in (1) an application for patent, published under section 122(b), by another filed in the United States before the invention by the applicant for patent or (2) a patent granted on an application for patent by another filed in the United States before the invention by the applicant for patent, except that an international application filed under the treaty defined in section 351(a) shall have the effects for purposes of this subsection of an application filed in the United States only if the international application designated the United States and was published under Article 21(2) of such treaty in the English language.

Claims 1-2, 4-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Toda et al (U.S. Pat. No 6,305,823).

Toda et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12, 14) that is adapted to generate a signal that is

representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12), and suspension height (14) of the vehicle; a controller (16) that is responsive to said sensor signal for generating an output signal; and an actuator (10) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), Height sensor (14).

Claims 1-2, 4-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Okuchi et al (U.S. Pat. No 6,193,398).

Okuchi et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12) a controller (20) that is responsive to said sensor signal for generating an output signal; and an actuator (35) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), pitch angle (2103, fig. 9), suspension height (2201, 2203, fig. 14).

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(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 1-3 and 9 are rejected under 35 U.S.C. 102(b) as being anticipated by Gotoh (US Pat. No 5,909,949).

Gotoh discloses an automatic directional control system for a vehicle headlight comprising: a sensor (22) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (22), and steering angle (21) and a controller (10) that is responsive to said sensor signal for generating an output signal; and an actuator (24) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract).

Conclusion

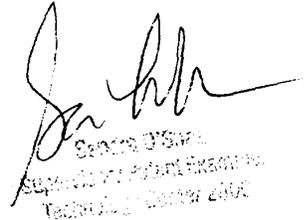
4. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. Kobayashi (US Pat. No 6,049,749) discloses a lighting device for a vehicle light including a road profile calculation (2) and vehicle advancing direction predicting means (3), and vehicle speed sensor (7) is cited of interest.

Application/Control Number: 10/285,312
Art Unit: 2875

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5. Any inquiry concerning this communication or earlier communication from the examiner should be directed to Ali Alavi whose telephone number is (703) 305-0522. The examiner can normally be reached between 8:00 A.M. to 6:30 P.M. Tuesday to Friday. If attempts to reach the examiner by phone are unsuccessful, the examiner's supervisor, Sandy O'Shea can be reached at (703) 305-4939 or you may fax your inquiry to the **Central Fax** at (703) 872-9306.

Ali Alavi



Sandy O'Shea
Supervisor, Patent Examination
Technology Center 2875



INFORMATION DISCLOSURE STATEMENT BY APPLICANT	U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE	ATTY. DOCKET NO. 1-23649	SERIAL NO. 10/285,312
	APPLICANT JAMES E. SMITH et al.		
	FILING DATE October 31, 2002	GROUP 2875	

U.S. PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE
<i>DA</i>	3,634,677	1/1972	Stuttgart et al.	362	467	
	3,939,339	2/1976	Alphen	362	467	
	3,953,726	4/1976	Scarritt, Sr.	362	465	
	4,024,388	5/1977	Skoff	362	467	
	4,066,886	1/1978	Martin	362	465	
	4,162,424	7/1979	Zillgitt et al.	362	467	
	4,186,428	1/1980	Deverrewaere	362	466	
	4,204,270	5/1980	d'Orsay	362	466	
	4,217,631	8/1980	Bergkvist	362	466	
	4,225,902	9/1980	Ishikawa et al.	318	696	
	4,310,172	1/1982	Claude et al.	362	466	
	4,583,152	4/1986	Kawai et al.	280	6.158	
	4,768,135	8/1988	Kretschmer et al.	362	40	
	4,791,343	12/1988	Ahrendt	362	348	
	4,833,573	5/1989	Miyauchi et al.	362	466	
	4,868,720	9/1989	Miyauchi et al.	362	466	
	4,868,721	9/1989	Soardo	362	466	
	4,870,545	9/1989	Hatanaka et al.	315	82	
<i>DA</i>	4,891,559	1/1990	Matsumoto et al.	356	121	
	4,907,877	3/1990	Fukuda et al.	318	603	

FOREIGN PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	COUNTRY	CLASS	SUBCLASS	TRANSLATION YES NO
<i>DA</i>	EP0306611	3/1989	E.P.O.			(abstract)

OTHER DOCUMENTS (Including Author, Title, Date, Pertinent Pages, Etc.)

<i>Ali Oono</i>	DATE CONSIDERED <i>12/12/03</i>
-----------------	---------------------------------

EXAMINER: Initial if citation considered, whether or not citation is in conformance with MPEP 609; Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.



INFORMATION DISCLOSURE STATEMENT BY APPLICANT	U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE	ATTY. DOCKET NO. 1-23649	SERIAL NO. 10/285,312
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	FILING DATE October 31, 2002	GROUP 2875	

U.S. PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE
SA	4,908,560	3/1990	Shibata et al.	318	603	
	4,916,587	4/1990	Hirose et al.	362	460	
	4,943,893	7/1990	Shibata et al.	362	37	
	4,948,249	8/1990	Hopkins et al.	356	121	
	5,060,120	10/1991	Kobayashi et al.	362	465	
	5,099,400	3/1992	Lee	362	37	
	5,158,352	10/1992	Ikegami et al.	362	359	
	5,164,785	11/1992	Hopkins et al.	356	121	
	5,181,429	1/1993	Sieber	74	89.42	
	5,193,894	3/1993	Lieter et al.	362	466	
	5,331,393	7/1994	Hopkins et al.	356	121	
	5,373,357	12/1994	Hopkins et al.	356	121	
	5,392,111	2/1995	Murata et al.	356	121	
	5,404,278	4/1995	Shibata et al.	362	464	
	5,426,571	6/1995	Jones	362	466	
	5,428,512	6/1995	Mouzas	362	466	
	5,485,265	1/1996	Hopkins	356	121	
	5,526,242	6/1996	Takahashi et al.	362	466	
↓	5,550,717	8/1996	Liao	362	467	
SA	5,633,710	5/1997	Kumra	362	464	

FOREIGN PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	COUNTRY	CLASS	SUBCLASS	TRANSLATION	
						YES	NO

OTHER DOCUMENTS (Including Author, Title, Date, Pertinent Pages, Etc.)

DATE CONSIDERED 12/12/03

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U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE INFORMATION DISCLOSURE STATEMENT BY APPLICANT	ATTY. DOCKET NO. 1-23649	SERIAL NO. 10/285,312
	APPLICANT JAMES E. SMITH et al.	
	FILING DATE October 31, 2002	GROUP 2875

U.S. PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE
<i>JS</i>	5,660,454	8/1997	Mori et al.			
	5,707,129	1/1998	Kobayashi	362	464	
	5,751,832	5/1998	Panter et al.	362	104	
	5,779,342	7/1998	Kluge	362	507	
	5,781,105	7/1998	Bitar et al.	340	468	
	5,785,405	7/1998	Huhn	362	459	
	5,868,488	2/1999	Speak et al.	362	37	
	5,877,680	3/1999	Okuchi et al.	340	468	
	5,896,011	4/1999	Zillgitt	340	468	
	5,907,196	5/1999	Hayami et al.	307	10.8	
	5,920,386	7/1999	Panter et al.	356	121	
	5,938,319	8/1999	Hege	362	459	
	5,977,678	11/1999	Miller et al.	310	103	
	6,010,237	1/2000	Gotou	362	460	
	6,049,749	4/2000	Kobayashi	701	49	
	6,097,156	8/2000	Diep	315	82	
	6,118,113	9/2000	Hibbard et al.	250	205	
	6,142,655	11/2000	Zillgitt et al.	362	466	
	6,144,159	11/2000	Lopez et al.	315	82	
<i>JS</i>	6,176,590	1/2001	Prevost et al.	362	37	

FOREIGN PATENT DOCUMENTS

EXAMINER INITIAL	DOCUMENT NUMBER	DATE	COUNTRY	CLASS	SUBCLASS	TRANSLATION	
						YES	NO

OTHER DOCUMENTS (Including Author, Title, Date, Pertinent Pages, Etc.)

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JS DATE CONSIDERED 12/12/03

EXAMINER: Initial if citation considered, whether or not citation is in conformance with MPEP 609; Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

Notice of References Cited	Application/Control No. 10/285,312	Applicant(s)/Patent Under Reexamination SMITH ET AL.	
	Examiner Ali Alavi	Art Unit 2875	Page 1 of 1

U.S. PATENT DOCUMENTS

*	Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
A	US-6,305,823	10-2001	Toda et al.	362/276
B	US-6,193,398	02-2001	Okuchi et al.	362/466
C	US-6,049,749	04-2000	Kobayashi, Shoji	701/49
D	US-5,909,949	06-1999	Gotoh, Shinichiro	362/37
E	US-			
F	US-			
G	US-			
H	US-			
I	US-			
J	US-			
K	US-			
L	US-			
M	US-			

FOREIGN PATENT DOCUMENTS

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

NON-PATENT DOCUMENTS

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

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

Index of Claims



Application No.

10/285,312

Examiner

Ali Alavi

Applicant(s)

SMITH ET AL.

Art Unit

2875

√	Rejected
=	Allowed

-	(Through numeral) Cancelled
+	Restricted

N	Non-Elected
I	Interference

A	Appeal
O	Objected

Claim		Date	
Final	Original		
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Claim		Date	
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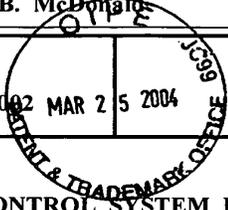
Claim		Date	
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Image

2875

AMENDMENT TRANSMITTAL LETTER (Large Entity)	Docket No. 1-23649
Applicant(s): James E. Smith and Anthony B. McDonald	

Serial No. 10/285,312	Filing Date October 31, 2002	Examiner Ali Alavi	Group Art Unit 2875
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Invention:
AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

TO THE COMMISSIONER FOR PATENTS:

Transmitted herewith is an amendment in the above-identified application.

The fee has been calculated and is transmitted as shown below.

CLAIMS AS AMENDED

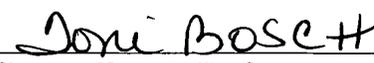
	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST # PREV. PAID FOR	NUMBER EXTRA CLAIMS PRESENT	RATE	ADDITIONAL FEE
TOTAL CLAIMS	12 -	20 =	0 x	\$18.00	\$0.00
INDEP. CLAIMS	2 -	3 =	0 x	\$86.00	\$0.00
Multiple Dependent Claims (check if applicable) <input type="checkbox"/>					\$0.00
TOTAL ADDITIONAL FEE FOR THIS AMENDMENT					\$0.00

- No additional fee is required for amendment.
- Please charge Deposit Account No. _____ in the amount of _____
- A check in the amount of _____ to cover the filing fee is enclosed.
- The Director is hereby authorized to charge payment of the following fees associated with this communication or credit any overpayment to Deposit Account No. 13-0005
 - Any additional filing fees required under 37 C.F.R. 1.16.
 - Any patent application processing fees under 37 CFR 1.17.


Signature

Dated: March 23, 2004

Richard S. MacMillan, Reg. No. 30,085
MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, OH 43604
Telephone: (419) 255-5900
Facsimile: (419) 255-9639

<p>I certify that this document and fee is being deposited on March 23, 2004 with the U.S. Postal Service as first class mail under 37C.F.R. 1.8 and is addressed to the for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.</p> <p style="text-align: center;"> Signature of Person Mailing Correspondence</p> <p style="text-align: center;">Toni Bosch Typed or Printed Name of Person Mailing Correspondence</p>

cc:



PATENT

CERTIFICATE OF MAILING BY FIRST CLASS MAIL

I hereby certify that this document is being deposited with the United States Postal Service as first class mail in an envelope addressed to the Commissioner For Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450 on the date set forth below.

Joni BOSCH

(signature)

Date of signature and deposit - March 23, 2004

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

AMENDMENT

Honorable Sir:

Please amend the above-identified application as indicated on the following pages.

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) An automatic directional control system for a vehicle headlight comprising:

a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle;

a controller that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount;

and

an actuator that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal.

2. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the road speed of the vehicle.

3. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the steering angle of the vehicle.

4. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the pitch of the vehicle.

5. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the suspension height of the vehicle.

6. (Cancelled).

7. (Currently Amended) ~~An~~ The automatic directional control system ~~defined in Claim 1 wherein said~~ for a vehicle headlight comprising:

a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle;

a controller that is responsive to a rate of change of said sensor signal for generating said output signal; and

an actuator that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal.

8. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the road speed of the vehicle.

9. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the steering angle of the vehicle.

10. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the pitch of the vehicle.

11. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the suspension height of the vehicle.

12. (Original) The automatic directional control system defined in Claim 7 wherein said controller generates said output signal only when the rate of change of said sensor signal changes by more than a predetermined threshold amount.

13. (Original) The automatic directional control system defined in Claim 1 further including a plurality of sensors adapted to generate a respective plurality of signals that are representative of a respective plurality of conditions of the vehicle, and wherein said controller is responsive to said plurality of sensor signals for generating said output signal.

REMARKS

Independent Claim 1 has been amended to include the salient limitation of Claim 6. Claim 1 now defines the invention as an automatic directional control system for a vehicle headlight that includes a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, wherein the sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle. A controller is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. None of the art of record is believed to show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount.

Claim 7 has been re-written in independent form. Claim 7 defines the invention as an automatic directional control system for a vehicle headlight including a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, wherein the sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle. A controller is responsive to a rate of change of the sensor signal for generating the output signal. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. None of the art of record is believed to show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal.

Respectfully submitted,



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Reg. No. 30,085

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(419) 255-5900

PATENT APPLICATION FEE DETERMINATION RECORD
Effective October 1, 2001

Application or Docket Number

10/285372

CLAIMS AS FILED - PART I

	(Column 1)	(Column 2)
TOTAL CLAIMS	13	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	13 minus 20 = *	
INDEPENDENT CLAIMS	1 minus 3 = *	
MULTIPLE DEPENDENT CLAIM PRESENT <input type="checkbox"/>		

* If the difference in column 1 is less than zero, enter "0" in column 2

SMALL ENTITY TYPE OR

OTHER THAN SMALL ENTITY

RATE	FEE	OR	RATE	FEE
BASIC FEE	370.00		BASIC FEE	740.00
X\$ 9=			X\$18=	
X42=			X84=	
+140=			+280=	
TOTAL			TOTAL	

CLAIMS AS AMENDED - PART II

AMENDMENT A	(Column 1)	(Column 2)	(Column 3)
	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
Total	* 12	Minus ** 20	=
Independent	* 2	Minus *** 3	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

SMALL ENTITY OR

OTHER THAN SMALL ENTITY

RATE	ADDITIONAL FEE	OR	RATE	ADDITIONAL FEE
X\$ 9=			X\$18=	
X42=			X84=	
+140=			+280=	
TOTAL ADDIT. FEE			TOTAL ADDIT. FEE	

AMENDMENT B	(Column 1)	(Column 2)	(Column 3)
	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
Total	*	Minus **	=
Independent	*	Minus ***	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

RATE	ADDITIONAL FEE	OR	RATE	ADDITIONAL FEE
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X42=			X84=	
+140=			+280=	
TOTAL ADDIT. FEE			TOTAL ADDIT. FEE	

AMENDMENT C	(Column 1)	(Column 2)	(Column 3)
	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
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Independent	*	Minus ***	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

RATE	ADDITIONAL FEE	OR	RATE	ADDITIONAL FEE
X\$ 9=			X\$18=	
X42=			X84=	
+140=			+280=	
TOTAL ADDIT. FEE			TOTAL ADDIT. 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.

L Number	Hits	Search Text	DB	Time stamp
15	332	(362/507).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:13
16	174	(362/526).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:13
17	55	(362/446).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:14
18	192	(362/466).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:14
19	712	(362/802).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:14
20	680	(362/276).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:15
-	0	("lightnear3(guideplate)near3increas\$4near5	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:12
-	0	headlight and sensor and contrl\$4 and actua\$4	USPAT; US-PGPUB; EPO; JPO; DERWENT	2004/06/12 11:13
-	1660	headlight and sensor and control\$4 and actua\$4	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/11 14:55
-	160	362/\$.ccls. and (headlight and sensor and control\$4 and actua\$4)	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/11 14:55
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-	140	(362/\$.ccls. and (headlight and sensor and control\$4 and actua\$4)) and (angle pitch speed height)	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/11 15:19
-	16	((362/\$.ccls. and (headlight and sensor and control\$4 and actua\$4)) and (angle pitch speed height)) and 362/465.ccls.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/11 15:19
-	14	(("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686")).PN. or (2001/0019225).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 09:34

-	89	(("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710")).PN. or (2001/0019225).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 09:43
-	129	(("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877")).PN. or (2001/0019225).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 10:54
-	2	("6305823").PN.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 10:56

-	24	((("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877")).PN. or (2001/0019225).CCLS.) and steer\$4 near2 angle	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 10:56
-	18	(((("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877")).PN. or (2001/0019225).CCLS.) and steer\$4 near2 angle) and sensor	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 10:57

-	2	((("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877")).PN. or (2001/0019225).CCLS.) and steer\$4 near2 angle) and sensor) and pitch\$3	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 15:05
-	8746	switch near4 circuit near3 board	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 15:06
-	560	(switch near4 circuit near3 board) and pushbutton	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/12 15:07
-	137	(362/37).CCLS.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/13 14:40
-	2	("6193398").PN.	USPAT; US-PGPUB; EPO; JPO; DERWENT	2003/12/13 14:41



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

27210 7590 06/15/2004
MACMILLAN, SOBANSKI & TODD, LLC
 ONE MARITIME PLAZA - FOURTH FLOOR
 720 WATER STREET
 TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT	PAPER NUMBER
----------	--------------

2875

DATE MAILED: 06/15/2004

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

DETAILED ACTION

1. *Applicant's amendment filed on 3/28/04 has been entered. Accordingly, claim 1 has been amended and claim 6 has been canceled. Claims 1-5 and 7-13 are still pending in this application.*

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(e) the invention was described in (1) an application for patent, published under section 122(b), by another filed in the United States before the invention by the applicant for patent or (2) a patent granted on an application for patent by another filed in the United States before the invention by the applicant for patent, except that an international application filed under the treaty defined in section 351(a) shall have the effects for purposes of this subsection of an application filed in the United States only if the international application designated the United States and was published under Article 21(2) of such treaty in the English language.

Claims 1-2, 4-5, 7-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Toda et al (U.S. Pat. No 6,305,823).

Toda et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12, 14) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12), and suspension height (14) of the vehicle; a controller (16) that is responsive to said sensor signal for generating an output signal; and an actuator (10) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), Height sensor (14).

Claims 1-2, 4-5, 7-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Okuchi et al (U.S. Pat. No 6,193,398).

Okuchi et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12) a controller (20) that is responsive to said sensor signal for generating an output signal; and an actuator (35) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), pitch angle (2103, fig. 9), suspension height (2201, 2203, fig. 14).

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(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 1-3 and 9 are rejected under 35 U.S.C. 102(b) as being anticipated by Gotoh (US Pat. No 5,909,949).

Gotoh discloses an automatic directional control system for a vehicle headlight comprising: a sensor (22) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (22), and steering angle (21) and a controller (10) that is responsive to said sensor signal for

generating an output signal; and an actuator (24) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle.

Response to Arguments

4. Applicant's arguments filed on March 28, 2004 have been considered but they are not persuasive. Since applicant failed to discuss the references applied against the claims, explaining how the claims avoid the references or distinguish from them. Therefore, claims 1-5, 7-13 rejection stand.

Conclusion

5. THIS ACTION IS MADE FINAL. 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 mailing date of this final action.

6. Any inquiry concerning this communication or earlier communication from the examiner should be directed to Ali Alavi whose telephone number is (571) 272-2365.

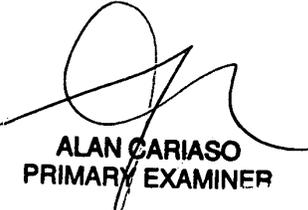
Application/Control Number: 10/285,312
Art Unit: 2875

Page 5

The examiner can normally be reached between 7:00 A.M. to 5:30 P.M. Tuesday to Friday. If attempts to reach the examiner by phone are unsuccessful, the examiner's supervisor, Sandy O'Shea can be reached at (571) 272-2378 or you may fax your inquiry to the **Central Fax** at (703) 872-9306.

Any inquiry of a general nature or relating to the status of this application should be directed to the receptionist whose telephone number is (703) 308-2956.

Ali Alavi



ALAN CARIASO
PRIMARY EXAMINER

Index of Claims



Applicati n No.

10/285,312

Examiner

Ali Alavi

Applicant(s)

SMITH ET AL.

Art Unit

2875

√	Rejected
=	Allowed

-	(Through numeral) Cancelled
+	Restricted

N	Non-Elected
I	Interference

A	Appeal
O	Objected

Claim		Date	
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CERTIFICATE OF MAILING BY FIRST CLASS MAIL

JAF
ETW



I hereby certify that this document is being deposited with the United States Postal Service as first class mail in an envelope addressed to the Commissioner For Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450 on the date set forth below.

Jonie BOSCH
(signature)

Date of signature and deposit - Sept. 15, 2004

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

NOTICE OF APPEAL

Honorable Sir:

The applicant respectfully appeals from the Final Rejection of the Examiner dated June 15, 2004 in the above-identified application. Please charge Deposit Account No. 13-0005 in the amount of \$330.00 to cover the fee pursuant to 37 C.F.R. 1.17(b). A duplicate copy of this sheet is enclosed.

Respectfully submitted,

Richard S. MacMillan

Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900

09/20/2004 SSESHE1 00000009 130005 10285312
01 FC:1401 330.00 DA

PATENT

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I hereby certify that this paper is being facsimile transmitted to the U.S. Patent and Trademark Office on the date shown below.

Richard S. MacMillan
(signature)

Richard S. MacMillan
(name of person signing certificate)

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Date: November 17, 2004 No. of Pages: 2

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

REQUEST FOR RECONSIDERATION

Honorable Sir:

Reconsideration of the above-identified application is respectfully requested in light of the following remarks.

REMARKS

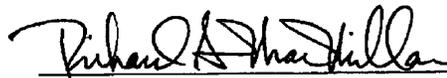
In his Final Rejection, the Examiner stated that the "applicant failed to discuss the references applied against the claims, explaining how the claims avoid the references or distinguish from them." This statement is simply incorrect.

In the Office Action preceding the Final Rejection, independent Claim 1 was amended to recite that the controller "is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount." Furthermore, in the remarks accompanying that amendment, it was stated

that “[n]one of the art of record is believed to show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount.” In his Final Rejection, the Examiner failed to discuss this limitation of Claim 1, much less provide any specific teaching in any of the references disclosing this limitation. Thus, it is respectfully requested that the Examiner withdraw the finality of the Final Rejection and either allow Claim 1 as written or issue a non-final Office Action that specifies the basis for the rejection of Claim 1, as required under the rules of practice.

Similarly, in the Office Action preceding the Final Rejection, dependent Claim 7 was re-written in independent form to define the controller as being “responsive to a rate of change of said sensor signal for generating said output signal.” Furthermore, in the remarks accompanying that amendment, it was stated that “[n]one of the art of record is believed to show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal.” In his Final Rejection, the Examiner failed to discuss this limitation of Claim 7, much less provide any specific teaching in any of the references disclosing this limitation. Thus, it is respectfully requested that the Examiner also withdraw the finality of the Final Rejection and either allow Claim 7 as written or issue a non-final Office Action that specifies the basis for the rejection of Claim 7, as required under the rules of practice.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

27210 7590 12/28/2004
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FOURTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT PAPER NUMBER

2875

DATE MAILED: 12/28/2004

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

Advisory Action	Application No. 10/285,312	Applicant(s) SMITH ET AL.	
	Examiner Ali Alavi	Art Unit 2875	

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

THE REPLY FILED 17 November 2004 FAILS TO PLACE THIS APPLICATION IN CONDITION FOR ALLOWANCE. Therefore, further action by the applicant is required to avoid abandonment of this application. A proper reply to a final rejection under 37 CFR 1.113 may only be either: (1) a timely filed amendment which places the application in condition for allowance; (2) a timely filed Notice of Appeal (with appeal fee); or (3) a timely filed Request for Continued Examination (RCE) in compliance with 37 CFR 1.114.

PERIOD FOR REPLY [check either a) or b)]

- 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.
ONLY CHECK THIS BOX WHEN THE FIRST REPLY WAS FILED WITHIN TWO MONTHS OF THE FINAL REJECTION. 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) 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).

1. A Notice of Appeal was filed on 17 September 2004. Appellant's Brief must be filed within the period set forth in 37 CFR 1.192(a), or any extension thereof (37 CFR 1.191(d)), to avoid dismissal of the appeal.
2. The proposed amendment(s) 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: _____

3. Applicant's reply has overcome the following rejection(s): _____.
4. Newly proposed or amended claim(s) _____ would be allowable if submitted in a separate, timely filed amendment canceling the non-allowable claim(s).
5. The a) affidavit, b) exhibit, or c) request for reconsideration has been considered but does NOT place the application in condition for allowance because: See Continuation Sheet.
6. The affidavit or exhibit will NOT be considered because it is not directed SOLELY to issues which were newly raised by the Examiner in the final rejection.
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.

The status of the claim(s) is (or will be) as follows:

Claim(s) allowed: _____
Claim(s) objected to: _____
Claim(s) rejected: _____
Claim(s) withdrawn from consideration: _____

8. The drawing correction filed on _____ is a) approved or b) disapproved by the Examiner.
9. Note the attached Information Disclosure Statement(s) (PTO-1449) Paper No(s). _____
10. Other: _____


Sandra O'Shea
Supervisory Patent Examiner
Technology Center 2800

Continuation of 5. does NOT place the application in condition for allowance because: The prior art of record including Toda et al in particular reads on independent claims 1 and 7.

Regarding claims 1 and 7, Toda discloses an automatic leveling device for vehicle headlamps including a sensor (speed sensor 12 and height sensor 14 fig. 1), a controller (CPU 16), an actuator (motor driver 18, and 20). Therefore, Toda meets the limitation of claims 1 and 7 and thus rejection of claims 1-5, and 7-13 are maintained.

PATENT

CERTIFICATE OF FACSIMILE TRANSMISSION

I hereby certify that this paper is being facsimile transmitted to the U.S. Patent and Trademark Office on the date shown below.

Richard S. MacMillan
(signature)

Richard S. MacMillan
(name of person signing certificate)

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Date: November 17, 2004 No. of Pages: 2

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS	)	Attorney Docket 1-23649

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

REQUEST FOR RECONSIDERATION

Honorable Sir:

Reconsideration of the above-identified application is respectfully requested in light of the following remarks.

REMARKS

In his Final Rejection, the Examiner stated that the "applicant failed to discuss the references applied against the claims, explaining how the claims avoid the references or distinguish from them." This statement is simply incorrect.

In the Office Action preceding the Final Rejection, independent Claim 1 was amended to recite that the controller "is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount." Furthermore, in the remarks accompanying that amendment, it was stated

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

27210 7590 02/22/2005
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FOURTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT	PAPER NUMBER
2875	

2875

DATE MAILED: 02/22/2005

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

AK

Notice of Abandonment	Application No.	Applicant(s)	
	10/285,312	SMITH ET AL.	
	Examiner	Art Unit	
	Ali Alavi	2875	

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

This application is abandoned in view of:

1. Applicant's failure to timely file a proper reply to the Office letter mailed on 28 December 2004.
 - (a) A reply was received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the period for reply (including a total extension of time of _____ month(s)) which expired on _____.
 - (b) A proposed reply was received on _____, but it does not constitute a proper reply under 37 CFR 1.113 (a) to the final rejection. (A proper reply under 37 CFR 1.113 to a final rejection consists only of: (1) a timely filed amendment which places the application in condition for allowance; (2) a timely filed Notice of Appeal (with appeal fee); or (3) a timely filed Request for Continued Examination (RCE) in compliance with 37 CFR 1.114).
 - (c) A reply was received on _____ but it does not constitute a proper reply, or a bona fide attempt at a proper reply, to the non-final rejection. See 37 CFR 1.85(a) and 1.111. (See explanation in box 7 below).
 - (d) No reply has been received.

2. Applicant's failure to timely pay the required issue fee and publication fee, if applicable, within the statutory period of three months from the mailing date of the Notice of Allowance (PTOL-85).
 - (a) The issue fee and publication fee, if applicable, was received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the statutory period for payment of the issue fee (and publication fee) set in the Notice of Allowance (PTOL-85).
 - (b) The submitted fee of \$_____ is insufficient. A balance of \$_____ is due.
The issue fee required by 37 CFR 1.18 is \$_____. The publication fee, if required by 37 CFR 1.18(d), is \$_____.
 - (c) The issue fee and publication fee, if applicable, has not been received.

3. Applicant's failure to timely file corrected drawings as required by, and within the three-month period set in, the Notice of Allowability (PTO-37).
 - (a) Proposed corrected drawings were received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the period for reply.
 - (b) No corrected drawings have been received.

4. The letter of express abandonment which is signed by the attorney or agent of record, the assignee of the entire interest, or all of the applicants.

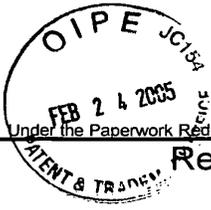
5. The letter of express abandonment which is signed by an attorney or agent (acting in a representative capacity under 37 CFR 1.34(a)) upon the filing of a continuing application.

6. The decision by the Board of Patent Appeals and Interference rendered on _____ and because the period for seeking court review of the decision has expired and there are no allowed claims.

7. The reason(s) below:



Petitions to revive under 37 CFR 1.137(a) or (b), or requests to withdraw the holding of abandonment under 37 CFR 1.181, should be promptly filed to minimize any negative effects on patent term.



200/2875
JW

PTO/SB/30 (09-04)
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U.S. Patent and Trademark Office, U.S. DEPARTMENT OF COMMERCE
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**Request
for
Continued Examination (RCE)
Transmittal**

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

Application Number	10/285,312
Filing Date	October 31, 2002
First Named Inventor	JAMES E. SMITH et al.
Art Unit	2875
Examiner Name	Ali Alavi
Attorney Docket Number	1-23649

This is a Request for Continued Examination (RCE) under 37 CFR 1.114 of the above-identified application.
Request for Continued Examination (RCE) practice under 37 CFR 1.114 does not apply to any utility or plant application filed prior to June 8, 1995, or to any design application. See Instruction Sheet for RCEs (not to be submitted to the USPTO) on page 2.

1. **Submission required under 37 CFR 1.114** Note: If the RCE is proper, any previously filed unentered amendments and amendments enclosed with the RCE will be entered in the order in which they were filed unless applicant instructs otherwise. If applicant does not wish to have any previously filed unentered amendment(s) entered, applicant must request non-entry of such amendment(s).

- a. Previously submitted. If a final Office action is outstanding, any amendments filed after the final Office action may be considered as a submission even if this box is not checked.
- i. Consider the arguments in the Appeal Brief or Reply Brief previously filed on _____
- ii. Other _____
- b. Enclosed
- i. Amendment/Reply
- ii. Affidavit(s)/ Declaration(s)
- iii. Information Disclosure Statement (IDS)
- iv. Other _____

2. **Miscellaneous**

- a. Suspension of action on the above-identified application is requested under 37 CFR 1.103(c) for a period of _____ months. (Period of suspension shall not exceed 3 months; Fee under 37 CFR 1.17(i) required)
- b. Other _____

3. **Fees**

- The RCE fee under 37 CFR 1.17(e) is required by 37 CFR 1.114 when the RCE is filed.
The Director is hereby authorized to charge the following fees, or credit any overpayments, to Deposit Account No. _____ I have enclosed a duplicate copy of this sheet.
- a. RCE fee required under 37 CFR 1.17(e)
- ii. Extension of time fee (37 CFR 1.136 and 1.17)
- iii. Other _____
- b. Check in the amount of \$ _____ enclosed
- c. Payment by credit card (Form PTO-2038 enclosed)

WARNING: Information on this form may become public. Credit card information should not be included on this form. Provide credit card information and authorization on PTO-2038.

SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT REQUIRED			
Signature		Date	2/17/2005
Name (Print/Type)	Richard S. MacMillan	Registration No.	30,085

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Signature		Date	2/17/2005
Name (Print/Type)	Richard S. MacMillan		

This collection of information is required by 37 CFR 1.114. 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: Mail Stop RCE, 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.



PATENT

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Richard S. Marshall

(signature)

Date of signature and deposit - 2/17/05

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

PRELIMINARY REMARKS

Honorable Sir:

Reconsideration of the above-identified application is respectfully requested in light of the following remarks.

REMARKS

The courtesy of the Examiner in granting the undersigned attorney a personal interview on January 26, 2005 is gratefully acknowledged. During that interview, the language of the independent claims was discussed in light of the applied references. Specifically, it was discussed that independent Claim 1 did not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. It was further discussed that independent Claim 7 did not show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal. It

was agreed that the Examiner would reconsider the rejections in a request for continued examination.

Independent Claim 1 defines the invention as an automatic directional control system for a vehicle headlight that includes a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, wherein the sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle. A controller is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. None of the art of record is believed to show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount.

The Toda et al. reference does not show or suggest the structure recited in Claim 1. Specifically, the Toda et al. reference does not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Rather, the Toda et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Toda et al. reference does not show or suggest the structure recited in Claim 1.

Similarly, the Okuchi et al. reference does not show or suggest the structure recited in Claim 1. Specifically, the Okuchi et al. reference does not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Rather, the Okuchi et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Okuchi et al. reference does not show or suggest the structure recited in Claim 1.

Lastly, the Gotoh reference does not show or suggest the structure recited in Claim 1. Specifically, the Gotoh reference does not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Rather, the Gotoh reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Gotoh reference does not show or suggest the structure recited in Claim 1.

Independent Claim 7 defines the invention as an automatic directional control system for a vehicle headlight including a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, wherein the sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle. A controller is responsive to a rate of change of the sensor signal for generating the output signal. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. None of the art of record is believed to show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal.

The Toda et al. reference does not show or suggest the structure recited in Claim 7. Specifically, the Toda et al. reference does not show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal. Rather, the Toda et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Toda et al. reference does not show or suggest the structure recited in Claim 7.

The Okuchi et al. reference does not show or suggest the structure recited in Claim 7. Specifically, the Okuchi et al. reference does not show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal. Rather, the Okuchi et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the

sensor signal. Thus, as discussed during the interview, the Okuchi et al. reference does not show or suggest the structure recited in Claim 7.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900

PATENT

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Richard S. MacMillan
(signature)

Date of signature and deposit - 2/17/05

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

REQUEST FOR EXTENSION OF TIME

Honorable Sir:

Please extend the period of time in which to file the Brief Of Appeal by three months, up to and including February 17, 2005, in accordance with 37 C.F.R. 1.136(a). Please charge Deposit Account No. 13-0005 in the amount of \$1,020.00 to cover the fee pursuant to 37 C.F.R. 1.17(a)(3). A duplicate copy of this sheet is enclosed.

Respectfully submitted,

Richard S. MacMillan

Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900

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 MAILMENT & TRANSMISSION

446/2875
 PTO/SB/30 (09-04)
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 U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

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Request for Continued Examination (RCE) Transmittal Address to: Mail Stop RCE Commissioner for Patents P.O. Box 1450 Alexandria, VA 22313-1450	Application Number	10/285,312
	Filing Date	October 31, 2002
	First Named Inventor	JAMES E. SMITH et al.
	Art Unit	2875
	Examiner Name	Ali Alavi
	Attorney Docket Number	1-23849

Free Sheet

This is a Request for Continued Examination (RCE) under 37 CFR 1.114 of the above-identified application. Request for Continued Examination (RCE) practice under 37 CFR 1.114 does not apply to any utility or plant application filed prior to June 8, 1995, or to any design application. See Instruction Sheet for RCEs (not to be submitted to the USPTO) on page 2.

1. **Submission required under 37 CFR 1.114** Note: If the RCE is proper, any previously filed unentered amendments and amendments enclosed with the RCE will be entered in the order in which they were filed unless applicant instructs otherwise. If applicant does not wish to have any previously filed unentered amendment(s) entered, applicant must request non-entry of such amendment(s).

a. Previously submitted. If a final Office action is outstanding, any amendments filed after the final Office action may be considered as a submission even if this box is not checked.

i. Consider the arguments in the Appeal Brief or Reply Brief previously filed on _____

ii. Other _____

b. Enclosed

i. Amendment/Reply

ii. Affidavit(s)/ Declaration(s)

iii. Information Disclosure Statement (IDS)

iv. Other _____

2. **Miscellaneous**

a. Suspension of action on the above-identified application is requested under 37 CFR 1.103(c) for a period of _____ months. (Period of suspension shall not exceed 3 months; Fee under 37 CFR 1.17(f) required)

b. Other _____

3. **Fees**

The RCE fee under 37 CFR 1.17(e) is required by 37 CFR 1.114 when the RCE is filed. The Director is hereby authorized to charge the following fees, or credit any overpayments, to Deposit Account No. _____ I have enclosed a duplicate copy of this sheet.

a. RCE fee required under 37 CFR 1.17(e)

ii. Extension of time fee (37 CFR 1.138 and 1.17)

iii. Other _____

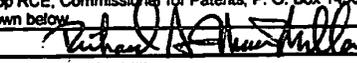
b. Check in the amount of \$ _____ enclosed

c. Payment by credit card (Form PTO-2038 enclosed)

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BEST AVAILABLE COPY

SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT REQUIRED			
Signature		Date	2/17/2005
Name (Print/Type)	Richard S. MacMillan	Registration No.	30,085

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Signature		Date	2/17/2005
Name (Print/Type)	Richard S. MacMillan		

This collection of information is required by 37 CFR 1.114. 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: Mail Stop RCE, 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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01 FC:1801 790.00 DA

Approved for use through 07/31/2005. OMB CE 51-C031
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<p style="text-align: center;">Request for Continued Examination (RCE) Transmittal</p> <p>Address to: Mail Stop RCE Commissioner for Patents P.O. Box 1450 Alexandria, VA 22313-1450</p>	Application Number	10/285,312
	Filing Date	October 31, 2002
	First Named Inventor	JAMES E. SMITH et al.
	Art Unit	2875
	Examiner Name	All Alavi
	Attorney Docket Number	1-23649

This is a Request for Continued Examination (RCE) under 37 CFR 1.114 of the above-identified application. Request for Continued Examination (RCE) practice under 37 CFR 1.114 does not apply to any utility or plant application filed prior to June 8, 1995, or to any design application. See Instruction Sheet for RCEs (not to be submitted to the USPTO) on page 2.

1. **Submission required under 37 CFR 1.114** Note: If the RCE is proper, any previously filed unentered amendments and amendments enclosed with the RCE will be entered in the order in which they were filed unless applicant instructs otherwise. If applicant does not wish to have any previously filed unentered amendment(s) entered, applicant must request non-entry of such amendment(s).

a. Previously submitted. If a final Office action is outstanding, any amendments filed after the final Office action may be considered as a submission even if this box is not checked.

i. Consider the arguments in the Appeal Brief or Reply Brief previously filed on _____

ii. Other _____

b. Enclosed

i. Amendment/Reply

ii. Affidavit(s)/ Declaration(s)

iii. Information Disclosure Statement (IDS)

iv. Other _____

2. **Miscellaneous**

a. Suspension of action on the above-identified application is requested under 37 CFR 1.103(c) for a period of _____ months. (Period of suspension shall not exceed 3 months; Fee under 37 CFR 1.17(i) required)

b. Other _____

3. **Fees** The RCE fee under 37 CFR 1.17(e) is required by 37 CFR 1.114 when the RCE is filed. The Director is hereby authorized to charge the following fees, or credit any overpayments, to Deposit Account No. _____ I have enclosed a duplicate copy of this sheet.

a. RCE fee required under 37 CFR 1.17(e)

ii. Extension of time fee (37 CFR 1.138 and 1.17)

iii. Other _____

b. Check in the amount of \$ _____ enclosed

c. Payment by credit card (Form PTO-2038 enclosed)

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SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT REQUIRED	
Signature	<i>Richard S. MacMillan</i>
Name (Print/Type)	Richard S. MacMillan
Date	2/17/2005
Registration No.	30,085

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Signature	<i>Richard S. MacMillan</i>
Name (Print/Type)	Richard S. MacMillan
Date	2/17/2005

This collection of information is required by 37 CFR 1.114. 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: Mail Stop RCE, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.
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Richard S. MacMillan
(signature)

Richard S. MacMillan
(name of person signing certificate)

Date: February 28, 2005 No. of Pages: 9

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

REQUEST FOR WITHDRAWAL OF HOLDING OF ABANDONMENT

Honorable Sir:

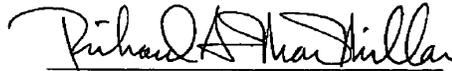
It is respectfully requested that the Notice Of Abandonment dated February 22, 2005 be withdrawn because a Request For Continued Examination, Preliminary Remarks, and Request For Extension Of Time were timely mailed to the Patent Office on February 17, 2005. Enclosed are copies of the following documents:

1. the Request For Continued Examination;
2. the Preliminary Remarks;
3. the Request For Extension Of Time; and
4. a portion of the Deposit Account records of the undersigned attorney showing that the extension of time fee was properly debited from the account.

A proper Certificate Of Mailing is provided on each of the three papers that were filed in the Patent Office. Also, the Deposit Account records confirm that such papers were, in fact received by the Patent Office.

Upon review of these three papers filed in the Patent Office, it is noted that the Request For Continued Examination requested that the filing fee be charged to the Deposit Account of the undersigned attorney, but that the number of such Deposit Account was inadvertently omitted. However, the number of such Deposit Account was properly identified in the Request For Extension Of Time that was filed therewith. It is believed that proper identification of the Deposit Account in the Request For Extension Of Time is sufficient to cure the omission contained in the Request For Continued Examination. If not, then it is respectfully requested that this paper be considered as a request for an additional one month extension of time, and that the amount of that additional one month extension of time be charged to Deposit Account No. 13-0005.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900

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PATENT

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Richard A. MacMillan

(signature)

Date of signature and deposit - 2/17/05

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

PRELIMINARY REMARKS

Honorable Sir:

Reconsideration of the above-identified application is respectfully requested in light of the following remarks.

REMARKS

The courtesy of the Examiner in granting the undersigned attorney a personal interview on January 26, 2005 is gratefully acknowledged. During that interview, the language of the independent claims was discussed in light of the applied references. Specifically, it was discussed that independent Claim 1 did not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. It was further discussed that independent Claim 7 did not show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal. It

was agreed that the Examiner would reconsider the rejections in a request for continued examination.

Independent Claim 1 defines the invention as an automatic directional control system for a vehicle headlight that includes a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, wherein the sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle. A controller is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. None of the art of record is believed to show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount.

The Toda et al. reference does not show or suggest the structure recited in Claim 1. Specifically, the Toda et al. reference does not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Rather, the Toda et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Toda et al. reference does not show or suggest the structure recited in Claim 1.

Similarly, the Okuchi et al. reference does not show or suggest the structure recited in Claim 1. Specifically, the Okuchi et al. reference does not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Rather, the Okuchi et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Okuchi et al. reference does not show or suggest the structure recited in Claim 1.

Lastly, the Gotoh reference does not show or suggest the structure recited in Claim 1. Specifically, the Gotoh reference does not show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Rather, the Gotoh reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Gotoh reference does not show or suggest the structure recited in Claim 1.

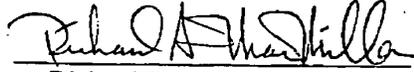
Independent Claim 7 defines the invention as an automatic directional control system for a vehicle headlight including a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, wherein the sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle. A controller is responsive to a rate of change of the sensor signal for generating the output signal. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. None of the art of record is believed to show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal.

The Toda et al. reference does not show or suggest the structure recited in Claim 7. Specifically, the Toda et al. reference does not show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal. Rather, the Toda et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, as discussed during the interview, the Toda et al. reference does not show or suggest the structure recited in Claim 7.

The Okuchi et al. reference does not show or suggest the structure recited in Claim 7. Specifically, the Okuchi et al. reference does not show or suggest a controller that is responsive to a rate of change of the sensor signal for generating the output signal. Rather, the Okuchi et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the

sensor signal. Thus, as discussed during the interview, the Okuchi et al. reference does not show or suggest the structure recited in Claim 7.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

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Toledo, Ohio 43604
(419) 255-5900

CERTIFICATE OF MAILING BY FIRST CLASS MAIL

**PATENT RECEIVED
CENTRAL FAX CENTER
FEB 28 2005**

I hereby certify that this document is being deposited with the United States Postal Service as first class mail in an envelope addressed to the Commissioner For Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450 on the date set forth below.


(signature)

Date of signature and deposit - 2/17/05

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

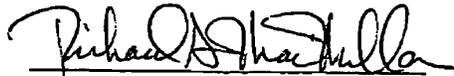
Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

REQUEST FOR EXTENSION OF TIME

Honorable Sir:

Please extend the period of time in which to file the Brief Of Appeal by three months, up to and including February 17, 2005, in accordance with 37 C.F.R. 1.136(a). Please charge Deposit Account No. 13-0005 in the amount of \$1,020.00 to cover the fee pursuant to 37 C.F.R. 1.17(a)(3). A duplicate copy of this sheet is enclosed.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900



United States
Patent and
Trademark Office



Deposit Account Statement

Requested Statement Month: February 2005
 Deposit Account Number: 130005
 Name: MACMILLAN, SOBANSKI & TODD, LLC
 Attention: AMY M. BELL
 Address: 720 WATER STREET
 City: TOLEDO
 State: OH
 Zip: 43604-1853

DATE	SEQ	POSTING REF TXT	ATTORNEY DOCKET NBR	FEE CODE	AMT	BAL
02/25	30	10285312	1-23649	1253	\$1,020.00	\$47,924.50



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.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

27210 7590 04/14/2005

MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FOURTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT	PAPER NUMBER
----------	--------------

2875

DATE MAILED: 04/14/2005

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

Continued Examination Under 37 CFR 1.114

A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after abandonment. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the abandonment of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 2/17/05 has been entered.

Response to Arguments

Applicant's arguments filed on 2/17/05 have been considered but they are not persuasive. Applicant contends that "none of the art of record is believed to show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount." Examiner respectfully disagrees with the applicant assertion. All of the art of record including Toda et al, Okuchi et al, and Gotoh references discloses the claimed invention. For instance, Toda et al discloses a sensor (12, 14) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12), and suspension height (14) of the vehicle; a controller (16) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor), and an actuator (10) that is adapted to be connected to the headlight to effect movement thereof in accordance with

said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle.

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(e) the invention was described in (1) an application for patent, published under section 122(b), by another filed in the United States before the invention by the applicant for patent or (2) a patent granted on an application for patent by another filed in the United States before the invention by the applicant for patent, except that an international application filed under the treaty defined in section 351(a) shall have the effects for purposes of this subsection of an application filed in the United States only if the international application designated the United States and was published under Article 21(2) of such treaty in the English language.

Claims 1-2, 4-5, 7-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Toda et al (U.S. Pat. No 6,305,823).

Toda et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12, 14) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12), and suspension height (14) of the vehicle; a controller (16) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor), and an actuator (10) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), Height sensor (14).

Claims 1-2, 4-5, 7-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Okuchi et al (U.S. Pat. No 6,193,398).

Okuchi et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12) a controller (20) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor), and an actuator (35) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), pitch angle (2103, fig. 9), suspension height (2201, 2203, fig. 14).

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(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 1-3 and 9 are rejected under 35 U.S.C. 102(b) as being anticipated by Gotoh (US Pat. No 5,909,949).

Gotoh discloses an automatic directional control system for a vehicle headlight comprising: a sensor (22) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (22), and steering angle (21) and a controller (10) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor), and an actuator (24) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle.

Any inquiry concerning this communication or earlier communication from the examiner should be directed to Ali Alavi whose telephone number is (571) 272-2365. The examiner can normally be reached between 7:00 A.M. to 5:30 P.M. Tuesday to Friday. If attempts to reach the examiner by phone are unsuccessful, the examiner's supervisor, Sandy O'Shea can be reached at (571) 272-2378 or you may fax your inquiry to the **Central Fax** at (703) 872-9306.

Any inquiry of a general nature or relating to the status of this application should be directed to the receptionist whose telephone number is (703) 308-2956.

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

Application/Control Number: 10/285,312
Art Unit: 2875

Page 6

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).



Ali Alavi
Examiner
AU 2875

Index of Claims



Applicati n No.

10/285,312

Examiner

Ali Alavi

Applicant(s)

SMITH ET AL.

Art Unit

2875

✓	Rejected
=	Allowed

-	(Through numeral) Cancelled
+	Restricted

N	Non-Elected
I	Interference

A	Appeal
O	Objected

Claim		Date
Final	Original	
1	1	12/12/01
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2875

PATENT



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(signature)

Date of signature and deposit - 7-14-05

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

RESPONSE

Honorable Sir:

Reconsideration of the above-identified application is respectfully requested in light of the following remarks.

REMARKS

In the Office Action dated April 14, 2005, the Examiner stated that each of the Toda et al., Okuchi et al., and Gotoh references anticipated the invention defined in Claim 1 because each disclosed a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. The Examiner further stated that "this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor." This statement is simply incorrect.

In independent Claim 1, the claimed controller is responsive to a sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. As described in the specification on Page 14, Lines 12-22:

Next, the operating algorithm 50 enters a decision point 55, wherein it is determined whether the magnitude of the adjustment that is necessary to move the headlight 11 from its current position to the desired position is greater than a predetermined minimum threshold. This step in the operating algorithm 50 is also optional, but may be desirable to prevent the actuators 12 and 13 from being operated continuously or unduly frequently in response to relatively small variations in the sensed operating condition or conditions, such as relatively small bumps in the road. For example, if the current position of the headlight 11 is relatively close to the desired position, then it may be undesirable to effect any movement thereof. This step 55 will prevent the actuators 12 and 13 from being operated unless the current position of the headlight 11 is relatively far from the desired position.”

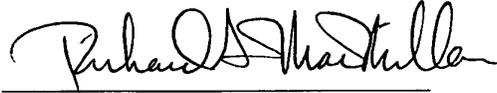
Thus, it can be seen that the claimed limitation (wherein the controller generates an output signal only when the sensor signal changes by more than a predetermined amount) is not merely a recitation of “intended use” alleged by the Examiner, but rather an important aspect of the operation of the headlight automatic directional control system. Furthermore, there is simply no disclosure contained in any of the cited references of this important aspect of the claimed invention. It is respectfully requested that the Examiner identify with specificity where this limitation is disclosed in any of the cited references. Absent this, the rejection must be withdrawn.

In independent Claim 7, the claimed controller is responsive to a rate of change of the sensor signal for generating the output signal. As described in the specification on Page 20, Lines 8-14:

“The rate of change of the sensed condition can be calculated as the difference between the first and second readings divided by the amount of time therebetween or by any other desired means. For example, if the sensed condition is vehicle speed, then the difference between the first sensed vehicle speed and the second sensed vehicle speed, divided by the amount of time therebetween, would yield a number that is representative of the acceleration of the vehicle.”

The Examiner completely failed to address the "rate of change" language of independent Claim 7 in the Office Action. Again, it is respectfully requested that the Examiner identify with specificity where this limitation is disclosed in any of the cited references. Absent this, the rejection must be withdrawn.

Respectfully submitted,



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Reg. No. 30,085

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/285,312	10/31/2002	James E. Smith	1-23649	1413
27210	7590	10/05/2005	EXAMINER	
MACMILLAN, SOBANSKI & TODD, LLC ONE MARITIME PLAZA - FOURTH FLOOR 720 WATER STREET TOLEDO, OH 43604			ALAVI, ALI	
			ART UNIT	PAPER NUMBER
			2875	

DATE MAILED: 10/05/2005

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

18

Office Action Summary	Application No. 10/285,312	Applicant(s) SMITH ET AL.	
	Examiner Ali Alavi	Art Unit 2875	

-- 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 MONTH(S) 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 the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- 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 18 July 2005.
- 2a) This action is **FINAL**. 2b) This action is non-final.
- 3) 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

- 4) Claim(s) 1-5 and 7-13 is/are pending in the application.
 - 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) Claim(s) _____ is/are allowed.
- 6) Claim(s) 1-5, and 7-13 is/are rejected.
- 7) Claim(s) _____ is/are objected to.
- 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
- 10) 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).
- 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

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).
 - a) All b) Some * c) None of:
 - 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) <input type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152) |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____ |

DETAILED ACTION

Response to Arguments

Applicant's arguments filed on 7/18/05 have been fully considered but they are not persuasive. Applicant argues that the cited references don't teach the limitation of "the controller generates an output signal only when the sensor signal changes by more than a predetermined amount" as recited in claims 1 and 7. Examiner respectfully disagrees with this assertion. Toda et al '823 shows the limitation in figure 2 and (col. 2, lines 8-27). Okuchi et al '398 shows the limitation in figure 4, the operating algorithm 107 and in column 1, lines 30-38. Gotoh '949 shows the limitation in figure 3. The cited references teach every limitation of the invention as described as applied in the following paragraphs. Therefore, the rejection of claims 1-5 and 7-13 stand.

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(e) the invention was described in (1) an application for patent, published under section 122(b), by another filed in the United States before the invention by the applicant for patent or (2) a patent granted on an application for patent by another filed in the United States before the invention by the applicant for patent, except that an international application filed under the treaty defined in section 351(a) shall have the effects for purposes of this subsection of an application filed in the United States only if the international application designated the United States and was published under Article 21(2) of such treaty in the English language.

Claims 1-2, 4-5, 7-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Toda et al (U.S. Pat. No 6,305,823).

Toda et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12, 14) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12), and suspension height (14) of the vehicle; a controller (16) that is responsive to said sensor signal for generating an output signal; and an actuator (10) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), Height sensor (14).

Claims 1-2, 4-5, 7-8, 10-13 are rejected under 35 U.S.C. 102(e) as being anticipated by Okuchi et al (U.S. Pat. No 6,193,398).

Okuchi et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12) a controller (20) that is responsive to said sensor signal for generating an output signal; and an actuator (35) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), pitch angle (2103, fig. 9), suspension height (2201, 2203, fig. 14).

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(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 1-3 and 9 are rejected under 35 U.S.C. 102(b) as being anticipated by Gotoh (US Pat. No 5,909,949).

Gotoh discloses an automatic directional control system for a vehicle headlight comprising: a sensor (22) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (22), and steering angle (21) and a controller (10) that is responsive to said sensor signal for generating an output signal; and an actuator (24) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle.

Conclusion

THIS ACTION IS MADE FINAL. 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 mailing date of this final action.

6. Any inquiry concerning this communication or earlier communication from the examiner should be directed to Ali Alavi whose telephone number is (571) 272-2365. The examiner can normally be reached between 7:00 A.M. to 5:30 P.M. Tuesday to Friday. If attempts to reach the examiner by phone are unsuccessful, the examiner's supervisor, Sandy O'Shea can be reached at (571) 272-2378 or you may fax your inquiry to the **Central Fax** at (703) 872-9306.

Any inquiry of a general nature or relating to the status of this application should be directed to the receptionist whose telephone number is (703) 308-2956.

AA


ALI ALAVI
PRIMARY EXAMINER

Index of Claims



Applicati n No.

10/285,312

Examiner

All Alavi

Applicant(s)

SMITH ET AL.

Art Unit

2875

✓	Rejected
=	Allowed

-	(Through numeral) Cancelled
+	Restricted

N	Non-Elected
I	Interference

A	Appeal
O	Objected

Claim		Date
Final	Original	
1	1/2/20	
2	1/2/20	
3	1/2/20	
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PTO/SB/33 (07-05)
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PRE-APPEAL BRIEF REQUEST FOR REVIEW		Docket Number (Optional) <i>1-23649</i>	
I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to "Mail Stop AF, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450" [37 CFR 1.8(a)] on <u>1/5/2006</u> Signature <u><i>Kathy M. Brownfield</i></u> Typed or printed name <u>KATHY M. BROWNFIELD</u>	Application Number <i>10/285,312</i>	Filed <i>10/31/2002</i>	
	First Named Inventor <i>James E. Smith</i>		
	Art Unit <i>2875</i>	Examiner <i>Ali Alavi</i>	
Applicant requests review of the final rejection in the above-identified application. No amendments are being filed with this request. This request is being filed with a notice of appeal. The review is requested for the reason(s) stated on the attached sheet(s). Note: No more than five (5) pages may be provided.			
I am the <input type="checkbox"/> applicant/inventor. <input type="checkbox"/> 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) <input checked="" type="checkbox"/> attorney or agent of record. Registration number <u>30,085</u> <input type="checkbox"/> attorney or agent acting under 37 CFR 1.34. Registration number if acting under 37 CFR 1.34 _____		<u><i>Richard S. MacMillan</i></u> Signature <u>Richard S. MacMillan</u> Typed or printed name <u>(419) 255-5900</u> Telephone number <u>1/5/2006</u> 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 than one signature is required, see below*.			
<input type="checkbox"/> *Total of _____ forms are submitted.			

This collection of information is required by 35 U.S.C. 132. 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 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: Mail Stop AF, 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.

vehicle. A controller is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. None of the art of record shows or suggests a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount.

In the Final Rejection, the Examiner identifies this minimum threshold limitation as being disclosed at Column 2, Lines 8 - 27 and in Fig. 2 of the Toda et al. reference. However, the cited portion of the Toda et al. reference states only that:

“The invention may include one or more of the following features. The automatic leveling device may include a control unit that determines, based on a signal from said failure detection means, whether or not the actuators fail, respectively, and wherein when determining that either of the actuators fails, the control unit outputs a driving stop signal to the failed actuator to stop driving the actuator. Since the control unit determines whether or not the actuators fail and stops driving the actuators, the number of constituent components of the automatic leveling device is reduced, and the construction thereof is simplified. The actuator may include a motor as an actuator main body, position detection means for detecting the driving magnitude of the motor, and a motor driver for feedback controlling the driving of the motor based on a signal from the position detection means. Since the motor driver built in the actuator feedback controls the motor, the quantity of information processed by the control unit is reduced. Therefore, the load on the control unit is reduced as well, whereby the number of functions demanded from the control unit is reduced.”

There is simply nothing contained in this portion of the Toda et al. reference (or in Fig. 2 or elsewhere in the Toda et al. reference, for that matter) that shows or suggests the claimed limitation of the controller being responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount, as specifically claimed. Rather, the Toda et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, the Toda et al. reference clearly does not show or suggest, much less anticipate, the structure recited in independent Claim 1.

Regarding the Okuchi et al. reference, the Examiner identifies this minimum threshold limitation as being disclosed at Column 1, Lines 30 - 38 and in Fig. 4. The cited portion of the Okuchi et al. reference states that:

“JP-A-9-301055 discloses a vehicle headlight optical axis control system, in which a control mode is set in accordance with acceleration, a filtering process is executed when the acceleration is smaller than a predetermined value, the filtering process is not performed so as not to delay switching of the control mode when the acceleration is equal to or larger than the predetermined value, and the optical axis direction of the headlight is adjusted on the basis of a change in the height of the vehicle on each occasion.” (emphasis added).

Nothing in the cited portion of the Okuchi et al. reference (or in Fig. 4 or elsewhere in the Okuchi et al. reference, for that matter) shows or suggests the claimed limitation of the controller being responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount, as specifically claimed. Rather, the Okuchi et al. reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, the Okuchi et al. reference clearly does not show or suggest, much less anticipate, the structure recited in independent Claim 1.

Lastly, in connection with the Gotoh reference, the Examiner identifies this minimum threshold limitation as being disclosed in Fig. 3. However, nothing in Fig. 3 (or elsewhere in the Gotoh reference, for that matter) shows or suggests the claimed limitation of the controller being responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount, as specifically claimed. Rather, the Gotoh reference discloses an automatic leveling device that changes the direction of the headlights in response to any changes in the sensor signal. Thus, the Gotoh reference clearly does not show or suggest, much less anticipate, the structure recited in independent Claim 1.

Independent Claim 7

The Examiner rejected independent Claim 7 under 35 U.S.C. 102(e) as being anticipated by either of the Toda et al. or Okuchi et al. references. These rejections are also clearly erroneous and should be withdrawn.

Independent Claim 7 defines the invention as an automatic directional control system for a vehicle headlight including a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, wherein the sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle. A controller is responsive to a rate of change of the sensor signal for generating the output signal. Lastly, an actuator is adapted to be connected to the headlight to effect movement thereof in accordance with the output signal. As described in the specification on Page 20, Lines 8-14:

“The rate of change of the sensed condition can be calculated as the difference between the first and second readings divided by the amount of time therebetween or by any other desired means. For example, if the sensed condition is vehicle speed, then the difference between the first sensed vehicle speed and the second sensed vehicle speed, divided by the amount of time therebetween, would yield a number that is representative of the acceleration of the vehicle.”

Neither of the Toda et al. or Okuchi et al. references shows or suggests, much less anticipates, a controller that is responsive to a rate of change of the sensor signal for generating the output signal, as specifically claimed. The Examiner completely failed to address the “rate of change” language of independent Claim 7 in the Final Rejection. Absent any disclosure in the references, these rejections must also be withdrawn.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fourth Floor
720 Water Street
Toledo, Ohio 43604



PATENT

AF/MW
2875
#

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Kathy M. Brownfield
(signature)

Date of signature and deposit - 1-5-2006

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

NOTICE OF APPEAL

Honorable Sir:

The applicant respectfully appeals from the Final Rejection of the Examiner dated October 5, 2005 in the above-identified application. Please charge Deposit Account No. 13-0005 in the amount of \$500.00 to cover the fee pursuant to 37 C.F.R. 41.20(b)(1). A duplicate copy of this sheet is enclosed.

Respectfully submitted,

Richard S. MacMillan
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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

27210 7590 02/03/2006
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FOURTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT PAPER NUMBER

2875

DATE MAILED: 02/03/2006

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

Application Number 	Application/Control No. 10/285,312	Applicant(s)/Patent under Reexamination SMITH ET AL.	
	Ali Alavi	Art Unit 2875	
Document Code - AP.PRE.DEC			

Notice of Panel Decision from Pre-Appeal Brief Review



This is in response to the Pre-Appeal Brief Request for Review filed 1/9/06.

1. **Improper Request** – The Request is improper and a conference will not be held for the following reason(s):

- The Notice of Appeal has not been filed concurrent with the Pre-Appeal Brief Request.
- The request does not include reasons why a review is appropriate.
- A proposed amendment is included with the Pre-Appeal Brief request.
- Other:

The time period for filing a response continues to run from the receipt date of the Notice of Appeal or from the mail date of the last Office communication, if no Notice of Appeal has been received.

2. **Proceed to Board of Patent Appeals and Interferences** – A Pre-Appeal Brief conference has been held. The application remains under appeal because there is at least one actual issue for appeal. Applicant is required to submit an appeal brief in accordance with 37 CFR 41.37. The time period for filing an appeal brief will be reset to be one month from mailing this decision, or the balance of the two-month time period running from the receipt of the notice of appeal, whichever is greater. Further, the time period for filing of the appeal brief is extendible under 37 CFR 1.136 based upon the mail date of this decision or the receipt date of the notice of appeal, as applicable.

- The panel has determined the status of the claim(s) is as follows:
 Claim(s) allowed: _____
 Claim(s) objected to: _____
 Claim(s) rejected: 1-13
 Claim(s) withdrawn from consideration: _____

3. **Allowable application** – A conference has been held. The rejection is withdrawn and a Notice of Allowance will be mailed. Prosecution on the merits remains closed. No further action is required by applicant at this time.

4. **Reopen Prosecution** – A conference has been held. The rejection is withdrawn and a new Office action will be mailed. No further action is required by applicant at this time.

All participants:

(1) Ali Alavi

(2) Sandra L. O'Shea

(3) Cassandra Spyrou

(4) _____



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

27210 7590 04/06/2006
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FOURTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT PAPER NUMBER

2875

DATE MAILED: 04/06/2006

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

Notice of Abandonment	Application No.	Applicant(s)	
	10/285,312	SMITH ET AL.	
	Examiner	Art Unit	
	Ali Alavi	2875	

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

This application is abandoned in view of:

1. Applicant's failure to timely file a proper reply to the Office letter mailed on 03 February 2006.
 - (a) A reply was received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the period for reply (including a total extension of time of _____ month(s)) which expired on _____.
 - (b) A proposed reply was received on _____, but it does not constitute a proper reply under 37 CFR 1.113 (a) to the final rejection. (A proper reply under 37 CFR 1.113 to a final rejection consists only of: (1) a timely filed amendment which places the application in condition for allowance; (2) a timely filed Notice of Appeal (with appeal fee); or (3) a timely filed Request for Continued Examination (RCE) in compliance with 37 CFR 1.114).
 - (c) A reply was received on _____ but it does not constitute a proper reply, or a bona fide attempt at a proper reply, to the non-final rejection. See 37 CFR 1.85(a) and 1.111. (See explanation in box 7 below).
 - (d) No reply has been received.

2. Applicant's failure to timely pay the required issue fee and publication fee, if applicable, within the statutory period of three months from the mailing date of the Notice of Allowance (PTOL-85).
 - (a) The issue fee and publication fee, if applicable, was received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the statutory period for payment of the issue fee (and publication fee) set in the Notice of Allowance (PTOL-85).
 - (b) The submitted fee of \$_____ is insufficient. A balance of \$_____ is due.
The issue fee required by 37 CFR 1.18 is \$_____. The publication fee, if required by 37 CFR 1.18(d), is \$_____.
 - (c) The issue fee and publication fee, if applicable, has not been received.

3. Applicant's failure to timely file corrected drawings as required by, and within the three-month period set in, the Notice of Allowability (PTO-37).
 - (a) Proposed corrected drawings were received on _____ (with a Certificate of Mailing or Transmission dated _____), which is after the expiration of the period for reply.
 - (b) No corrected drawings have been received.

4. The letter of express abandonment which is signed by the attorney or agent of record, the assignee of the entire interest, or all of the applicants.

5. The letter of express abandonment which is signed by an attorney or agent (acting in a representative capacity under 37 CFR 1.34(a)) upon the filing of a continuing application.

6. The decision by the Board of Patent Appeals and Interference rendered on _____ and because the period for seeking court review of the decision has expired and there are no allowed claims.

7. The reason(s) below:


ALI ALAVI
PRIMARY EXAMINER

Petitions to revive under 37 CFR 1.137(a) or (b), or requests to withdraw the holding of abandonment under 37 CFR 1.181, should be promptly filed to minimize any negative effects on patent term.

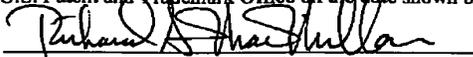
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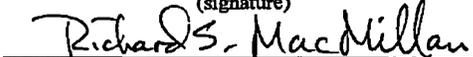
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(signature)


(name of person signing certificate)

Date: July 11, 2006 No. of Pages: 1

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

REQUEST FOR WITHDRAWAL OF HOLDING OF ABANDONMENT

Honorable Sir:

A Notice Of Abandonment was mailed on April 6, 2006, stating that no reply had been received to the Decision on the applicants' Request For A Pre-Appeal Brief Conference dated February 3, 2006. However, the time for filing the Brief On Appeal continues to run from the filing date of the Notice Of Appeal dated January 9, 2006 (including any extensions of time that may be granted). Thus, the Notice Of Abandonment is premature and should be withdrawn.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

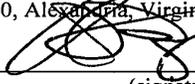
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Date of signature and deposit - 7-13-06

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312	)	Examiner Ali Alavi
)	
Filed: October 31, 2002	)	Confirmation No. 1413
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

INFORMATION DISCLOSURE STATEMENT

Honorable Sir:

Pursuant to 37 C.F.R. 1.97(b), record is hereby made of information that the Patent Office may wish to consider in connection with its examination of the above-identified application. A completed PTO-1449 form is enclosed, together with copies of the foreign patent documents and non-patent literature (if any) cited therein. Each item of information contained herein 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 this statement. A copy of a corresponding European Search Report is also enclosed. Please charge Deposit Account No. 13-0005 in the amount of \$180.00 pursuant to 37 C.F.R. 1.17(p). A duplicate copy of this sheet is enclosed.

Respectfully submitted,

Richard S. MacMillan
Reg. No. 30,085

07/18/2006 MBIZUNES 00000004 130005 10285312
01 FC:1806 180.00 DA

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(12) **UK Patent Application** (19) **GB** (11) **2 340 925** (13) **A**

(43) Date of A Publication 01.03.2000

(21) Application No 9919222.1
 (22) Date of Filing 13.08.1999
 (30) Priority Data
 (31) 10236937 (32) 24.08.1998 (33) JP

(71) Applicant(s)
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(72) Inventor(s)
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 EC2M 7LH, United Kingdom

(51) INT CL⁷
B60Q 1/115
 (52) UK CL (Edition R)
F4R RFT RMC R364 R518 R65Y R656 R789

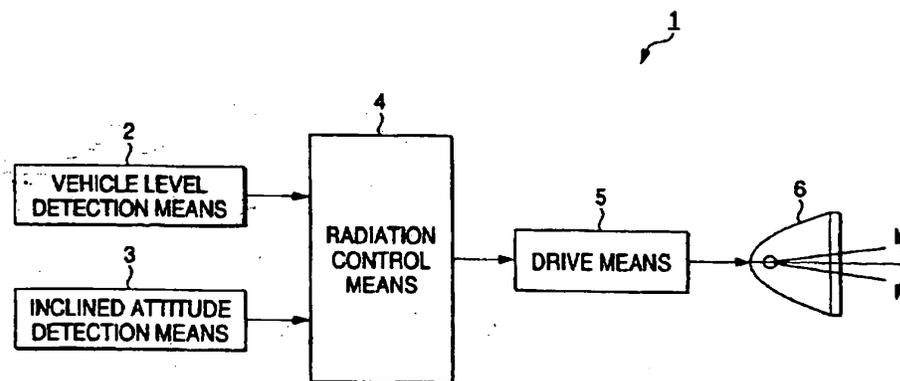
(56) Documents Cited
EP 0847895 A2 EP 0845388 A1

(58) Field of Search
 UK CL (Edition Q) **F4R RFT RMC**
 INT CL⁶ **B60Q 1/04 1/06 1/08 1/10 1/115**
 ONLINE: **EPODOC, JAPIO, WPI.**

(54) Abstract Title
Radiating direction control unit for vehicle headlamps

(57) A radiating direction control unit (1) of a lighting device (6) for a vehicle controls the radiating direction of the lighting device (6) in accordance with the pitch angle of the vehicle. The radiation direction control unit includes an axle level detector (2) which detects a change in the level of a front or a rear axle of the vehicle, and a vehicle inclination detector (3) for detecting an inclination of the vehicle in the transverse direction. A pitch angle of the vehicle is determined based on respective signals emitted by the axle level detector (2) and the vehicle inclination detector (3). A radiation direction controller (4) corrects a radiating direction of the lighting device (6) only when a change in the inclination of the vehicle in the transverse direction is not detected by the inclined attitude detection means (3). Accordingly, the radiating direction of the lighting device (6) is not changed due to a change in the vehicle attitude which does not affect the pitch angle of the vehicle.

FIG. 1



At least one drawing originally filed was informal and the print reproduced here is taken from a later filed formal copy.

FIG. 2

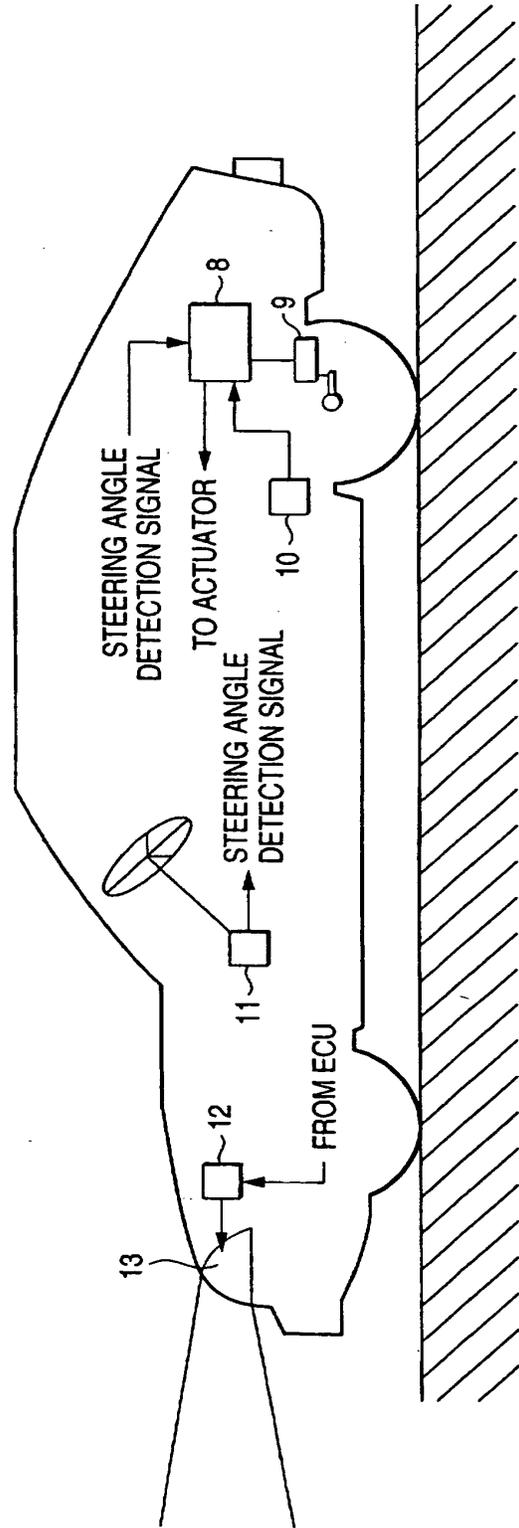


FIG. 4

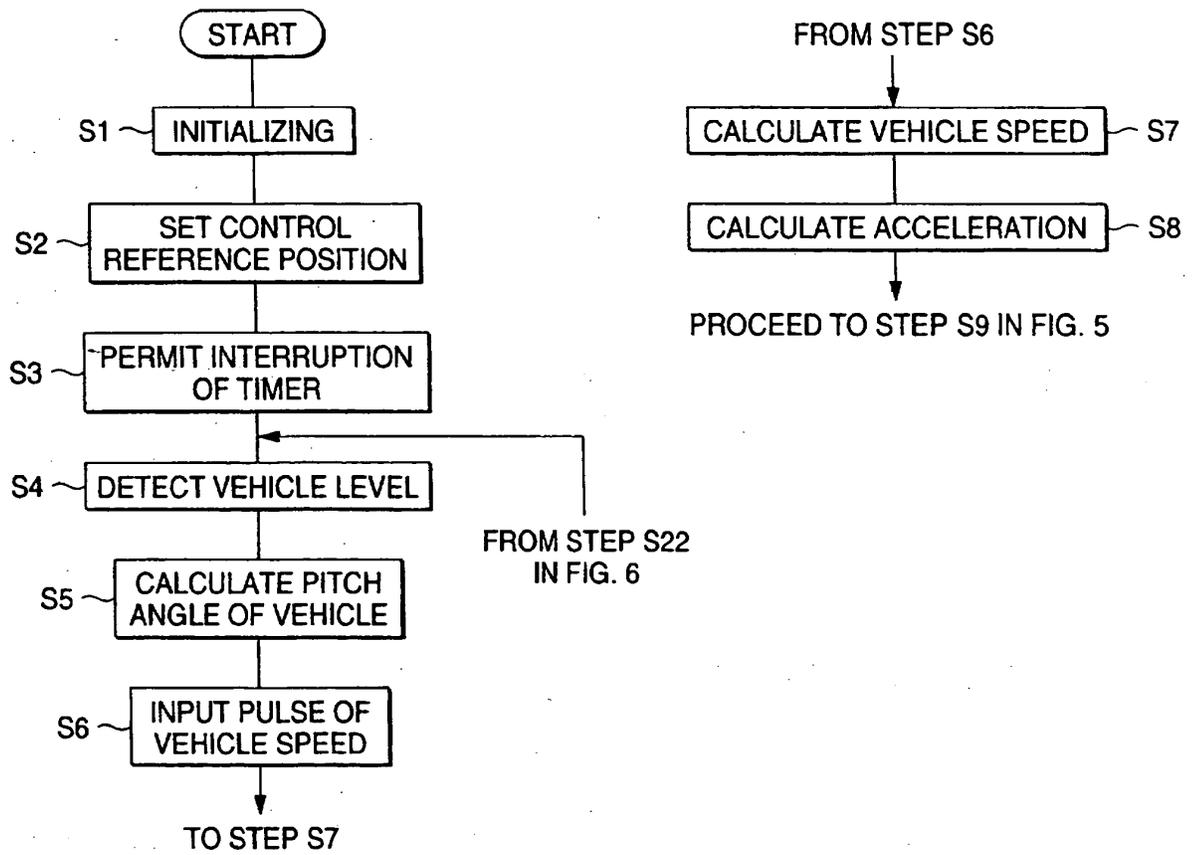


FIG. 6

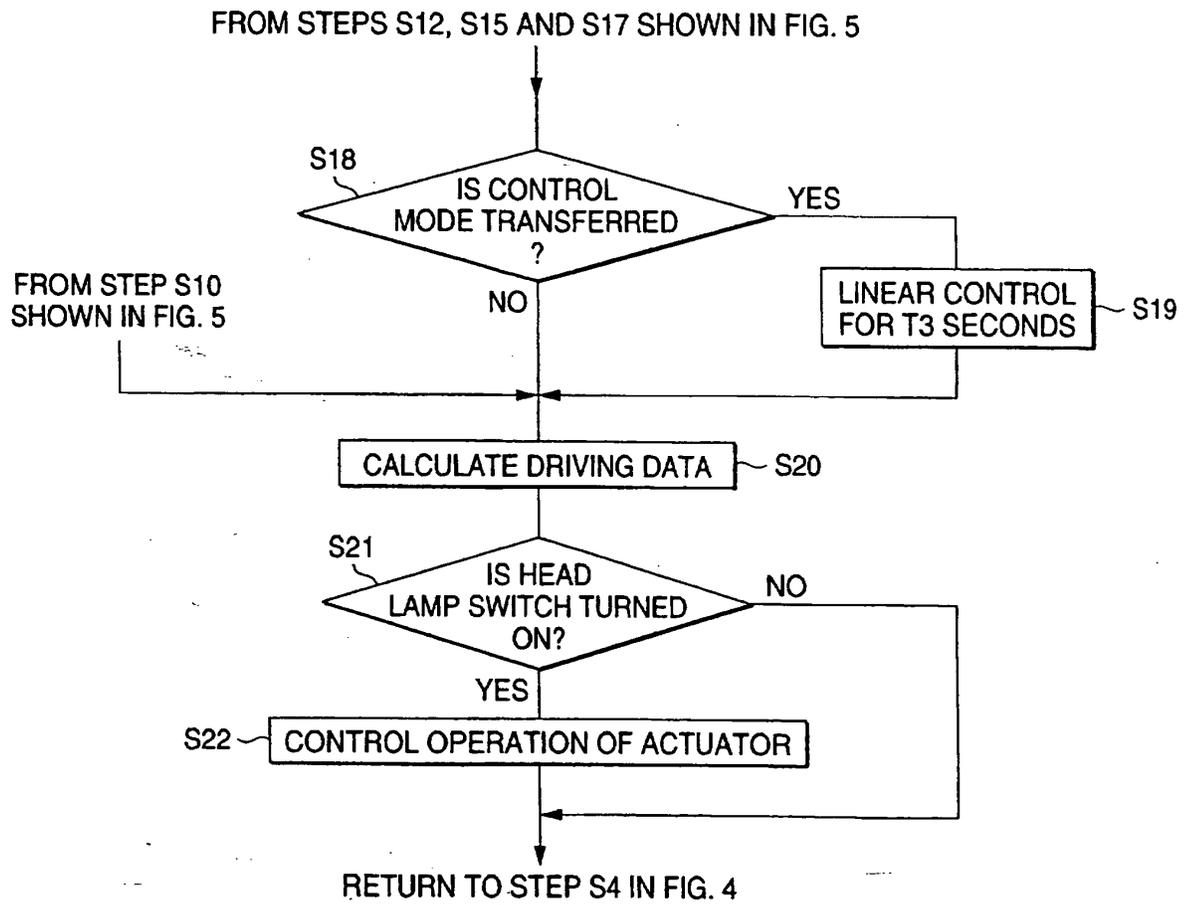
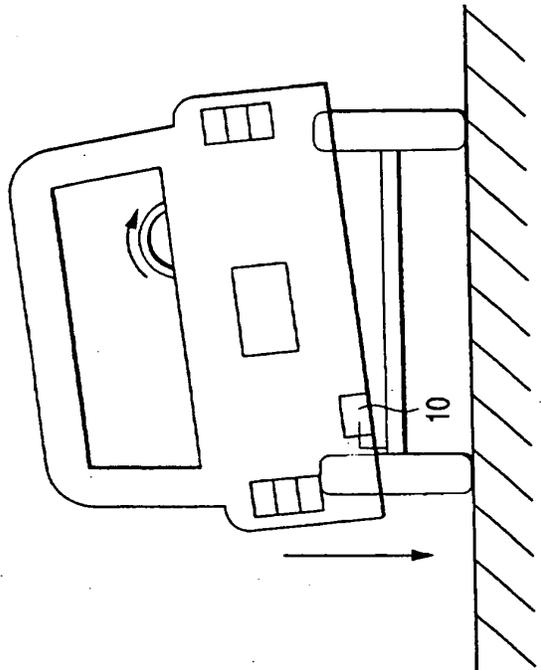
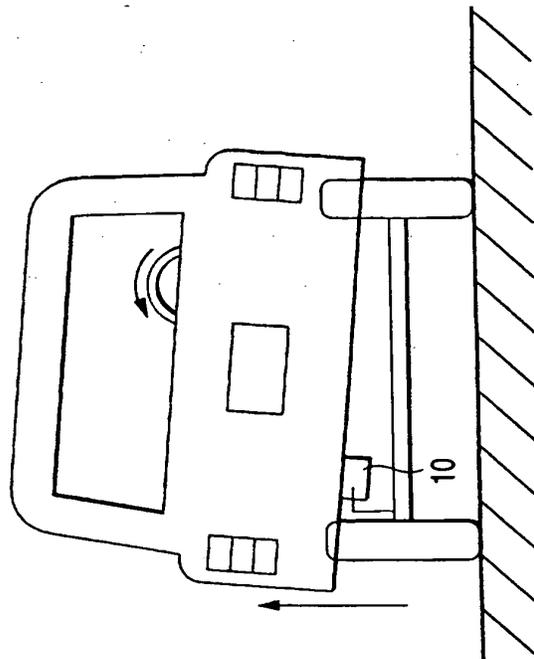


FIG. 8

IN THE CASE OF TURNING TO THE RIGHT



IN THE CASE OF TURNING TO THE LEFT



dive, the radiating direction of the lighting device is controlled so that this change can be canceled. That is, the radiating direction of the lighting device is controlled so that the radiating direction of the lighting device is controlled upward with respect to a horizontal face. Accordingly, there is a possibility that a beam of light directed upward at this time
5 causes a glare in an opposed car. When the vehicle is turning to the right, the level of the left axle is lowered. Therefore, it is erroneously recognized that this change is the same as that in the case where the front portion of the vehicle is shifted upward. In this case, the radiating direction of the lighting device is controlled downward with respect to a horizontal face. Therefore, visibility of the vehicle is lowered in this case. That is, there is a possibility that
10 safety of driving is impaired.

It is a task of the present invention to properly conduct controlling of the radiating direction of a lighting device for vehicle use when the pitch angle of a vehicle is changed.

In order to solve the above problems, the present invention provides a radiating
15 direction control unit of a lighting device for vehicle use comprising: a vehicle level detecting means for detecting a change in the level of an axle section of a front or a rear wheel of a vehicle, a pitch angle of the vehicle being found from a vehicle level detecting signal obtained by the vehicle level detecting means, a radiating direction of the lighting device being changed according to a change in an attitude of the vehicle; an inclined attitude
20 detection means for detecting an inclination of the vehicle in the transverse direction; and a radiation control means for correcting a radiating direction of the lighting device according to a change in the pitch angle of the vehicle based on the vehicle level detecting signal sent from the vehicle level detecting means only when a change in the inclination in the transverse direction of the vehicle is not detected by a signal sent from the inclined attitude detection
25 means.

According to the present invention, only when the vehicle is not inclined in the transverse direction, the radiating direction of the lighting device is corrected with respect to a change in the pitch angle of the vehicle according to the vehicle leveling signal.

30 A preferred embodiment of the present invention will now be described with reference to the accompanying drawings; in which:-

provided a vehicle level sensor which detects an amount of extension and contraction of the suspension.

The inclined attitude detecting means 3 is provided for detecting an inclination of the vehicle in the transverse direction. The detection signal obtained by the inclined attitude
5 detecting means 3 is used as a piece of fundamental information for judging whether or not a change in the pitch angle of the vehicle is detected, that is, whether or not the vehicle level detecting signal is originated from a change in the vehicle level which does not affect the pitch angle of the vehicle.

For example, the inclined attitude detecting means 3 can detect whether or not the
10 vehicle is turning by using one of the following detecting methods:

- (1) the method of detecting the speeds of a right and a left wheel;
- (2) the method of detecting the steering angle of a steering wheel;
- (3) the method of detecting the acceleration in the transverse direction given to a
vehicle; and
- 15 (4) the method of detecting a rolling angle or yawing angle of the vehicle.

First, according to method (1), a turning condition of a vehicle is grasped by detecting a difference of speed between the right and the left wheel. When a vehicle is running straight, there is no difference of speed between the right and the left wheel or there is a difference of speed which is smaller than a threshold value. When the vehicle is turning, the difference of
20 speed between the right and the left wheel becomes larger than the threshold value. Therefore, it is possible to judge a running attitude of the vehicle.

According to method (2), a steering angle of the steering wheel is detected. When the vehicle is running straight, the steering angle is smaller than a threshold value. When the vehicle is turning, the steering angle becomes larger than the threshold value. Due to the
25 foregoing, it is possible to judge a running attitude of the vehicle.

According to method (3), an acceleration given to the vehicle in the transverse direction is detected by an acceleration detecting means. When the vehicle is running, the acceleration given to the vehicle in the transverse direction is lower than a threshold value. When the vehicle is turning, the acceleration given to the vehicle in the transverse direction
30 becomes higher than the threshold value by the influence of a centrifugal force. Due to the foregoing, it is possible to judge a running attitude of the vehicle.

According to method (4), in order to detect the rolling angle, the yawing angle or both of them, for example, an angular sensor or a gyro-sensor is arranged in the vehicle, and it can

expression passes through a point $(\Delta h_0, p_0)$, value B can be determined ($B = p_0 - A \cdot \Delta h_0$), and inclination A is substantially constant irrespective of a condition of a load carried by the vehicle. Due to the foregoing, when Δh detected by the vehicle level detection in the case where the vehicle is running is substituted in the linear expression " $P = A \cdot \Delta h + B$ ", it is possible to calculate a pitch angle (P) expressing a running attitude. Due to the foregoing, when only one vehicle level detecting means is provided in one of the front and the rear axle, it is possible to calculate and estimate a pitch angle of the vehicle.

When an inclination in the transverse direction of the vehicle is detected, that is, when an inclination angle is not less than the threshold value, one of the following three items (I) to (III) may be selected.

- (I) Stoppage of the control of a radiating direction or reduction in the response speed of the control;
- (II) Control according to average processing of vehicle level detection signals; or
- (III) Control for canceling a change in the radiating direction originated from a change in the vehicle level detecting signal.

Item (I) is described as follows. Control of the radiating direction of the lighting device 6 is stopped by the radiation control means 4, so that radiating direction control of the lighting device 6 is stopped with respect to the pitch angle found by the change in the vehicle level. Alternatively, the response property of control of the radiating direction is intentionally lowered, so that control conducted on the change in the pitch angle can be suppressed. It can be said that when the response property of control is ultimately lowered, control is finally stopped.

According to item (II), a pitch angle is found which corresponds to an average of the vehicle level detection signals obtained until that time, and the radiating direction of the lighting device 6 is corrected according to the pitch angle. In this case, "average" includes a simple time average, a moving average, and a weighted average which is multiplied by a weighting coefficient, the value of which is determined by whether the vehicle level detection signal is a close signal or the vehicle level detection signal is a remote signal from the viewpoint of time.

According to item (III), the radiating direction of the lighting device 6 is corrected so that the change in the radiating direction of the lighting device corresponding to the pitch angle of the vehicle found by the vehicle level signal, which has been obtained in the case where the vehicle is turning, can be canceled. For example, when the vehicle level sensor is

lamps or only radiating axes of two of the three lamps are changed. Alternatively, it is possible to adopt a method in which an attitude of one of the components of the lighting device is controlled or attitudes of a plurality of components of the lighting device are controlled. For example, reflecting mirrors are composed of a stationary reflecting mirror
5 and a movable reflecting mirror, and an optical axis of the movable reflecting mirror is directed to a desired direction.

According to the present invention, even when a change in the level, which is caused by the influence of rolling in the case where the vehicle is turning, is detected in the axle arranged in the front or at the rear of a vehicle, it is possible to control in such a manner that
10 an unnecessary radiating direction controlling operation of the lighting device can not be conducted with respect to a change which does not affect the pitch angle of the vehicle.

Figures 2 to 8 are views showing an embodiment in which the present invention is applied to a radiating direction control unit, which is an automatic leveling device of a lighting device for automobile use.

15 Figure 2 is a schematic illustration showing an outline of an arrangement of the radiating direction control unit 7 in a vehicle. At the rear of the vehicle, there is provided ECU (electronic control unit) 8 which is a controller for the radiating direction control unit 7. Detection signals of the vehicle level sensor 9, vehicle speed sensor 10, and steering sensor 11 are inputted into ECU 8.

20 The vehicle level sensor 9 corresponding to the vehicle level detecting means 2 is attached to a left rear wheel section of an automobile. A sensor provided for an electronically controlled air suspension of the rear wheel is used as the vehicle level sensor 9. A sensor provided for ABS (anti-skid brake system) of the rear wheel is used as the vehicle speed sensor (vehicle speed detecting means) 10. The steering sensor 11 corresponds to the
25 inclined attitude detecting means 3 and detects a steering angle of the steering wheel.

A control signal of ECU 8 is sent to the actuator 12, and radiating direction control is conducted on the head lamp 13. In this connection, only the actuator and the head lamp arranged on the left of the vehicle body are shown in Fig. 2.

30 Figure 3 is a view showing a constitution of the radiating direction control unit 7. An indication signal of turning on and off the head lamp switch 14 is inputted into ECU 8 into which a microcomputer is incorporated, and also detection signals of the vehicle level sensor 9, vehicle speed sensor 10 and steering sensor 11 are inputted into ECU 8.

graph, straight line L_0 , which is parallel to the horizontal axis θ , shows a control characteristic when the vehicle speed is 0 km/h. Straight lines L_i ($i = 1, 2, \dots$), which are rising to the right, respectively represent the control characteristics at vehicle speed V_i ($i = 1, 2, \dots$, and " $V_i < V_{(i+1)}$ "). In this connection, the inclination angle θ is calculated by the steering angle of the steering wheel according to the detection signal sent from the steering sensor 11. A direction in which the vehicle body inclines to the left is determined to be a positive direction of θ . Concerning the correction radiation angle δ , a direction in which correction is made upward with respect to a horizontal face is determined to be a positive direction.

As shown in the drawing, all straight lines L_0 and L_i ($i = 1, 2, \dots$) pass through the origin $(0, 0)$. Concerning straight line L_i , its inclination (taper) is large when vehicle speed V_i is high.

Figure 8 is a rear view schematically showing a vehicle, the attitude of which changes when the vehicle is turning. The left view shows an attitude of the vehicle which turns to the left, and the right view shows an attitude of the vehicle which turns to the right.

When the vehicle is turning to the left, the left vehicle body goes up. In this state, it results that ECU 8 corrects the radiating direction of the head lamp upward. In order to prevent the occurrence of the above problem, as shown in Fig. 7, the correction radiation angle is set at a value δ which corresponds to $\theta = -\theta_a$ (negative value). For example, when the vehicle speed is V_3 in the case where the vehicle is turning, the correction radiation angle is set at a value $\delta = -\delta_a$ (negative value) which corresponds to point Q_a on straight line L_3 . That is, the radiating direction is corrected downward with respect to the horizontal face. Due to the foregoing, the occurrence of a glare, which affects a vehicle coming from the opposed side, can be prevented.

On the other hand, when the vehicle is turning to the right, the left vehicle body goes down. In this state, it results that ECU 8 corrects the radiating direction of the head lamp downward. In order to prevent the occurrence of the above problem, as shown in Fig. 7, the correction radiation angle is set at a value δ which corresponds to $\theta = \theta_b$ (positive value). For example, when the vehicle speed is V_3 in the case where the vehicle is turning, the correction radiation angle is set at a value $\delta = \delta_b$ (positive value) which corresponds to point Q_b on straight line L_3 . That is, the radiating direction is corrected upward with respect to the

As described above, in this embodiment, according to the intensities of vehicle speed V and acceleration A , there are provided three control modes shown in steps S12, S15 and S17. In step S18 shown in Fig. 6 succeeding to these steps, it is judged whether or not transfer has been made between the control modes. When transfer has been made between the control modes, the program proceeds to step S19, and the radiation angle of the head lamp 13, 13' is controlled over a predetermined period of time so that it can be linear with respect to the pitch angle. After that, the program proceeds to step S20. When the control mode is not transferred, the program directly proceeds to step S20.

In step S20, according to control data obtained in steps S10, S12, S15, S17 and S19, ECU 8 calculates data used for driving the actuator 12, 12'. Then, the program proceeds to step S21, and it is judge whether or not the head lamp switch 14 has been turned on. When the head lamp switch has been turned on, the program proceeds to the next step S22, and a signal corresponding to data used for driving is sent to the actuator 12, 12', so that the radiating direction of the head lamp 13, 13' is controlled. After that, the program returns to step S4 shown in Fig. 4. When the head lamp switch 14 has not been turned on, no operation is conducted and the program returns to step S4 shown in Fig. 4.

In this connection, in this embodiment, as shown in Fig. 7, the relation between the tilting angle θ and the correction radiating angle δ is approximated to a linear function. However, the relation between both of them can be generally expressed by a curve expression. For example, the relation of the correction radiating angle δ with respect to the tilting angle can be expressed by a curve expression. Accordingly, it is possible to accomplish various embodiments in which control characteristics of higher accuracy can be realized if necessary.

As described above, according to one embodiment of the present invention, the radiating direction of a lighting device can be corrected with respect to a change in the pitch angle of the vehicle while taking into account the inclination of the vehicle in the transverse direction. Therefore, it is possible to prevent the occurrence of a problem in which radiation control is conducted according to an erroneous detection of the pitch angle of the vehicle due to the transverse inclination of a vehicle. Accordingly, it is possible to prevent the occurrence of a glare to a vehicle coming from the opposed direction, and it is also possible to prevent the visibility from being impaired. As a result, the vehicle can be driven more safely.

CLAIMS

1. A radiating direction control unit of a lighting device for vehicle use comprising:

level detection means for detecting a change in a level of a vehicle axle section of one of a front and a rear wheel of a vehicle and for emitting a signal corresponding to the detected level change of the vehicle axle,

inclined attitude detection means for detecting an inclination of the vehicle in a direction transverse to a longitudinal direction of the vehicle and for emitting a signal corresponding to the detected inclination of the vehicle; and

control means for determining a pitch angle of the vehicle based on the signal corresponding to the detected level change of the vehicle axle section and for correcting a radiating direction of the lighting device in accordance with the determined pitch angle and the detected inclination of the vehicle.

2. The radiating direction control unit of a lighting device for vehicle use according to claim 1, wherein the inclined attitude detection means detects whether or not the vehicle is turning, and

when the vehicle is turning, the control means stops controlling the radiating direction of the lighting device.

3. The radiating direction control unit of a lighting device for vehicle use according to claim 1, wherein the inclined attitude detection means detects whether or not the vehicle is turning, and

when the vehicle is turning, the pitch angle of the vehicle is based on an average of vehicle level detecting signals obtained before turning of the vehicle is detected, and

wherein the radiating direction of the lighting device is corrected according to the pitch angle.

4. The radiating direction control unit of a lighting device for vehicle use according to claim 1, wherein the inclined attitude detection means detects whether or not the vehicle is turning, and

when the vehicle is turning, the radiating direction of the lighting device is corrected in accordance with an adjusted pitch angle equal to the pitch angle adjusted so as to cancel

8. A method of controlling a radiating direction of a lighting device for a vehicle, comprising the steps of:

determining a change in a level of a vehicle axle section of one of a front and a rear wheel of a vehicle and emitting a signal corresponding to the detected level change of the vehicle axle,

detecting an inclination attitude of the vehicle in a direction transverse to a longitudinal direction of the vehicle and emitting a signal corresponding to the detected inclination of the vehicle,

determining a pitch angle of the vehicle based on the signal corresponding to the detected level change of the vehicle axle section, and

correcting a radiating direction of the lighting device in accordance with the determined pitch angle and the detected inclination attitude of the vehicle

9. The method of controlling a radiating direction of a lighting device for a vehicle in accordance with claim 8, further comprising the step of correcting the radiating direction of the lighting device in accordance with an adjusted pitch angle equal to the pitch angle adjusted so as to cancel out a contributory component of the pitch angle representing the change in the level of the vehicle axle due to a turning of the vehicle.

10. A radiating direction control unit substantially as described with reference to the accompanying drawings.

11. A method of controlling the radiating direction of a lighting device substantially as described with reference to the accompanying drawings.

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(11) EP 1 142 757 A2

(12) EUROPEAN PATENT APPLICATION

(43) Date of publication:
 10.10.2001 Bulletin 2001/41

(51) Int Cl.7: B60Q 1/115

(21) Application number: 01108204.7

(22) Date of filing: 30.03.2001

(84) Designated Contracting States:
 AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU
 MC NL PT SE TR
 Designated Extension States:
 AL LT LV MK RO SI

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(30) Priority: 03.04.2000 JP 2000100561
 14.03.2001 JP 2001071408

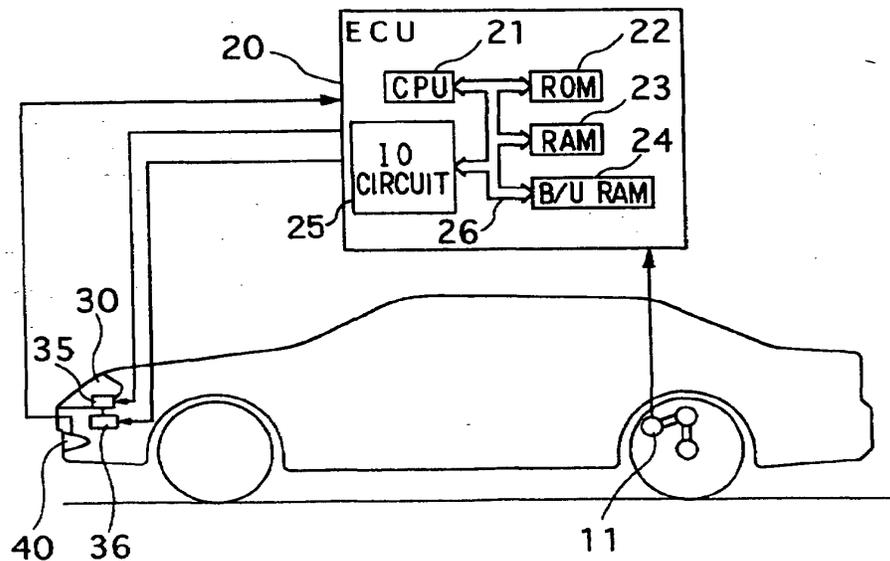
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(54) Automatic headlight aiming device for vehicles

(57) The present invention changes the headlight optical axis of a vehicle in relation to an inclination angle during normal control and to properly adjust the optical axis according to information including front information about a car ahead. The headlight optical axis is adjusted

based on the inclination angle of a vehicle, road information in the direction of travel, presence of a car ahead, a distance between vehicles, and the center optical axis angle corrected according to changes in horizontal and vertical behavior of the car ahead.

FIG. 1



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Description

Background.

[0001] The present invention relates to an automatic headlight aiming device, and more particularly to an automatic headlight aiming device that automatically adjusts the direction of the vehicle headlights optical axis.

[0002] In conventional vehicle headlights, oncoming vehicle drivers are blinded if the direction of the headlight optical axis is directed upward by the vehicle body inclination. Alternatively, if directed downward, the driver's distance visibility is reduced. Therefore, there is a demand for keeping the headlight optical axis fixed.

[0003] There is also conventional headlight adjusting device capable of controlling the range of light projection of the headlights according to information from a car navigation system mounted in the vehicle. This type of control device controls the headlight optical axis direction according to map information given by the car navigation system. However, it is difficult to control the headlight optical axis direction corresponding to actual road conditions because of various errors.

[0004] There is also a conventional system which recognizes a reference point on the car ahead after image processing by a CCD camera estimates conditions of the car ahead. Such a system is disclosed in JP-A-7-32936. It then controls a headlight optical axis based on the detected road conditions.

[0005] However, this system uses the largest point of illumination on the car ahead to decide the reference point. As such, sometimes this camera catches a bright street light or other illuminated object instead of the vehicle. Moreover, this system is only useful at night.

[0006] The present invention provides an automatic headlight aiming device that adjusts the vehicle's driving environment according to information including cars ahead, while allowing deviation from a control angle in ordinary axis control for holding the optical axis of the headlights in a fixed direction.

[0007] In one aspect of the invention, the inclination angle of the headlight optical axis from the road surface is computed by the inclination angle computing means by referencing the vehicle information detecting means which detects the inclination information of a vehicle, movement information, and acceleration information. Then, the headlight optical axis is adjusted by the optical axis adjusting means, with reference to the optical axis center angle determined by correcting and computing the inclination angle by the optical axis center angle computing means according to the front information fed from the front information detecting means. That is, road information in the direction of vehicle travel is detected by the vehicle information detecting means. The presence or absence of a car ahead, distance between vehicles, and upward and downward behavior variations are detected by the front information detecting means. Therefore, beside a normal control by the inclination an-

gle obtained from the vehicle information, the adjustment of the optical axis is performed, when needed, by referring to road information and the optical axis center angle after correction by a behavior change of a car ahead. It is therefore possible to improve the driver's visibility of a forward road condition and a car ahead when changing to correct the normal control of the headlight optical axis direction without blinding the driver in the car ahead.

[0008] In another aspect, the center angle of the optical axis is computed by the optical axis center angle computing means after correction by using the horizontal and vertical displacement of the car ahead. When a specific threshold value is exceeded, the inclination angle is corrected to compute the center optical axis angle. Thus, the headlight optical axis direction is properly corrected without causing the driver to feel uncomfortable.

[0009] In another aspect, when the horizontal displacement of the car ahead exceeds a predetermined value, the range of light projection is changed according to the vehicle's turning direction by the horizontal adjusting means. The horizontal adjusting means adjusts the headlight optical axis in the horizontal direction.

[0010] In another aspect, when the displacement exceeding the predetermined value is detected by a horizontal change of the car ahead, the right front or left front supplementary lamp of the vehicle is lit to widen the range of light projection.

[0011] Further areas of applicability of the present invention will become apparent from the detailed description provided hereinafter. It should be understood that the detailed description and specific examples, while indicating preferred embodiments of the invention, are intended for purposes of illustration only, since various changes and modifications within the spirit and scope of the invention will become apparent to those skilled in the art from this detailed description. In the drawings:

Fig. 1 is a schematic view of an automatic headlight adjusting device according to the invention;

Fig. 2 is a cross-sectional view of a headlight according to the invention;

Fig. 3 is a flowchart of a control routine for controlling the headlight optical axis direction according to the invention;

Fig. 4 is a schematic view showing the computation of the headlight optical axis inclination angle with reference to a distance from a car ahead according to the invention;

Fig. 5 is a schematic view showing a reference point of the car ahead being tracked by a laser radar mechanism according to the present invention;

Fig. 6 is a table showing horizontal and vertical dead zones and surrounding ranges in relation to displacement from the reference point within a predetermined time according to the invention;

Fig. 7 is a schematic view showing the headlight optical axis tracking the behavior of the car ahead on

an uphill by the automatic headlight aiming device for vehicles according to the invention;

Fig. 8 is a schematic view showing the control of the headlight optical axis direction tracking the behavior of the car ahead downhill according to the invention;

Fig. 9 is a schematic view showing the control of the headlight optical axis direction tracking the behavior of the car ahead according to the invention;

Fig. 10 is a schematic view showing tracking of the right-turn of the car ahead according to the invention; and

Fig. 11 is a schematic view showing headlight optical axis control tracking the right-turn of the car ahead according to the invention.

[0012] In Fig. 1, a height sensor 11 is mounted on the rear wheel axle, either on the driver's or passenger's seat side of the vehicle. From the height sensor 11, the relative displacement between the rear wheel axle and the vehicle body, that is, the rear vehicle height (the displacement of the vehicle height on the rear wheel side), and signals from other sensors such as a vehicle speed sensor (not shown) and a G sensor (not shown) are input to an ECU (electronic control unit) 20 mounted on the vehicle.

[0013] The ECU 20 is a logical operation circuit comprising a CPU 21, a ROM 22 storing a control program, a RAM 23 storing various kinds of data, a B/U (backup) RAM 24, an I/O (input/output) circuit 25, and a bus line 26 for connecting these parts. An output signal from the ECU 20 is input to actuators 35 and 36 located on the headlight 30 side, thereby adjusting the headlight optical axis direction 30.

[0014] The vehicle is provided with a known laser radar mechanism 40, for instance in the front bumper section, for detecting information in front of the vehicle. This information, such as a distance from and a change in behavior in the car ahead, thus detected by the laser radar mechanism 40 are input into the ECU 20 as described later. This information is used to adjust the direction of headlight optical axis 30. Also mounted on the vehicle is a known car navigation system (not shown) for detecting road information. It is understood that an image information processing system using an EHF radar mechanism and a CCD camera may be similarly mounted in place of the laser radar mechanism 40 for detecting the information in front of a vehicle.

[0015] In Fig. 2, the headlight 30 is comprised chiefly of a lamp 31, a reflector 32 securing the lamp 31, a support section 33 which supports the reflector 32 and swings in the direction of the arrows, another movable part 34 which supports reflector 32, the actuator 35 such as a step motor for driving the movable part 34 back and forth in the directions of the arrows, and an actuator 36 including a step motor for driving an integrated assembly of these components rotationally for horizontal adjustment as indicated by the arrow. The initial setting of the headlight 30 optical axis is performed based on that

only the driver is in the vehicle.

[0016] Next, Fig. 3 is a flowchart showing an optical axis adjustment control routine for adjusting the headlight optical axis direction 30 with the CPU 21 of the ECU 20. Referring to Figs. 4, 5 and 6. The control routine is repetitively executed by the CPU 21 at a predetermined time.

[0017] It is first briefly described how the position of the reference point S is determined. It is known that a laser radar mechanism calculates the distance between the present vehicle and the car ahead, and then calculates relative speed. Further, when the object is recognized as the car driving within the predetermined area based on the relative speed, the car is followed. Moreover, it is known that the position is calculated on an XYZ coordinate axis based on the bounce of the laser which is reflected by the specific position of the car ahead. Therefore, the reference point S is calculated as shown below.

[0018] At step S101 in the flowchart of Fig. 3, the vehicle information detection process, for instance the inclination angle, is executed with reference to the value of rear vehicle height supplied from the height sensor 11. Also detected for vehicle inclination attitude includes movement, acceleration and deceleration of the vehicle from the car navigation system, speed from the speed sensor, force from the G sensor, etc. Subsequently, at step S102, as shown in Fig. 4, the distance d between vehicles is detected and the inclination angle of the headlight optical axis 30 is given by the equation below (1) to detect information in front of the vehicle by the laser radar mechanism 40. In the equation, h1 is a vehicle height above the road surface at which the driver of the car ahead will not be blinded, for example, a height to the center point (W/2) of a reflector in either stoplight as the reference point S in the car ahead as shown in Fig. 5. Furthermore, the height h2 is a height from the road surface up to the center position of the headlight 30 optical axis of the vehicle. For the heights h1 and h2, preset constants may be used. The height h1 may be changed according to the detected height of the car ahead. The height h2 may be a computed value based on the vehicle height, vehicle inclination, and a distance from the headlights 30 and the wheel axle.

Equation 1

$$\theta = \tan^{-1} \{(h2 - h1) / d\} \quad (1)$$

[0019] Furthermore, at step S102, the amount of horizontal displacement ?x as the amount of horizontal (H) displacement within a predetermined time of the reference point S of the car ahead, and the amount of vertical displacement ?y as the amount of vertical (V) displacement within a predetermined time at the reference point S are detected as shown in Fig. 6.

[0020] Next, at step S103, it is evaluated whether the amount of H displacement Δx of the reference point S detected at step S102 is in the horizontal dead zone. The horizontal dead zone is provided for a dull reaction to slight horizontal variations of the reference point S of the car ahead. Where the amount of horizontal displacement Δx at step S103 is within the horizontal dead zone, the displacement within the predetermined time is small. At step S104, the target horizontal optical axis θ_x is set at 0 [°]. In the meantime, where in step S103, the horizontal displacement Δx is largely in the left-turn right-turn range, out of the horizontal dead zone, a large displacement is within a predetermined period of time. Then, in step S105, the target horizontal optical axis θ_x is given by the following equation (2).

Equation 2

$$\theta_x = \tan^{-1} (\Delta x / d) \quad (2)$$

[0021] Subsequent to step S104 or S105, the process goes to step S106, where the target horizontal optical axis θ_x is filtered. That is, the target angle of the horizontal optical axis θ_x is smoothed so that the headlight optical axis 30 will not be suddenly horizontally changed, not making the driver uncomfortable. Next, at step S107, whether the vertical displacement Δy of reference point S detected at step S102 is involved in the vertical dead zone is determined. The vertical dead zone is provided for a dull reaction to slight vertical variations of the reference point S caused by acceleration and deceleration of the car ahead. When the vertical displacement Δy at step S107 is within the vertical dead zone, the process goes to step S108 because the displacement within the predetermined time is small. At step S108 the target angle of vertical optical axis θ_y is set at 0[°]. On the other hand, when step S108 is not determined, that is, when the vertical displacement Δy is largely into the upper or lower optical axis range, out of the vertical dead zone, the process goes to step S109, where the target angle of vertical optical axis θ_y is given by the following equation (3).

Equation 3

$$\theta_y = \tan^{-1} (\Delta y / d) \quad (3)$$

[0022] After step S108 or S109, the process goes to step S110, where the target angle of vertical optical axis θ_y is filtered. That is, the target angle of vertical optical axis θ_y is smoothed so that the headlight optical axis 30 will not be suddenly vertically changed, thereby not causing discomfort to the driver and others. Next, at step S111, the actuators 35 and 36 are driven with reference to the inclination angle during normal control to

hold the headlight 30 optical axis in a fixed direction (downward 1% [or 1.2%]) to ensure a driver's has road visibility without blinding oncoming drivers. The center optical axis angle is corrected by adding, to the inclination angle, the target horizontal optical axis θ_x filtered at step S106 and the target angle of vertical optical axis θ_y filtered at step S110, thus completing the control routine.

[0023] The horizontal dead zone width and the vertical dead zone shown in Fig. 6 may be fixed, or may be changed by the distance between vehicles or by vehicle speed. It may be set such that the farther the car ahead is forward, the narrower the horizontal dead zone and the vertical dead zone. Also, the horizontal dead zone can be narrow symmetrically in the horizontal direction, or asymmetrically in the right direction, to thereby ensure easy reaction to behavior changes of the car ahead. Furthermore the vertical dead zone also may be narrowed symmetrically in the vertical direction or asymmetrically on the downward direction, thereby enabling easy reaction to changes ahead.

[0024] An example is explained with respect to Figs. 7 to 10. As shown in Fig. 7, when a car ahead moving straightforward has begun going up a hill, a change in the reference point S on the car ahead is detected by the laser radar mechanism 40. When the displacement detected with the change in the upward behavior of the car ahead goes out of the vertical dead zone and into the upper range of optical axis (see Fig. 6), the target angle of the vertical optical axis θ_y is computed by the equation (3). Using the target angle of the vertical optical axis θ_y thus computed, the headlight optical axis direction 30 is corrected upward. This correction is performed at predetermined time intervals.

[0025] Fig. 8 is an explanatory view showing the correction of the headlight 30 optical axis of a vehicle tracking the car ahead on a downhill. As shown in Fig. 8, when the car ahead has gone downhill to a level road, a change in the upward behavior of the reference point S is detected by the laser radar mechanism 40. If the displacement detected with change in upward movement of the car ahead moves out of the vertical dead zone and into the upper range of optical axis (see Fig. 6), the target angle of vertical optical axis θ_y is computed by the equation (3). The optical axis direction of the headlight 30 is corrected upward according to the target angle of vertical optical axis θ_y thus computed. Since this correction is conducted every predetermined time increment according to a behavior change of the car ahead, the direction of the headlight 30 optical axis can be matched with a behavior change in the car running ahead.

[0026] Fig. 9 is an explanatory view showing the correction control of the headlight optical axis 30 tracking the behavior of the car running ahead near a hilltop. As shown in Fig. 9, when the car running straightforward ahead is going downhill and the other car is going uphill, a downward change of reference point S is detected.

When this displacement leaves the vertical dead zone and goes into the lower range of optical axis (see Fig. 6), the target angle of vertical optical axis θ_y is computed by the equation (3), thereby correcting the headlight 30 optical axis downward. Since correction control is carried out at predetermined times according to a behavior change of the car ahead, the headlight optical axis 30 can be matched with the change in behavior of the car ahead.

[0027] Fig. 10 is an explanatory view showing the correction control of the headlight 30 optical axis tracking the right-turn behavior of the car running ahead straightforward. As shown in Fig. 10, when the car running straightforward ahead is on a level road and has come to a right-turn curve, the behavior change of the car ahead turning to the right from the reference point S is detected as the front information of the vehicle by means of the laser radar mechanism 40. If the displacement detected with the right-turn behavior of the car ahead goes out of the horizontal dead zone and into the right-turn range (see Fig. 6), the target horizontal optical axis θ_x is computed by the equation (2). Thus the headlight optical axis direction 30 is turned to the right, thereby correcting the range of light projection.

[0028] In the correction control of the headlight 30 optical axis, the light beam may be widened to the right instead of rightward correction control of the optical axis. During left turns also, the headlight optical axis direction 30 is corrected to the left or the light can be widened to the left. Correction control is conducted at predetermined time increments, thereby making it possible to set the range of light projection of the headlights 30 correspondingly to a behavior change of the car ahead and accordingly.

[0029] The vehicle information detecting means preferably includes the height sensor 11, car navigation system, etc. for detecting various vehicle information such as the inclination, movement, acceleration and deceleration of the vehicle itself; a laser radar mechanism 40 that detects front information; the inclination angle computing means of the CPU 21 of the ECU 20 which computes the inclination angle in relation to the headlight optical axis of the vehicle to the road surface with reference to an output signal from the vehicle information detecting means; the optical axis center angle computing means of the CPU 21 of the ECU 20 which computes the center optical axis angle by correcting the inclination angle computed by the inclination angle computing means with reference to the front information detected by the laser radar mechanism 40; and the optical axis adjusting means consisting of the CPU 21 of the ECU 20, and actuators 35 and 36, for adjusting the headlight optical axis direction 30 with reference to the center optical axis angle computed by the optical axis center angle computing means. Furthermore, the center optical axis angle is computed by the optical axis center angle computing means according to the displacement detected, with horizontal and vertical changes in the behavior

of a car ahead, as a front information supplied from the laser radar mechanism 40.

[0030] The vehicle inclination angle is computed according to an output from the height sensor 11. The center optical axis angle is corrected and computed according to front information given by the car navigation system and the laser radar mechanism 40. Then, the headlight optical axis direction 30 is adjusted relative to the center optical axis angle. That is, road information in the direction of travel of a vehicle is given by the car navigation system, and front information is given by the laser radar mechanism 40. Road information and front information such as the presence or absence of a car ahead, a distance between vehicles, and a change in the horizontal and vertical behavior are seen. The headlight optical axis direction 30, therefore, can be adjusted with reference to the center optical axis angle which has been corrected by a road information given by the car navigation system and a behavior change of a car ahead as occasion calls, in relation to the inclination angle indicated by normal control at which the headlight optical axis direction 30 is fixed 1% (or 1.2%) lower only by a vehicle inclination attitude as a vehicle information from the height sensor 11.

[0031] Next, by referring to Fig. 11, a correction control variation of the headlight optical axis direction 30 by the above-described control routine will be described. In Fig. 11, the headlights 30 in the present variation are vertically but not horizontally adjustable. That is, the actuator 36 is not mounted for the headlights 30 shown in Figs. 1 and 2. Supplementary lamps are mounted on the left front/right front side of the vehicle.

[0032] As shown in Fig. 11, when a car running straightforward ahead on level road approaches a right-turn curve, a rightward change from the reference point S in the behavior of the car ahead is detected by the laser radar mechanism 40 as the front information of the vehicle. If the displacement detected with the rightward behavior change of the car ahead goes out of the horizontal dead zone into the right-turn range (see Fig. 6), the supplementary lamp (not shown) mounted on the right front side of the vehicle is turned on while the range of light projection of the headlights 30 remains unchanged.

[0033] In this case, the brightness of the supplementary lamp may be changed based on horizontal displacement of the car ahead and distance between the vehicles. Also, a plurality of supplementary lamps may be lit. Similarly, in a left turn, the supplementary lamp mounted on the left front side of the vehicle is lit. Because the correction control is carried out at predetermined time intervals with a behavior change of the car ahead, the supplementary lamp is lit to widen the range of light projection corresponding to the behavior change of the car ahead without changing the range of the horizontal light projection of the headlights 30. It is therefore possible to improve the driver's ability to view to the direction of turn ahead without blinding the driver of the

car ahead.

[0034] In this embodiment, the supplementary lamps (not shown) mounted on the left front and right front sides of the vehicle are turned on to project light to a predetermined range ahead according to the right or left turn of the car ahead. When the displacement exceeding the predetermined value corresponds to a change in horizontal behavior of the car ahead has been detected as the front information by the laser radar mechanism 40 which functions as the front information detecting means, the supplementary lamp turns on corresponding to the turn direction of the vehicle by the optical axis adjusting means comprising the CPU 21 of the ECU 20 and the actuator 35.

[0035] That is, when the displacement exceeds the predetermined value corresponding to a change in the horizontal behavior of the car ahead, the corresponding right or left front supplementary lamp is lit, thereby widening the light projection range. Furthermore, control may be made by combining a headlight adjusting mechanism capable of adjusting the vehicle headlights horizontally and supplementary lamps.

[0036] It is noted that the laser radar calculates a distance between the car ahead and the present vehicle. If the distance does not change during a predetermined time period, it is determined that the targeted vehicle is actually a moving vehicle and not just an object on the side of the road.

[0037] While the above-described embodiments refer to examples of usage of the present invention, it is understood that the present invention may be applied to other usage, modifications and variations of the same, and is not limited to the disclosure provided herein.

Claims

1. An automatic headlight aiming device for a vehicle, comprising:

a vehicle information detecting means (11) for detecting vehicle information that includes information about the inclination, movement, and acceleration and deceleration of the vehicle; a front information detecting means (40) for detecting information in front of the vehicle; an inclination angle computing means (21) for computing an inclination angle of a headlight optical axis with respect to a road surface based on output from the vehicle information detecting means (11); an optical axis center angle computing means (21) for computing a center angle of the headlight optical axis by correcting the inclination angle computed by the inclination angle computing means (21) based on information in front of the vehicle; and an optical axis adjusting means (35) for adjust-

ing the headlight optical axis direction with reference to the center optical axis angle computed by the optical axis center angle computing means (21).

2. An automatic headlight aiming device according to claim 1, wherein the optical axis center angle computing means (21) computes the center angle based on detected horizontal and vertical displacement of a car ahead as the information in front of the vehicle.

3. An automatic headlight aiming device according to claim 1, further comprising:

a horizontal adjusting means for horizontally adjusting the optical axis to project light within a predetermined forward range corresponding to a right or left turn of the vehicle; and wherein the optical axis adjusting means (35) adjusts the headlight optical axis with the horizontal adjusting means corresponding to a horizontal vehicle turn when a car ahead is displaced by a predetermined value, the horizontal vehicle turn being front information detected by the front information detecting means (40).

4. An automatic headlight aiming device for a vehicle according to claim 1, wherein said vehicle has supplemental lamps on a right front side and a left front side of the vehicle, said supplemental lamps projecting light within a predetermined forward range corresponding to a right or left turn of the vehicle;

the optical axis adjusting means (35) turns on at least one of the supplementary lamps corresponding to a vehicle turning direction when a displacement over a predetermined value of a vehicle ahead has been detected, with a horizontal change in behavior of a car ahead, as the front information detected by the front information detecting means (40).

5. A method for aiming a vehicle headlight of a vehicle, said method comprising:

detecting at least one of the inclination, movement, and acceleration and deceleration of the vehicle; tracking a point on a second vehicle located ahead of said vehicle; calculating an inclination angle of a headlight optical axis with respect to a road surface; and adjusting the headlight optical axis based on the position of the point on the second vehicle.

FIG. 1

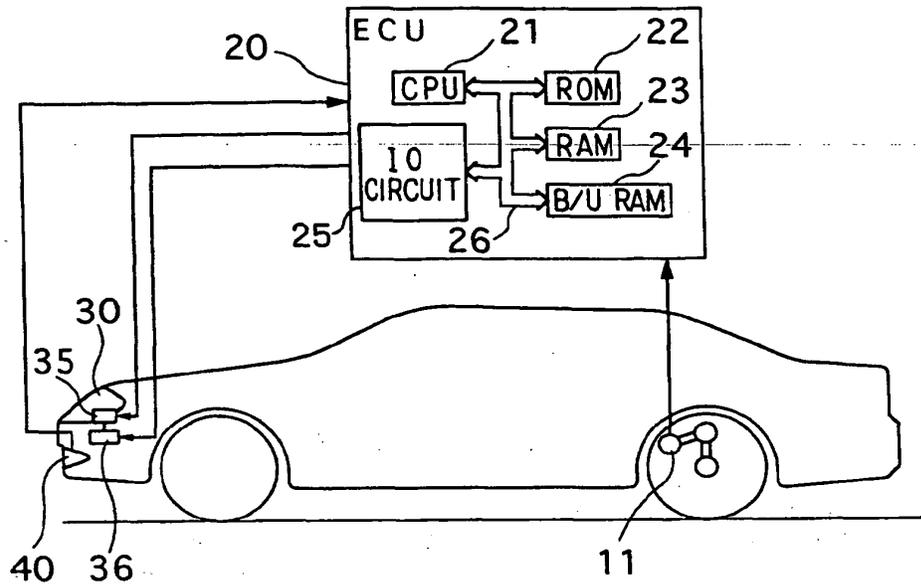


FIG. 2

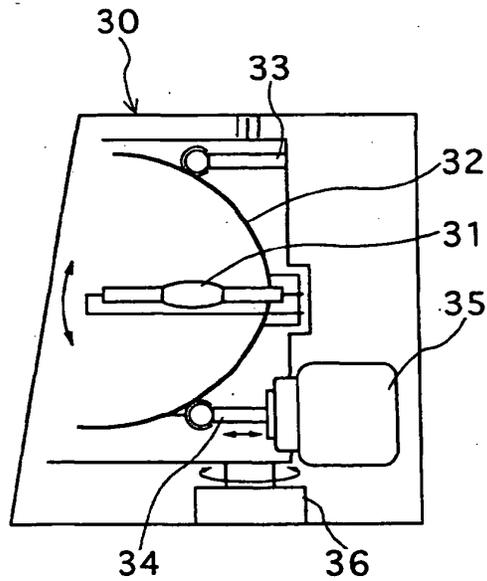


FIG. 3

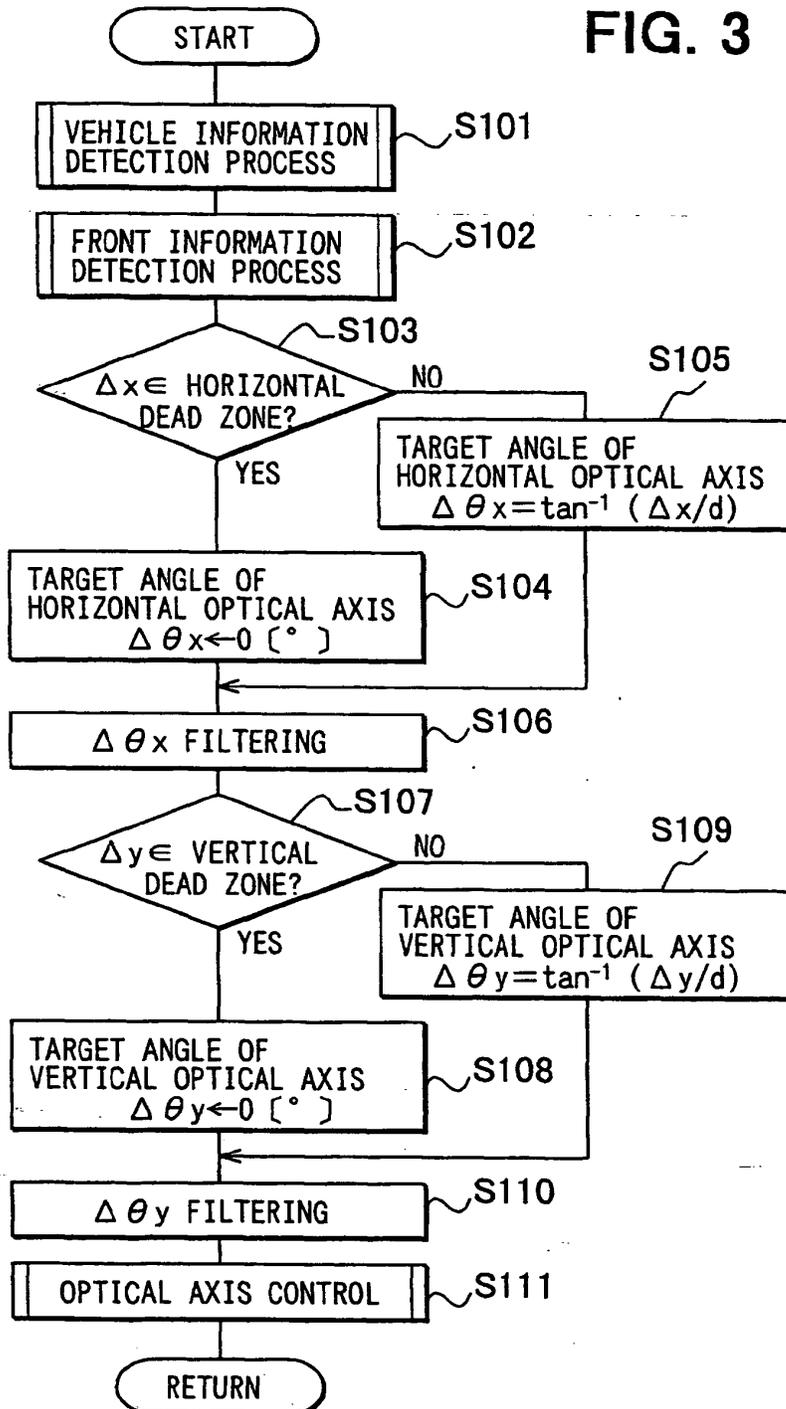


FIG. 4

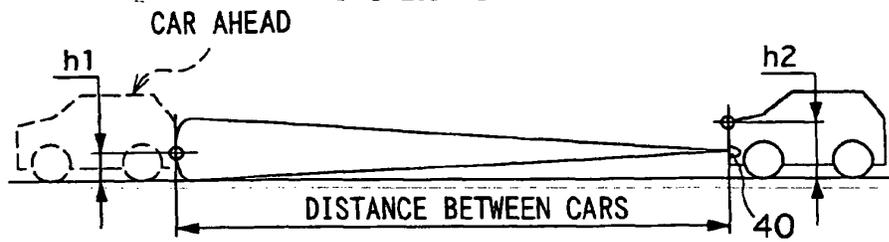


FIG. 5

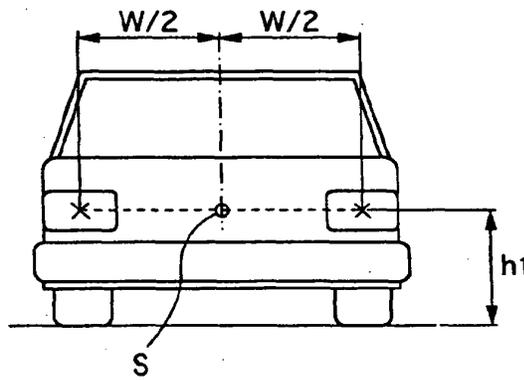


FIG. 6

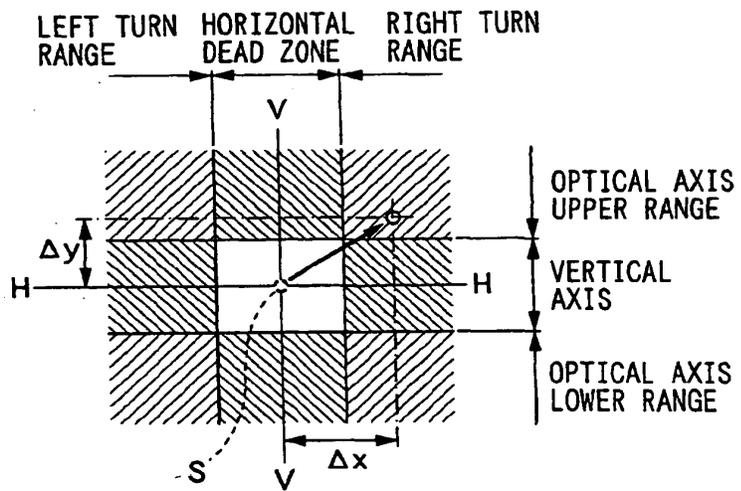


FIG. 7

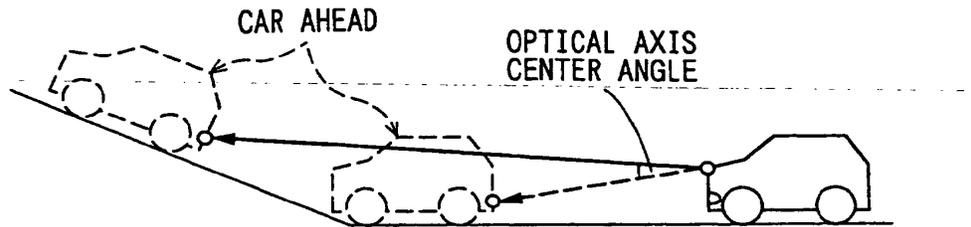


FIG. 8

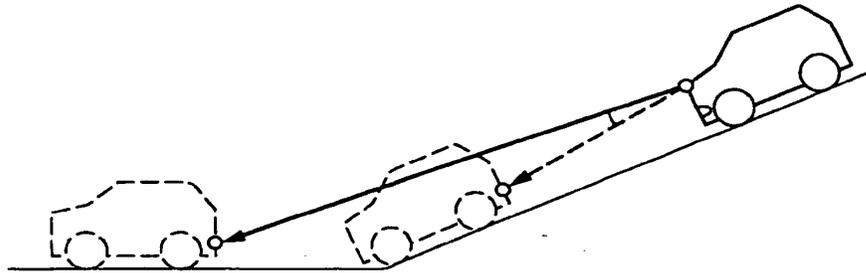


FIG. 9

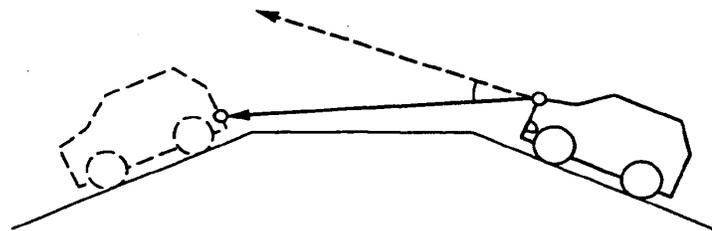


FIG. 10

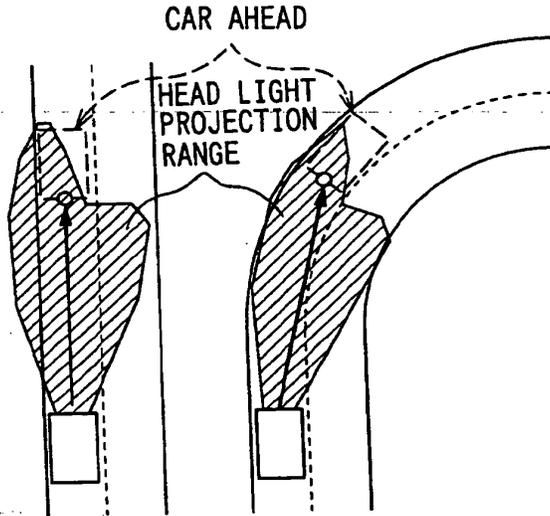
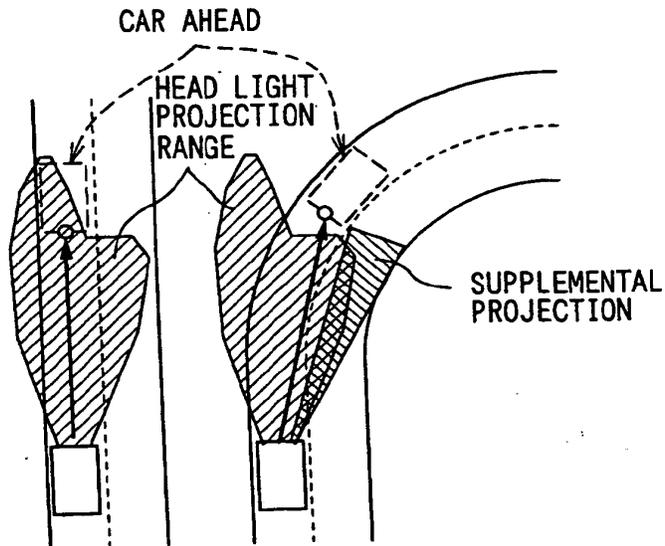


FIG. 11



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European Patent Office
Office européen des brevets



(11) EP 1 142 757 A3

(12)

EUROPEAN PATENT APPLICATION

(88) Date of publication A3:
24.10.2001 Bulletin 2001/43

(51) Int Cl.7: B60Q 1/115

(43) Date of publication A2:
10.10.2001 Bulletin 2001/41

(21) Application number: 01108204.7

(22) Date of filing: 30.03.2001

(84) Designated Contracting States:
AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU
MC NL PT SE TR
Designated Extension States:
AL LT LV MK RO SI

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(30) Priority: 03.04.2000 JP 2000100561
14.03.2001 JP 2001071408

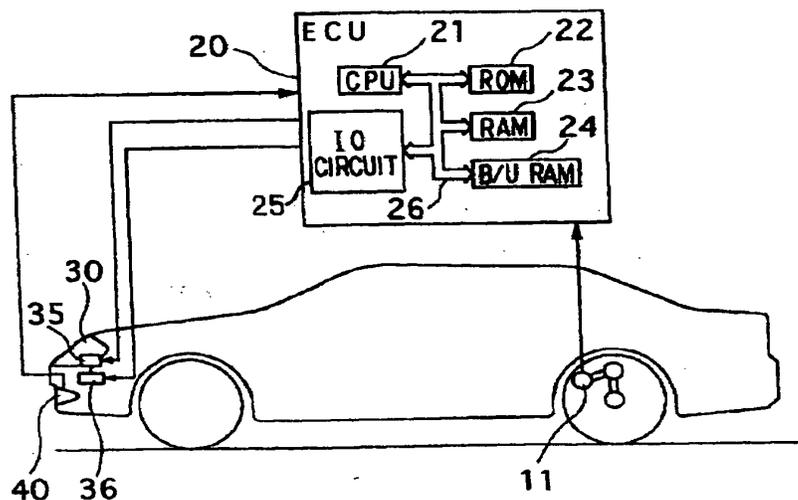
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(54) **Automatic headlight aiming device for vehicles**

(57) The present invention changes the headlight optical axis of a vehicle in relation to an inclination angle during normal control and to properly adjust the optical axis according to information including front information about a car ahead. The headlight optical axis is adjusted

based on the inclination angle of a vehicle, road information in the direction of travel, presence of a car ahead, a distance between vehicles, and the center optical axis angle corrected according to changes in horizontal and vertical behavior of the car ahead.

FIG. 1



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European Patent
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EUROPEAN SEARCH REPORT

Application Number
EP 01 10 8204

DOCUMENTS CONSIDERED TO BE RELEVANT			
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P, X	DE 198 60 676 A (ROBERT BOSCH GMBH) 6 July 2000 (2000-07-06) * abstract; figure 1 *	1	
A	PATENT ABSTRACTS OF JAPAN vol. 1996, no. 01, 31 January 1996 (1996-01-31) & JP 07 246873 A (STANLEY ELECTRIC CO LTD), 26 September 1995 (1995-09-26) * abstract *	1, 5	
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			B600
Place of search	Date of completion of the search	Examiner	
THE HAGUE	5 September 2001	Onillon, C	
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EP 01 10 8204

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(11)

EP 1 275 555 A2

(12)

EUROPEAN PATENT APPLICATION

(43) Date of publication:
15.01.2003 Bulletin 2003/03

(51) Int Cl.7: B60Q 1/115

(21) Application number: 02015519.8

(22) Date of filing: 10.07.2002

(84) Designated Contracting States:
AT BE BG CH CY CZ DE DK EE ES FI FR GB GR
IE IT LI LU MC NL PT SE SK TR
Designated Extension States:
AL LT LV MK RO SI

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(30) Priority: 12.07.2001 JP 2001211714
11.10.2001 JP 2001313529

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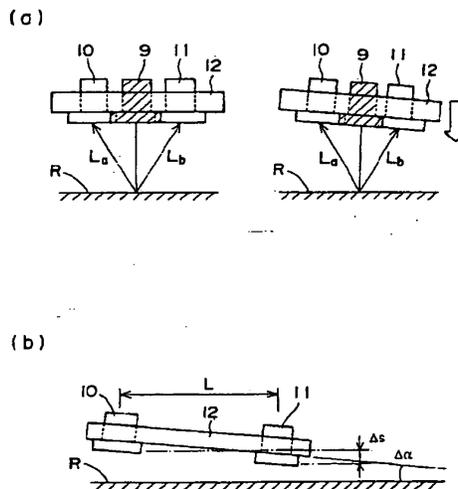
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(54) Optical axis adjusting system for vehicle head lamp

(57) There is provided an optical axis adjusting system for a vehicle head lamp, which detects the inclination of the front part of a vehicle with respect to a road surface and controls an optical axis adjusting system by an ECU according to the detected inclination to adjust the optical axis of the head lamp. Therefore, the optical axis adjusting system is capable of finding the accurate inclination of the entire vehicle and properly adjusting the optical axis.

Fig. 4



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Description

[0001] This invention relates to an optical axis adjusting system that adjusts an optical axis of a vehicle head lamp according to the inclination of a vehicle, and more particularly to an optical axis adjustment system that is suitably applied to a truck with a cab and a deck provided on a frame.

[0002] When the adjustment the optical axis of the head lamp is insufficiency, the lamp may dazzle drivers of other vehicles.

[0003] To address this problem, a variety of techniques have been developed so as to adjust the optical axis of a head lamp according to the inclination of a vehicle to prevent the head lamp from dazzling drivers of other vehicles running on the opposite lane.

[0004] However, it is difficult to find the accurate inclination of the vehicle due to variations in the amount, positions, etc. of load on which the vehicle is driven.

[0005] It is therefore an object of the present invention to provide an optical axis adjusting system for a head lamp, which is capable of properly adjusting the optical axis of a head lamp by finding the accurate inclination of a vehicle. The object above can be achieved by the features defined in the claims.

[0006] Particularly, to attain the above object, the present invention provides an optical axis adjusting system for a vehicle head lamp, comprising an optical axis adjusting device that adjusts an optical axis of the head lamp; an inclination detecting device that is disposed in a front part of a vehicle to detect the inclination of the front part of the vehicle with respect to a road surface; and a control device that controls the optical axis adjusting device according to the inclination detected by the inclination detecting device. With this arrangement, the optical axis can be easily adjusted according to the inclination of the front part of the vehicle.

[0007] The invention, as well as other objects and advantages thereof, will be explained in the following with reference to the accompanying drawings, in which like reference characters designate the same or similar parts throughout the figures and wherein:

FIG 1 is a schematic diagram showing the construction of a truck having an optical axis adjusting system for a vehicle head lamp according to an embodiment of the present invention;

FIG. 2 is a plan view showing a frame;

FIG. 3 is a plan view showing an inclination sensor; FIGS. 4A and 4B are diagrams useful in explaining the principle based on which the inclination sensor detects the inclination;

FIG. 5 is a plan view showing a head lamp provided with an optical axis adjusting device;

FIG. 6 is a view taken along an arrow VI-VI of FIG. 5; FIG. 7 is a block diagram showing the construction of the optical axis adjusting system;

FIG. 8 is a flow chart showing the operations carried

out by an ECU;

FIG. 9 is a flow chart showing the operations carried out by an ECU;

FIG. 10 is a graph showing the relationship between the angle of inclination of a vehicle with respect to an initial position and the angle of a head lamp;

FIG. 11 is a graph showing the relationship between the voltage of an actuator and the angle of the head lamp;

FIG 12 is a schematic view showing the entire frame of the truck on which is mounted an ultrasonic sensor;

FIG 13 is a sectional view taken along line IV-IV of FIG. 12;

FIG 14 is a schematic view showing the state in which the inclination sensor is mounted;

FIG 15 is a plan view showing the state in which the inclination sensor is mounted; and

FIGS. 16A and 16B are views useful in explaining a method of finding the inclination.

[0008] A description will now be given of an optical axis adjusting system for a vehicle head lamp according to a preferred embodiment of the present invention.

[0009] As shown in FIGs. 1 and 2, a pair of side frames 1 is provided with a cross member 2, and a cab 3 and a deck 4 are provided on a frame comprising the side frames 1 and the cross member 2. Head lamps 5 are provided at both sides of a cross member 2a at the front end of a vehicle in the longitudinal direction, and an inclination sensor 6 as an inclination detecting device is disposed at substantially the center of the cross member 2a. A signal from the inclination sensor 6 is inputted to an ECU 7 as a control unit, and the ECU 7 detects the inclination of the front part of the vehicle with respect to a road surface according to information supplied from the inclination sensor 6.

[0010] It should be noted that the head lamps 5 may be provided at the cab 3. Further, the inclination sensor 6 may be provided on a front axle 8 or at the front end of the vehicle other than the cross member 2a in the longitudinal direction of the vehicle (e.g. at the cab 3) insofar as the inclination sensor 6 is positioned in front of the front axle 8.

[0011] As shown in FIG 3, the inclination sensor 6 comprises a signal transmitting section (hereinafter referred to as "transmission sensor") 9 as an ultrasonic transmitters, and signal receiving sections 10, 11 as ultrasonic receiving sensors. The receiving sensors 10, 11 are disposed in the longitudinal direction of the vehicle with the transmission sensor 9 being interposed therebetween, and are offset to one side of the vehicle in the direction of the width at equal distances from the transmission sensor 9. The transmission sensor 9 and the receiving sensors 10, 11 are housed in a case 12, and the inclination sensor 6 is mounted on the vehicle by mounting the case 12 on the cross member 2a. An ultrasonic wave from the transmission sensor 9 is re-

flected on the road surface and received by the receiving sensors 10, 11, and the inclination sensor 6 detects the inclination of the vehicle according to a difference in ultrasonic wave receiving time between the receiving sensors 10, 11.

[0012] This arrangement reduces a space required for the inclination sensor 6 in the longitudinal direction of the vehicle. Further, housing the transmitting sensor 9 and the receiving sensors 10, 11 in the case 12 reduces the size of the inclination sensor 6, and makes it easier to mount the inclination sensor 6 on the cross member 2a.

[0013] It should be noted that the transmitting sensor 9 and the receiving sensors 10, 11 may be disposed in a line in the longitudinal direction of the vehicle if there is a free space. Further, a laser sensor may be used as the inclination sensor 6, and one receiving sensor or three or more receiving sensors may be provided for one transmission sensor 9.

[0014] Signals from the transmitting sensor 9 and the receiving sensors 10, 11 are inputted to the ECU 7, and the ECU 7 finds the inclination of the cross member 2a (i.e. the inclination of the front part of the vehicle) with respect to the road surface according to a difference in the ultrasonic wave receiving time between the receiving sensors 10, 11.

[0015] Referring to FIG 4, a description will now be given of the principle based on which the inclination sensor 6 detects the inclination.

[0016] As shown in FIG. 4A, if the front part of the vehicle is not inclined with respect to the road surface R, a route La of an ultrasonic wave transmitted from the transmitting sensor 9 to the front receiving sensor 10 and a route Lb of an ultrasonic wave transmitted from the transmitting sensor 9 to the rear receiving sensor correspond to each other, and thus, there is no time difference ΔT in the receiving time between the receiving sensors 10, 11. On the other hand, if the front of the vehicle is inclined rearward with respect to the road surface R, the route La of the ultrasonic wave transmitted from the transmitting sensor 9 to the front receiving sensor 10 is longer than the route Lb of the ultrasonic wave transmitted from the transmitting sensor 9 to the rear receiving sensor 11, and thus, there is a time difference ΔT in the receiving time between the receiving sensors 10, 11.

[0017] If the front part of the vehicle is inclined, there is a distance difference ΔS from the road surface R in the direction of height between the receiving sensors 10 and 11, which are apart from each other at an interval L. The distance difference ΔS from the road surface depends on the time difference ΔT in the receiving time, atmosphere temperature, and sonic speed. The angle of inclination $\Delta\alpha$ may be found from the distance difference ΔS from the road surface R and the interval L between the receiving sensors 10 and 11 in the longitudinal direction of the vehicle according to the following equation (1):

$$\Delta\alpha = \tan^{-1}(\Delta S/L) \quad (1)$$

[0018] Therefore, the ECU 7 can find the inclination of the vehicle by finding the distance difference ΔS from the road surface R according to the time difference ΔT in the receiving time between the receiving sensors 10, 11 and calculating the angle of inclination $\Delta\alpha$ according to the above equation (1).

[0019] A description will now be given of the construction of the head lamp 5 with reference to FIGs. 5 and 6.

[0020] The head lamp 5 comprises a High side lamp 15 and a Low side lamp 16. The Low side lamp 16 is a high intensity lamp, for example (e.g. discharge head lamp). The Low side lamp 16 is constructed such that a high intensity valve 18 is mounted on a reflector holder 17, and is provided with a condenser lens 19. The High side lamp 15 is provided with a halogen lamp 20, for example. The reflector holder 17 and the high intensity valve 18 are inclined by an actuator 21 as the optical axis adjusting device to adjust the optical axis in the vertical direction. The actuator 21 is operated in response to an instruction from the ECU 7 based on the inclination that is found by the ECU 7 according to the information supplied from the inclination sensor 6 to thereby adjust the optical axis of the high intensity valve 18.

[0021] As shown in FIG 6, the Low side lamp 16 is also provided with a hand-operated screw 22 for manually controlling the reflector holder 17 to adjust the optical axis of the high intensity valve 18. The hand-operated screw 22 is used for setting the position of the optical axis of the high intensity valve 18 with respect to a position represented by the initial value of the inclination sensor 6.

[0022] It should be noted that it is possible to adjust the High side lamp 15 in the vertical direction by the actuator 21 as is the case with the Low side lamp 16. Further, it is possible to use a head lamp which is provided with a reflector and a valve constructed as one integral unit. If the reflector and the valve are constructed as one integral unit, the reflector is tilted by the actuator so as to adjust the optical axis of the valve.

[0023] Referring next to FIG 7, a description will be given of the optical axis adjusting device for the head lamp according to the present invention.

[0024] The ECU 7 receives information from a vehicle speed sensor 23 and information from the transmitting sensor 9 and the receiving sensors 10, 11 via the inclination sensor 6. According to the information supplied from the vehicle speed sensor 23, the ECU 7 determines when the vehicle stops and when the vehicle starts moving, and according to the information supplied from the transmitting sensor 9 and the receiving sensors 10 and 11, the ECU 7 calculates the above-mentioned angle of inclination $\Delta\alpha$. The ECU 7 then outputs an instruction for driving the actuator (actuator for the right and left head lamps 5) 21 to tilt the reflector holder 17, so that

the optical axis of the high intensity valve 18 is adjusted to a predetermined position according to the condition and inclination of the vehicle.

[0025] The ECU 7 also has a function of storing as an initial value the angle of inclination $\Delta\alpha$ found in the case where there is no passenger in the vehicle and the vehicle lies on a flat road (initial value storing function). A detachable external instruction tool (e.g. failure diagnosis tool) 24 instructs the ECU 7 to store the initial value. The angle of inclination $\Delta\alpha$ found in the case where there is no passenger in the vehicle and the vehicle lies on a flat road is stored as the initial value, and in this state, the optical axis of the high intensity valve 18 is adjusted to a predetermined position by the manual-operated screw 22. On the basis of the stored initial value, the actuator 21 is driven according to the angle of inclination $\Delta\alpha$ calculated based on the information supplied from the transmitting sensor 9 and the receiving sensors 10, 11, so that the optical axis of the high intensity valve 18 is adjusted according to the inclination of the vehicle.

[0026] Therefore, even if there is a variation in the inclination detected by the inclination sensor 6, the optical axis of the high intensity valve 18 is adjusted according to the inclination that can be found with uniform accuracy. Further, since the failure diagnosis tool 24 instructs the ECU 7 to store the initial value, the initialization can easily be performed using the conventional device.

[0027] Referring to FIGs. 8 and 9, there will now be explained the operation of the above-described optical adjusting system in concrete terms with reference to FIGs. 8 and 9.

[0028] First, the angle of inclination $\Delta\alpha$ calculated based on the information supplied from the transmitting sensor 9 and the receiving sensors 10, 11 is stored as the initial value by operation of the ECU 7 as shown in FIG 8. Specifically, whether the setting of the initial value is complete or not is determined in a step S 1 when the ECU 7 is calculating the angle of inclination $\Delta\alpha$ based on the information supplied from the transmitting sensor 9 and the receiving sensors 10, 11. If it is determined that the setting of the initial value is incomplete, it is then determined in a step S2 whether the road surface is flat or not. If it is determined in the step S2 that the road surface is flat, a multi-use tester (MUT) instructs the ECU 7 to store the angle of inclination $\Delta\alpha$, detected on that occasion, as the initial value, and the ECU 7 stores the initial value according to the instruction. If it is determined in the step S2 that the road surface is not flat, the vehicle is placed on a flat road surface in a step S4 and the process then proceeds to the step S3. If it is determined in the step S1 that the setting of the initial value is complete, the process is terminated.

[0029] After the angle of inclination $\Delta\alpha$ of the vehicle on the flat road surface calculated based on the information supplied from the transmitting sensor 9 and the receiving sensors 10, 11 is stored as the initial value, the reflector holder 17 and the high intensity valve 18 are tilted by the manual-operated screw 22 to adjust the

optical axis of the high intensity valve 18 to an optical axis of the vehicle on the flat road surface. This starts control (auto-leveling) according to the information supplied from the transmitting sensor 9 and the receiving sensors 10, 11 based on the calculated angle of inclination $\Delta\alpha$ of the vehicle lying on the flat road surface.

[0030] As shown in FIG. 9, upon start of the auto leveling, the ECU 7 determines in a step S11 whether the engine is ON or not (with a starter being OFF). If it is determined in the step S11 that the engine is OFF (with the starter being OFF), the ECU7 calculates the angle of inclination $\Delta\alpha$ at the time when the vehicle is stopped with the engine being OFF in a step S12. Thereafter, in a step S13, the ECU 7 drives the actuator 21 according to the angle of inclination $\Delta\alpha$ based on the above initial value, so that the optical axis of the high intensity valve 18 is automatically adjusted to correct the angle of inclination of the head lamp 5 at the time when the vehicle is stopped with the engine being OFF.

[0031] If it is determined in the step S11 that the engine is ON, it is then determined in a step S14 whether the vehicle speed is zero or not. If it is determined in the step S14 that the vehicle speed is zero, the angle of inclination $\Delta\alpha$ at the time when the vehicle is stopped with the engine being ON is calculated in a step S15. Thereafter, in the step S13, the ECU 7 drives the actuator 21 according to the angle of inclination $\Delta\alpha$ based on the above initial value, so that the optical axis of the high intensity valve 18 is automatically adjusted to correct the angle of inclination of the head lamp 5 at the time when the vehicle is stopped with the engine being ON.

[0032] If it is determined in the step S14 that the vehicle speed is not zero, it is then determined in a step S16 whether the vehicle speed is constant or not.

[0033] If it is determined in the step S16 that the vehicle speed is constant (the vehicle starts moving to run in a stable condition), the angle of inclination $\Delta\alpha$ at the time when the vehicle speed is constant is calculated in a step S17. Thereafter, in the step S13, the ECU 7 drives the actuator 21 according to the angle of inclination $\Delta\alpha$ based on the above initial value, so that the optical axis of the high intensity valve 18 at the time when the vehicle starts moving is automatically adjusted to correct the angle of inclination of the head lamp 5. If it is determined in the step S16 that ten pulses have been measured as vehicle speed pulses, the process is returned to the start of the operations carried out for the running vehicle.

In the above-described embodiment, the inclination of the vehicle is determined by calculating the angle of inclination $\Delta\alpha$ at the time when the vehicle is stopped with the engine being OFF (step S12), the angle of inclination $\Delta\alpha$ at the time when the vehicle is stopped with the engine being ON (step S15), and the angle of inclination $\Delta\alpha$ at the time when the vehicle starts moving (with the vehicle speed being constant) (step S17). However, it is possible to adjust the optical axis of the high intensity valve 18 by finding the inclination at the time when the vehicle is stopped with the engine being OFF or the in-

clination at the time when the vehicle starts moving. Therefore, the accurate inclination of the vehicle can be found to properly adjust the optical axis.

[0034] Further, the optical axis of the high intensity valve 18 may be adjusted based on the average of the inclination at the time when the vehicle is stopped and the inclination at the time when the vehicle starts moving. For example, in the case where the vehicle is not inclined, the angle of inclination $\Delta\alpha$ different from the initial value may be acquired if a tire is run on a stone or furrow while the vehicle is stopped. In this case, by adjusting the optical axis based on the average of the inclinations, the inclination of the vehicle at the time when the vehicle starts running (with the vehicle speed being constant) (the inclination of the vehicle that is running in a stable condition in the case where an obstacle such as a stone is considered to be eliminated) is taken into consideration to find the accurate inclination.

[0035] Although in the above-described embodiment, the actuator 21 is driven according to the angle of inclination $\Delta\alpha$ that is fixed after it is corrected, the angle of inclination $\Delta\alpha$ may be corrected while the vehicle is running or may be corrected constantly. Further, although in the above-described embodiment, whether the vehicle starts running or not is determined according to whether the vehicle speed is constant or not, it may be determined according to whether a predetermined number of pulses from the vehicle speed sensor 23 has been measured at the start of the vehicle or not (for example, ten to several tens of pulses corresponding to the maximum vehicle speed in the case where the vehicle starts running). In this case, the angle of inclination $\Delta\alpha$ is calculated before the vehicle speed pulses reaches the predetermined number of pulses, and the actuator 21 is driven according to the calculated angle of inclination $\Delta\alpha$. The actuator 21 may be driven at every angle of inclination $\Delta\alpha$ calculated until the predetermined number of pulses is measured, or the actuator 21 may be driven according to the average of the calculated angles of inclination $\Delta\alpha$.

[0036] FIG 10 shows the relationship between the angle of inclination $\Delta\alpha$ and the inclination of the high intensity valve 18. As shown in FIG. 10, the optical axis of the high intensity valve 18 is adjusted to be raised at such an angle of inclination $\Delta\alpha$ that the front part of the vehicle is lower than the rear part of the vehicle, and the optical axis of the high intensity valve 18 is adjusted to be lowered at such an angle of inclination $\Delta\alpha$ that the rear of the vehicle is lower than the front of the vehicle. The relationship between the angle of inclination $\Delta\alpha$ and the inclination of the high intensity valve 18 is determined arbitrarily (represented by a straight line or curved line).

[0037] Even if the front part of the vehicle is lower than the rear part of the vehicle, the optical axis of the high intensity valve 18 may be corrected only when the vehicle is inclined at such an angle of inclination $\Delta\alpha$ that the rear part of the vehicle is lower than the front part of

the vehicle insofar as the brightness is maintained to such an extent that the field of vision is not obstructed.

[0038] FIG 11 shows the relationship between the command voltage applied to the actuator 21 and the optical axis of the high intensity valve 18. As shown in FIG 11, the optical axis of the high intensity valve 18 is continuously adjusted from a downward position to an upward position across a position represented by the initial value according to the command voltage applied to the actuator 21.

[0039] In the above-described optical axis adjusting system for the head lamp, the inclination of the vehicle is found referring to the cross member 2a at the front of the vehicle, and even if the side frame 1 is deflected, the angle of inclination $\Delta\alpha$ of the vehicle can be calculated without taking the deflection into consideration. Thus, the inclination of the head lamp 5 can be automatically corrected according to the angle of inclination $\Delta\alpha$ of the vehicle. Therefore, the accurate inclination of the vehicle can be found to properly adjust the optical axis of the high intensity lamp 18, and prevents the vehicle from dazzling drivers of vehicles running on the opposite lane.

[0040] Further, in the above-described optical adjusting system, the inclination of the head lamp 5 is corrected according to the angle of inclination $\Delta\alpha$ in the normal state, i.e. at the time when the vehicle is stopped or at the time when the vehicle starts moving. Therefore, even in the case where the inclination of the optical axis is restricted, the optical axis can be easily adjusted in conformity with the restriction.

[0041] Incidentally, if the inclination of the optical axis of the high intensity lamp 18 in the normal state, adjusted by the above-described optical axis adjusting system, can be estimated from the vehicle speed and the condition of the load, the optical axis may be corrected according to the estimated inclination based on the state of the optical axis of the high intensity lamp 18 corrected when the vehicle speed is constant.

[0042] A description will now be given of an optical axis adjusting system for a vehicle head lamp according to another embodiment of the present invention. The construction of the optical axis adjusting system for the head lamp according to this embodiment is identical with the optical axis adjusting system according to the above-described embodiment except for an inclination sensor, and therefore, a description thereof is omitted herein.

[0043] As shown in FIGs. 12 - 15, the inclination sensor 56 comprises two ultrasonic sensors 59, 60 that transmit and receive signals in the direction of the vehicle width. The two ultrasonic sensors 59, 60 comprise two transmitting sensors 59a, 60a as signal transmitters and receiving sensors 59b, 60b as signal receivers. The transmitting sensors 59a, 60a are disposed at the left side of the vehicle, and the receiving sensors 59b, 60b are disposed at the right side of the vehicle. The respective ultrasonic waves transmitted and received by the

ultrasonic sensors 59, 60 are substantially parallel to each other, and are substantially perpendicular to the longitudinal direction of the vehicle.

[0044] The ultrasonic sensors 59, 60 are housed in a box-shaped case 61 such that the transmitting and receiving bottom surfaces thereof are exposed. By mounting the case 61 on the intermediate section of the cross member 2 via a bracket 62 shaped like an alphabet C, the inclination sensor 60 is mounted on the front of the vehicle such that it is positioned opposite to the road surface R. This arrangement reduces a space required for mounting the inclination sensor 60 in the longitudinal direction of the vehicle, and housing the ultrasonic sensors 59, 60 in the case 61 reduces the size of the inclination sensor 60 and makes it easier to mount the inclination sensor 60 on the cross member 2.

[0045] Although the two ultrasonic sensors 59, 60 comprise the transmitting sensors 59a, 60a and the receiving sensors 59b, 60b constructed as separate units are provided in the longitudinal direction of the vehicle, three or more ultrasonic sensors may be provided or two ultrasonic sensors each comprising a transmitting sensor and a receiving sensor constructed as one integral unit may be provided in the longitudinal direction of the vehicle.

[0046] The inclination sensor 56 detects the inclination of the vehicle with respect to the road surface R according to a difference in ultrasonic wave receiving time between the two ultrasonic wave sensors 59, 60. The ultrasonic waves transmitted from the respective transmitting sensors 59a, 60a are reflected on the road surface R and received by the respective receiving sensors 59b, 60b, and the inclination of the vehicle with respect to the road surface R is detected according to a difference in the ultrasonic wave receiving time between the receiving sensors 59b, 60b. Namely, signals from the transmitting sensors 59a, 60a and the receiving sensors 59b, 60b are inputted to the ECU 7, and a finding section detects the inclination of the cross member 2 at the front of the vehicle (the inclination of the front part of the vehicle) with respect to the road surface according to the difference in the receiving time between the receiving sensors 59b, 60b. It should be noted that although the inclination sensor 56 detects the inclination of the vehicle with respect to the road surface R according to the difference in the receiving time, the inclination of the vehicle with respect to the road surface R may be found according to a difference in receiving phase.

[0047] Referring to FIGs. 15 and 16, a detailed description will now be given of a method for finding the inclination of the vehicle according to signals inputted from the inclination sensors 59 and 60.

[0048] As shown in FIG. 15, the respective transmitting sensors 59a, 60a of the two ultrasonic sensors 59, 60 transmit the ultrasonic waves toward the road surface R such that they are reflected on the receiving sensors 59b, 60b. When the vehicle is running, however, the positions of the receiving sensors 59b, 60b are dif-

ferent at the time when the transmitting sensors 59a, 60a transmit the ultrasonic waves and at the time when receiving sensors 59b, 60b receive the ultrasonic waves. Therefore, the respective transmitting sensors 59a, 60a may predict the positions of the receiving sensors 59b, 60b relative to the transmitting sensors 59a, 60a according to the vehicle speed and the ultrasonic wave speed, and transmit ultrasonic wave signals to the predicted positions of the receiving sensors 59b, 60b.

[0049] If the front part of the vehicle (the front cross member 2) is not inclined with respect to the road surface R as shown in FIG 16A, the route La of the ultrasonic wave transmitted from the front transmitting sensor 59a to the receiving sensor 59b and the route Lb of the ultrasonic wave transmitted from the rear transmitting sensor 60a to the receiving sensor 60b correspond to each other, and thus, there is no time difference ΔT in the receiving time of the ultrasonic waves received by the receiving sensors 59b, 60b. On the other hand, if the rear part of the vehicle is lowered due to load on the deck 4 and the front part of the vehicle is inclined rearward (upward) with respect to the road surface R, the route La of the ultrasonic wave transmitted from the front transmitting sensor 59a to the receiving sensor 59b is longer than the route Lb of the ultrasonic wave transmitted from the rear transmitting sensor 60a to the receiving sensor 60b, and thus, there is a time difference ΔT in the ultrasonic wave receiving time between the receiving sensors 59b, 60b.

[0050] If the front part of the vehicle is inclined rearward as mentioned above, there is a distance difference ΔS from the road surface R between the transmitting sensors 59a, 60a which are apart from each other at an interval L. This distance difference ΔS in height from the road surface R depends on the time difference ΔT in the receiving time, atmosphere temperature, and sonic velocity. The angle of inclination $\Delta\alpha$ can be found according to the following equation (1) based on the distance difference ΔS from the road surface R and the interval L between the receiving sensors 59b, 60b in the longitudinal direction:

$$\Delta\alpha = \tan^{-1}(\Delta S/L) \quad (1)$$

[0051] Therefore, the ECU7 finds the inclination of the vehicle by finding the time difference ΔT in the ultrasonic wave receiving time between the receiving sensors 59b, 60b and calculating the angle of inclination $\Delta\alpha$ according to the above equation (1).

[0052] Contrary to FIG 16B, if the front part of the vehicle is inclined to the front (downward) with respect to the road surface R due to load on the deck 4, there is a time difference ΔT in ultrasonic wave receiving time between the receiving sensors 59b, 60b, and the inclination of the vehicle can be found by calculating the angle of inclination $\Delta\alpha$ according to the above equation (1).

Claims

1. An optical axis adjusting system for a vehicle head lamp, **characterized by** comprising an optical axis adjusting device that adjusts an optical axis of the head lamp, an inclination detecting device that is disposed in a front part of a vehicle to detect an inclination of the front part of the vehicle with respect to a road surface, and a control device that controls said optical axis adjusting device according to the inclination detected by said inclination detecting device.

2. An optical axis adjusting system for a vehicle head lamp according to claim 1, **characterized in that** said inclination detecting device comprises:
 - an inclination sensor comprises at least one signal transmitting section and a plurality of receiving sections for receiving respective ones of signals transmitted from said signal transmitting section; and
 - a finding section that finds an inclination of the vehicle with respect to the road surface according to a time difference in signal receiving time between said signal receiving sections.

3. An optical axis adjusting system for a vehicle head lamp according to claim 2, **characterized in that:**
 - said signal receiving transmitting section and said signal receiving sections are disposed in parallel in a direction of vehicle width and said signal receiving sections receive signals transmitted from said signal transmitting section via the road surface.

4. An optical axis adjusting system for a vehicle head lamp according to claim 2 or 3, **characterized in that:**
 - positions of said signal receiving sections are predicted according to a vehicle speed and said signal transmitting section transmits signals to the predicted positions of said signal receiving sections.

5. An optical axis adjusting system for a vehicle head lamp according to any of claims 2 to 4, **characterized in that** said transmission signals are transmitted substantially in parallel from said signal transmitting section.

6. An optical axis adjusting system for a vehicle head lamp according to any of claims 2 to 5, **characterized in that:**
 - two of said signal receiving sections are disposed with said signal transmitting section positioned therebetween in a longitudinal direction of the vehicle.

7. An optical axis adjusting system for a vehicle head lamp according to any of claims 1 to 6, **characterized in that** said control device comprises a vehicle stop determining function of determining whether the vehicle is stopped, and finds the inclination of the vehicle when the vehicle is stopped and the inclination of the vehicle when the vehicle starts moving by the vehicle stop determining function, and controls said optical axis adjusting means according to at least one of the inclination when the vehicle is stopped and the inclination when the vehicle starts moving.

8. An optical axis adjusting system for a vehicle head lamp according to claim 7, **characterized in that** said control device controls said optical axis adjusting device according to an average of the inclination when the vehicle is stopped and the inclination when the vehicle starts moving.

9. An optical axis adjusting system for a vehicle head lamp according to any of claims 1 to 8, **characterized in that** said inclination detecting device is mounted in front of a front axle.

10. An optical axis adjusting system for a vehicle head lamp according to any of claims 1 to 9, **characterized in that:**
 - the vehicle comprises a pair of side frames extending in a longitudinal direction of the vehicle, and a cross member connected to front ends of said side frames in the longitudinal direction of the vehicle; and
 - said inclination detecting device is disposed in a substantially central section of said cross member.

11. An optical axis adjusting system for a vehicle head lamp according to any of claims 1 to 10, **characterized in that:**
 - said control device has an initial value storing function of storing as an initial value the inclination detected by said inclination detecting device when the vehicle with no passenger lies on a flat road, and controls said optical axis adjusting device according to the inclination detected by said inclination detecting device based on the initial value stored by the initial value storing function.

12. An optical axis adjusting system for a vehicle head lamp according to claim 11, **characterized in that**

said control device instructs an external instructing device detachable from a vehicle body to store the initial value by the initial value storing function.

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Fig. 1

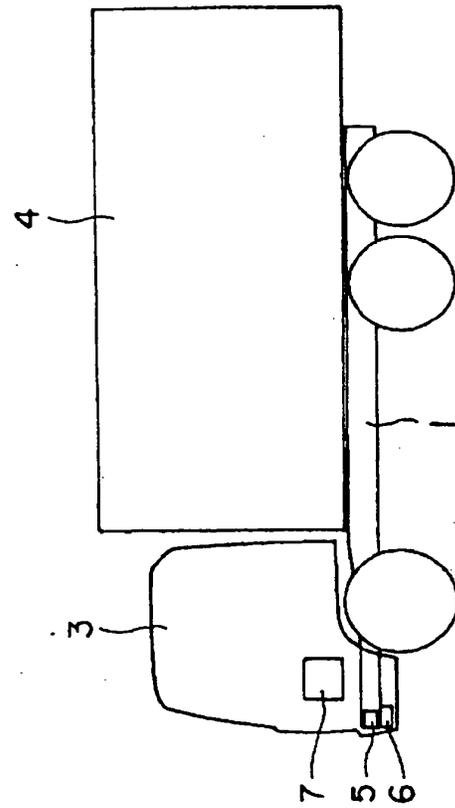


Fig. 2

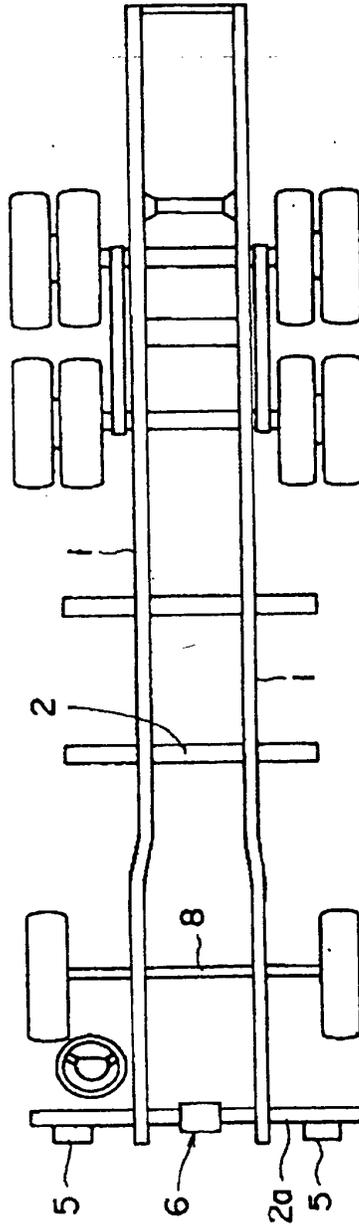


Fig. 3

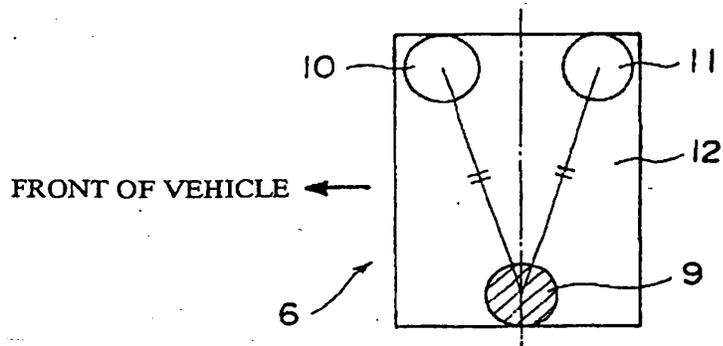
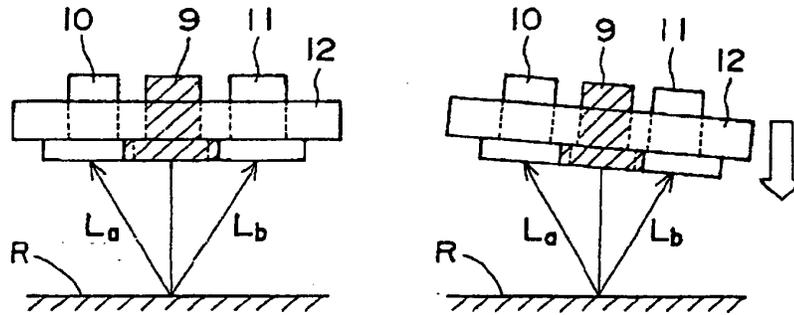


Fig. 4

(a)



(b)

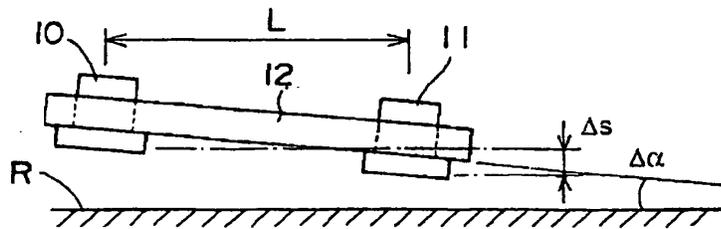


Fig. 5

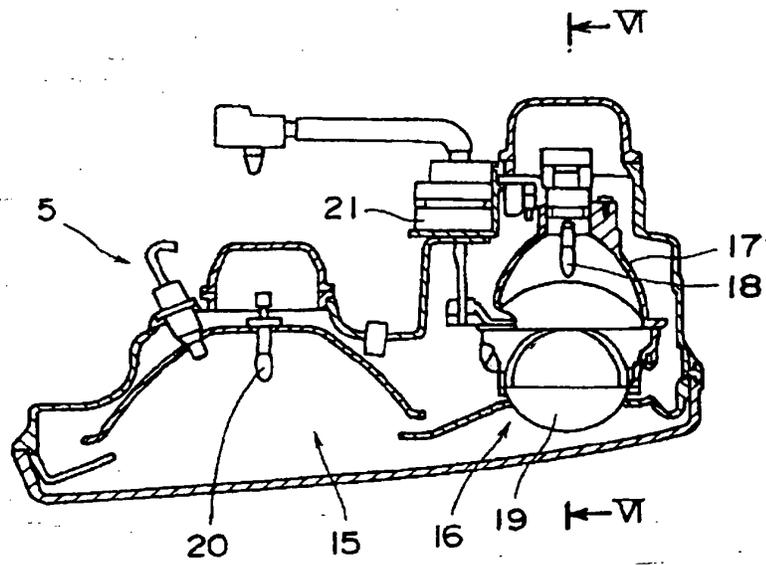


Fig. 6

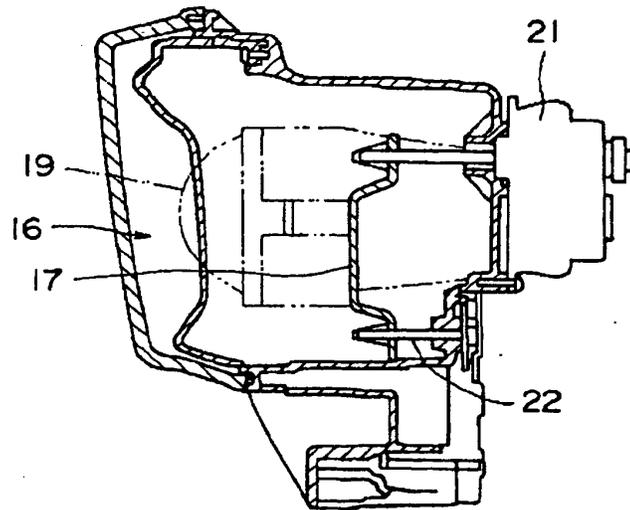


Fig. 7

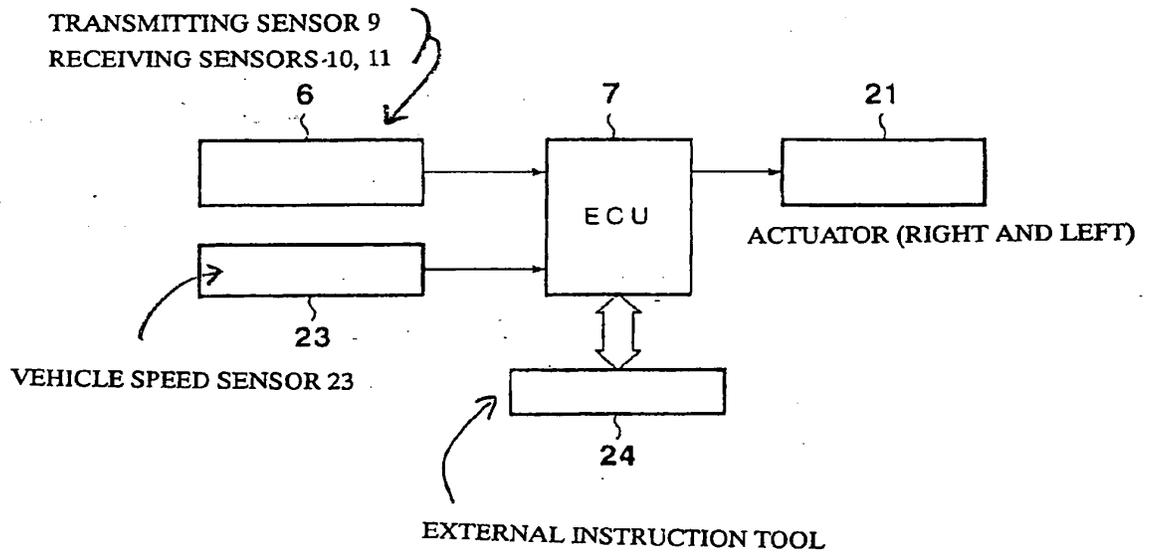


Fig. 8

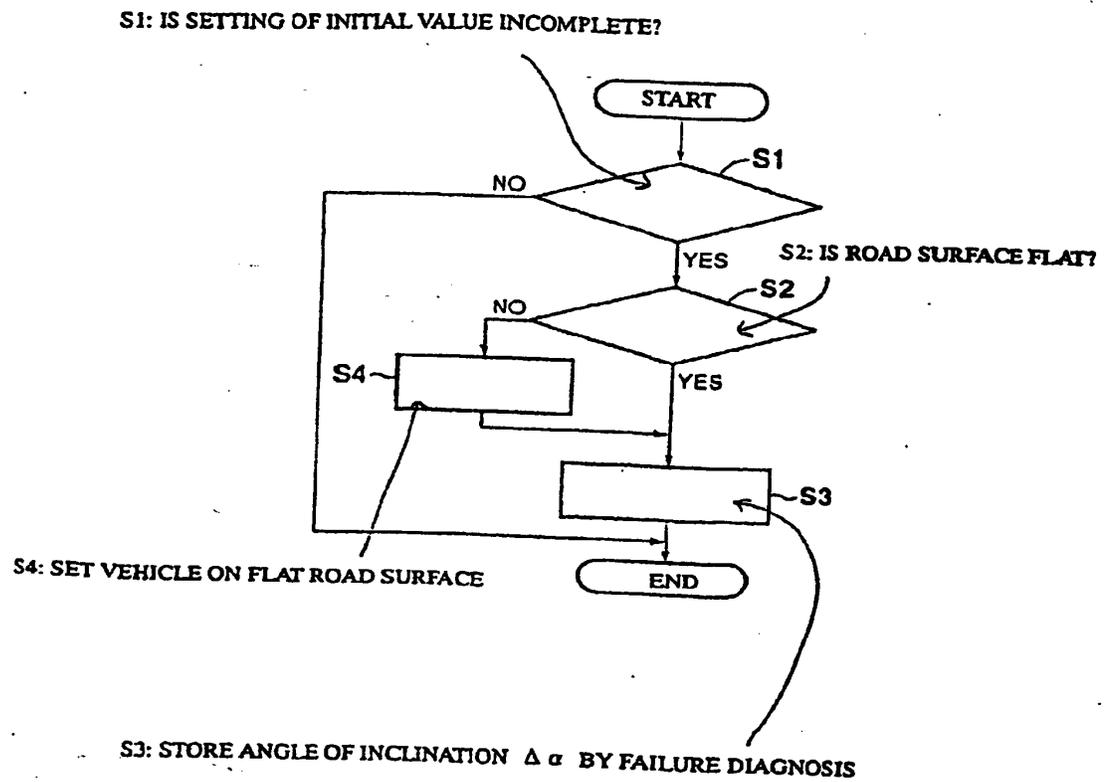


Fig. 9

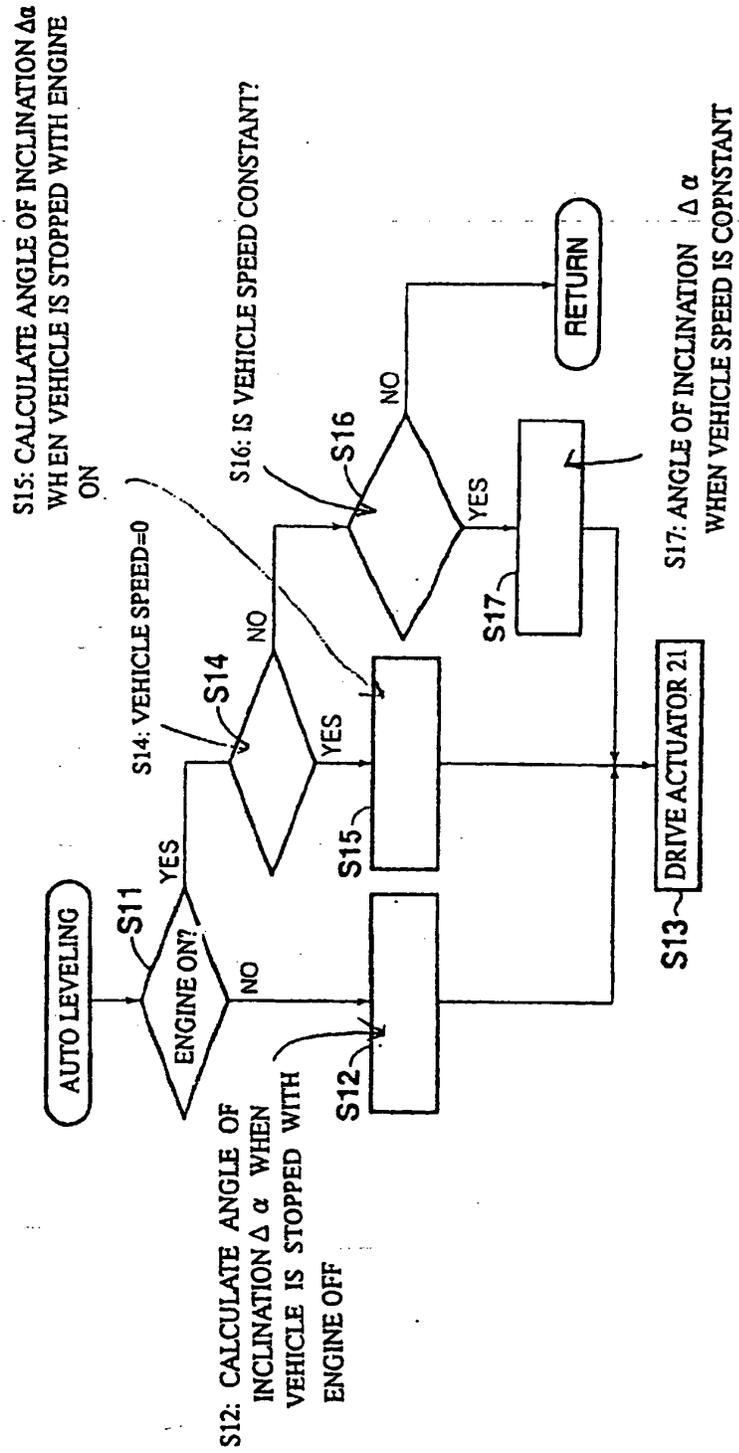


Fig. 10

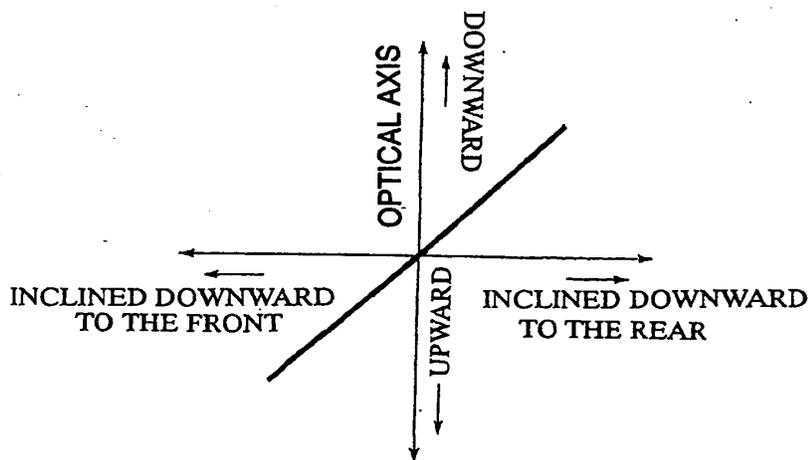


Fig. 11

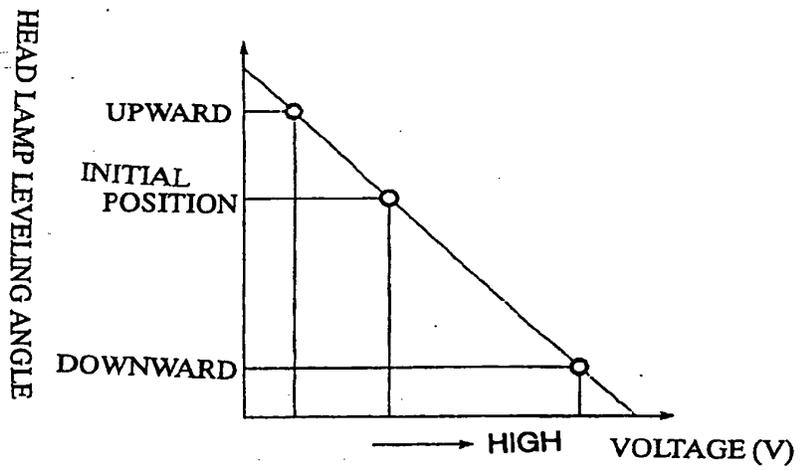


Fig. 12

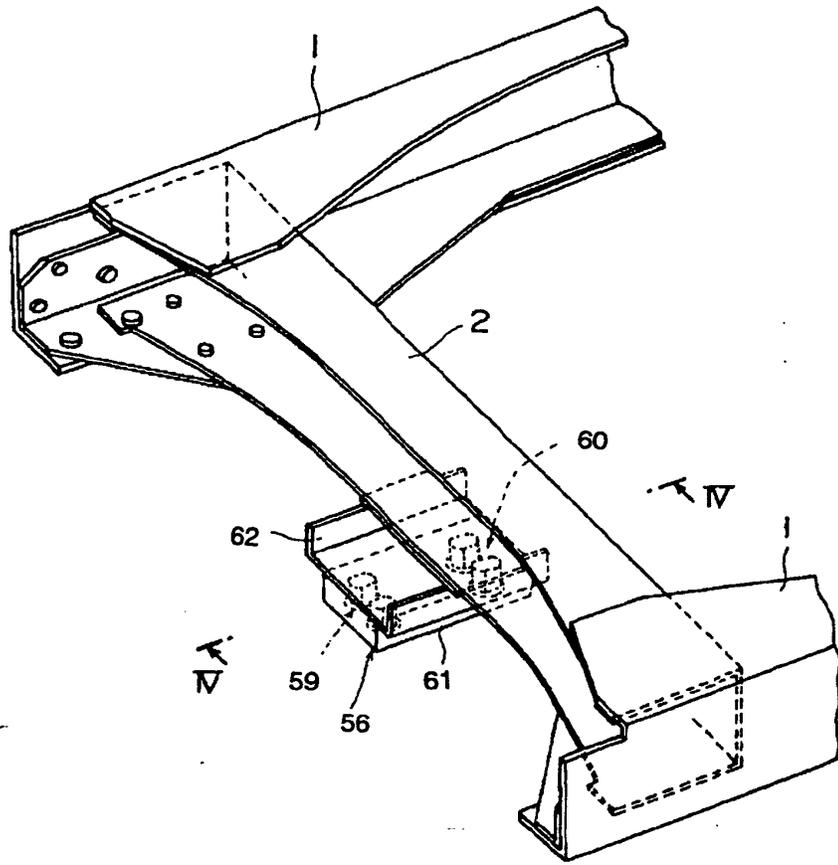


Fig. 13

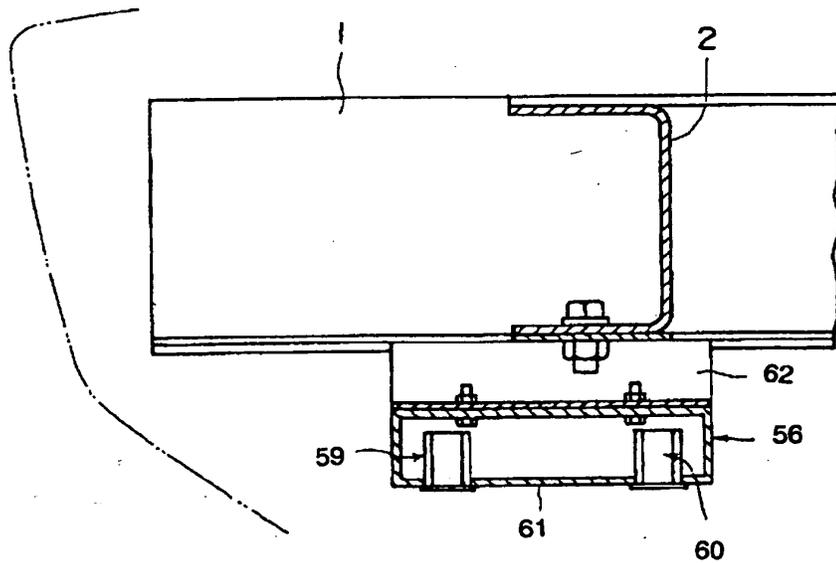
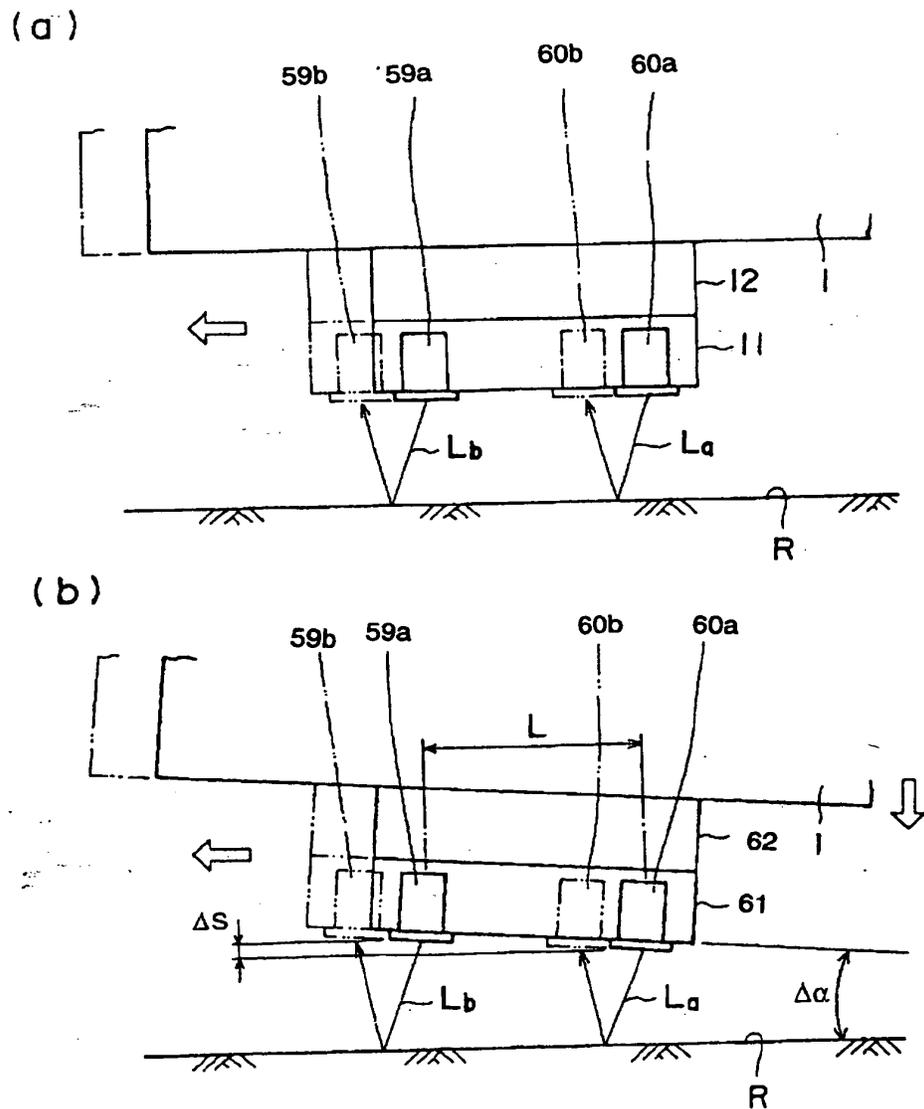


Fig. 16



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<p align="center">Request for Continued Examination (RCE) Transmittal</p> <p>Address to: Mail Stop RCE Commissioner for Patents P.O. Box 1450 Alexandria, VA 22313-1450</p>	Application Number	10/285,312
	Filing Date	October 31, 2002
	First Named Inventor	JAMES E. SMITH et al.
	Art Unit	2875
	Examiner Name	All Alavi
	Attorney Docket Number	1-23649

This is a Request for Continued Examination (RCE) under 37 CFR 1.114 of the above-identified application. Request for Continued Examination (RCE) practice under 37 CFR 1.114 does not apply to any utility or plant application filed prior to June 8, 1995, or to any design application. See Instruction Sheet for RCEs (not to be submitted to the USPTO) on page 2.

1. **Submission required under 37 CFR 1.114** Note: If the RCE is proper, any previously filed unentered amendments and amendments enclosed with the RCE will be entered in the order in which they were filed unless applicant instructs otherwise. If applicant does not wish to have any previously filed unentered amendment(s) entered, applicant must request non-entry of such amendment(s).

a. Previously submitted. If a final Office action is outstanding, any amendments filed after the final Office action may be considered as a submission even if this box is not checked.

i. Consider the arguments in the Appeal Brief or Reply Brief previously filed on _____

ii. Other _____

b. Enclosed

i. Amendment/Reply

ii. Affidavit(s)/ Declaration(s)

iii. Information Disclosure Statement (IDS)

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2. **Miscellaneous**

a. Suspension of action on the above-identified application is requested under 37 CFR 1.103(c) for a period of _____ months. (Period of suspension shall not exceed 3 months; Fee under 37 CFR 1.17(l) required)

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3. **Fees** The RCE fee under 37 CFR 1.17(e) is required by 37 CFR 1.114 when the RCE is filed. The Director is hereby authorized to charge the following fees, any underpayment of fees, or credit any overpayments, to Deposit Account No. 13-0005. I have enclosed a duplicate copy of this sheet.

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Signature	<i>Richard S. MacMillan</i>	Date
Name (Print/Type)	Richard S. MacMillan	Registration No.
		30,085

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First Named Inventor	JAMES E. SMITH et al.
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Examiner Name	All Ajavi
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 - ii. Other _____
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 - i. Amendment/Reply
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- Miscellaneous**

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 - i. RCE fee required under 37 CFR 1.17(e)
 - ii. Extension of time fee (37 CFR 1.136 and 1.17)
 - iii. Other _____
 - b. Check in the amount of \$ _____ enclosed
 - c. Payment by credit card (Form PTO-2038 enclosed)

WARNING: Information on this form may become public. Credit card information should not be included on this form. Provide credit card information and authorization on PTO-2038.

SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT REQUIRED	
Signature <i>Richard S. MacMillan</i>	Date 8/9/2006
Name (Print/Type) Richard S. MacMillan	Registration No. 30,085

CERTIFICATE OF MAILING OR TRANSMISSION	
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Signature <i>Richard S. MacMillan</i>	Date 8/9/2006
Name (Print/Type) Richard S. MacMillan	

This collection of information is required by 37 CFR 1.114. 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: Mail Stop RCE, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.
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PATENT

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Richard S. MacMillan
(signature)

Richard S. MacMillan
(name of person signing certificate)

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AUG 09 2006

Date: August 9, 2006 No. of Pages: 6

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312)	
	)	Examiner Ali Alavi
Filed: October 31, 2002)	
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-'1
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

PRELIMINARY AMENDMENT

Please amend the above-identified application as indicated on the following pages.

AMENDMENTS TO THE CLAIMS

1. (Previously Presented) An automatic directional control system for a vehicle headlight comprising:

a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle;

a controller that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount; and

an actuator that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal.

2. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the road speed of the vehicle.

3. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the steering angle of the vehicle.

4. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the pitch of the vehicle.

5. (Original) The automatic directional control system defined in Claim 1 wherein said sensor generates a signal that is representative of the suspension height of the vehicle.

6. (Cancelled).

7. (Previously Presented) An automatic directional control system for a vehicle headlight comprising:

a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle;

a controller that is responsive to a rate of change of said sensor signal for generating said output signal; and

an actuator that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal.

8. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the road speed of the vehicle.

9. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the steering angle of the vehicle.

10. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the pitch of the vehicle.

11. (Original) The automatic directional control system defined in Claim 7 wherein said sensor generates a signal that is representative of the rate of change of the suspension height of the vehicle.

12. (Original) The automatic directional control system defined in Claim 7 wherein said controller generates said output signal only when the rate of change of said sensor signal changes by more than a predetermined threshold amount.

13. (Original) The automatic directional control system defined in Claim 1 further including a plurality of sensors adapted to generate a respective plurality of signals that are representative of a respective plurality of conditions of the vehicle, and wherein said controller is responsive to said plurality of sensor signals for generating said output signal.

14. (New) An automatic directional control system for a vehicle headlight comprising:

a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle;

a controller that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined minimum threshold amount to prevent said actuator from being operated continuously or unduly frequently in response to relatively small variations in the sensed operating condition; and

an actuator that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal.

REMARKS

Claim 1 recites that the controller is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. New Claim 14 recites that the controller is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined minimum threshold amount to prevent the actuator from being operated continuously or unduly frequently in response to relatively small variations in the sensed operating condition. The cited references fail to disclose either of these features.

Contrary to the Examiner's assertion, the cited portions of the Toda et al. reference (Fig. 2; Column 2, Lines 8-27), the Okuchi et al. reference (Fig. 4; the algorithm 107, and Column 1, Lines 30-38), and the Gotoh reference (Fig. 3) do not show or suggest these features of the invention. The Examiner is requested to specifically identify the portions of the cited references that anticipate the claimed recitations of either:

- (1) a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount, as recited in Claim 1; or
- (2) a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined minimum threshold amount to prevent the actuator from being operated continuously or unduly frequently in response to relatively small variations in the sensed operating condition, as recited in Claim 14.

Claim 7 recites that the controller is responsive to a rate of change of the sensor signal for generating the output signal. The cited references (the Toda et al. and the Okuchi et al. references) also fail to disclose this feature. Indeed, the term "rate of change" does not even appear in the Examiner's Final Rejection. Thus, the Examiner is also requested to specifically identify the portions of the cited references that

anticipate the claimed recitations of a controller is responsive to a rate of change of the sensor signal for generating the output signal, as recited in Claim 7.

Respectfully submitted,



Richard S. MacMillan
Reg. No. 30,085

MacMillan, Sobanski & Todd, LLC
One Maritime Plaza, Fifth Floor
720 Water Street
Toledo, Ohio 43604
(419) 255-5900

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PATENT APPLICATION FEE DETERMINATION RECORD
 Substitute for Form PTO-876

Application or Docket Number
 10285312

APPLICATION AS FILED - PART I

FOR		(Column 1) NUMBER FILED	(Column 2) NUMBER EXTRA	SMALL ENTITY		OR	OTHER THAN SMALL ENTITY	
				RATE (\$)	FEE (\$)		RATE (\$)	FEE (\$)
BASIC FEE (37 CFR 1.16(e), (b), or (c))								
SEARCH FEE (37 CFR 1.16(k), (l), or (m))								
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))								
TOTAL CLAIMS (37 CFR 1.16(j))			minus 20 =	X 25 =			X 50 =	
INDEPENDENT CLAIMS (37 CFR 1.16(h))			minus 3 =	X 100 =			X 200 =	
APPLICATION SIZE FEE (37 CFR 1.16(s))		If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$250 (\$125 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))				180			360	
				TOTAL			TOTAL	

* If the difference in column 1 is less than zero, enter "0" in column 2.

APPLICATION AS AMENDED - PART II

AMENDMENT #	CLAIMS REMAINING AFTER AMENDMENT		(Column 1)	(Column 2)	(Column 3)	SMALL ENTITY		OR	OTHER THAN SMALL ENTITY	
	Total (37 CFR 1.16(j))	Independent (37 CFR 1.16(h))	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)	RATE (\$)	ADDITIONAL FEE (\$)		
1	13	3	60		X 25 =		X 50 =			
			3		X 100 =		X 200 =			
Application Size Fee (37 CFR 1.16(s))										
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))					180		360			
				TOTAL ADD'L FEE			TOTAL ADD'L FEE			

AMENDMENT #	CLAIMS REMAINING AFTER AMENDMENT		(Column 1)	(Column 2)	(Column 3)	SMALL ENTITY		OR	OTHER THAN SMALL ENTITY	
	Total (37 CFR 1.16(j))	Independent (37 CFR 1.16(h))	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)	RATE (\$)	ADDITIONAL FEE (\$)		
					X =		X =			
					X =		X =			
Application Size Fee (37 CFR 1.16(s))										
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))										
				TOTAL ADD'L FEE			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.

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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CLAIMS ONLY

Application Number
10/285312
 Applicant(s)

Filing Date

* May be used for additional claims or amendments

CLAIMS	AS FILED		AFTER FIRST AMENDMENT		AFTER SECOND AMENDMENT	
	Indep	Depend	Indep	Depend	Indep	Depend
1	1					
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Total Depend	10					
Total Claims	13					

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Total Depend						
Total Claims						



MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO OH 43604

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SEP 29 2006
OFFICE OF PETITIONS

In re Application of :
Smith, et al. :
Application No. 10/285,312 : ON PETITION
Filed: October 31, 2002 :
Attorney Docket No. 1-23649 :
For: AUTOMATIC DIRECTIONAL
CONTROL SYSTEM FOR VEHICLE
HEADLIGHTS

This is a decision on the petition under 37 CFR 1.181, filed July 11, 2006, requesting that the Office withdraw the holding of abandonment of the above-identified application.

The petition under 37 CFR 1.181 is **GRANTED**.

This application was held abandoned for failure to file an appropriate follow-up submission after the filing of a Notice of Appeal on January 9, 2006. A Notice of Abandonment was mailed on April 6, 2006. The Notice of Abandonment states that the application became abandoned because no reply had been received to the Notice of Panel Decision from Pre-Appeal Brief Review, mailed February 3, 2006.

Petitioners assert the Notice of Abandonment was mailed prematurely and should be withdrawn. Petitioners note that the time for filing an Appeal brief ran from the filing date of the Notice of Appeal, dated January 9, 2006 (including any extensions of time that may be granted.) It is noted that the February 3, 2006 Notice states that the time period for filing a follow-up submission is extendable under 37 CFR 1.136 based upon the mail date of the February 3, 2006 Notice or the receipt date of the Notice of Appeal, as applicable.

Petitioners are correct. A review of the application file reveals that a RCE and authorization to charge required fees (including extension of time fees) was filed on August 9, 2006. August 9, 2006 was the last possible day (two months from January 9, 2006 plus a five month extension of time) to file a timely follow-up submission to the January 9, 2006 Notice of Appeal.

The petition under 37 CFR 1.181 is **granted** and the Notice of Abandonment is **vacated**. No petition fee has been or will be charged in connection with this matter. However, a five month extension of time fee of \$2,160.00 and a RCE filing fee of \$790.00 will be charged to deposit account no. 13-0005.

Accordingly, the application file will be forwarded to Technology Center A.U. 2875 for consideration of the RCE filed on August 9, 2006.

Telephone inquiries pertaining to this matter may be directed to the undersigned at (571) 272-3230.



Shirene Willis Brantley
Senior Petitions Attorney
Office of Petitions
Office of the Deputy Commissioner
for Patent Examination Policy

AUG 09 2006

PTO/SB/30 (07-06)
Approved for use through 08/30/2006. OMB 0301-0051
U.S. Patent and Trademark Office, U.S. DEPARTMENT OF COMMERCE

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Request for Continued Examination (RCE) Transmittal Address to: Mail Stop RCE Commissioner for Patents P.O. Box 1450 Alexandria, VA 22313-1450	Application Number	10/285,312
	Filing Date	October 31, 2002
	First Named Inventor	JAMES E. SMITH et al.
	Art Unit	2875
	Examiner Name	All Alavi
	Attorney Docket Number	1-23849

This is a Request for Continued Examination (RCE) under 37 CFR 1.114 of the above-identified application. Request for Continued Examination (RCE) practice under 37 CFR 1.114 does not apply to any utility or plant application filed prior to June 8, 1995, or to any design application. See Instruction Sheet for RCEs (not to be submitted to the USPTO) on page 2.

1. **Submission required under 37 CFR 1.114** Note: If the RCE is proper, any previously filed unentered amendments and amendments enclosed with the RCE will be entered in the order in which they were filed unless applicant instructs otherwise. If applicant does not wish to have any previously filed unentered amendment(s) entered, applicant must request non-entry of such amendment(s).

a. Previously submitted. If a final Office action is outstanding, any amendments filed after the final Office action may be considered as a submission even if this box is not checked.

i. Consider the arguments in the Appeal Brief or Reply Brief previously filed on _____

ii. Other _____

b. Enclosed

i. Amendment/Reply

ii. Affidavit(s)/ Declaration(s)

iii. Information Disclosure Statement (IDS)

iv. Other _____

2. **Miscellaneous**

a. Suspension of action on the above-identified application is requested under 37 CFR 1.103(c) for a period of _____ months. (Period of suspension shall not exceed 3 months; Fee under 37 CFR 1.17(f) required)

b. Other _____

3. **Fees** The RCE fee under 37 CFR 1.17(e) is required by 37 CFR 1.114 when the RCE is filed. The Director is hereby authorized to charge the following fees, any underpayment of fees, or credit any overpayments, to Deposit Account No. 13-0005. I have enclosed a duplicate copy of this sheet.

i. RCE fee required under 37 CFR 1.17(e)

ii. Extension of time fee (37 CFR 1.138 and 1.17)

iii. Other _____

b. Check in the amount of \$ _____ enclosed

c. Payment by credit card (Form PTO-2038 enclosed)

WARNING: Information on this form may become public. Credit card information should not be included on this form. Provide credit card information and authorization on PTO-2038.

SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT REQUIRED

Signature	<i>Richard S. MacMillan</i>	Date	8/9/2006
Name (Print/Type)	Richard S. MacMillan	Registration No.	30,085

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Signature	<i>Richard S. MacMillan</i>	Date	8/9/2006
Name (Print/Type)	Richard S. MacMillan		

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09/29/2006 CKHLOK 00000009 130005 10285312
01-FC:1255 2160.00 DA
02-FC:1801 790.00 DA



UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
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www.uspto.gov

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

27210 7590 10/06/2006
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT PAPER NUMBER

2875

DATE MAILED: 10/06/2006

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

Office Action Summary	Application No. 10/285,312	Applicant(s) SMITH ET AL.	
	Examiner Ali Alavi	Art Unit 2875	

-- 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 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, 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 09 August 2006.
2a) This action is FINAL. 2b) This action is non-final.
3) 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

- 4) Claim(s) 1-5 and 7-14 is/are pending in the application.
4a) Of the above claim(s) _____ is/are withdrawn from consideration.
5) Claim(s) _____ is/are allowed.
6) Claim(s) 1-5 and 7-14 is/are rejected.
7) Claim(s) _____ is/are objected to.
8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) The specification is objected to by the Examiner.
10) 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).
11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

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).
a) All b) Some * c) None of:
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) <input type="checkbox"/> Notice of References Cited (PTO-892) | 4) <input type="checkbox"/> Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | 5) <input type="checkbox"/> Notice of Informal Patent Application |
| 3) <input checked="" type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08)
Paper No(s)/Mail Date <u>7/17/06</u> . | 6) <input type="checkbox"/> Other: _____ |

Continued Examination Under 37 CFR 1.114

A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after abandonment. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the abandonment of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 8/09/06 has been entered.

Applicant's amendment has been entered. Accordingly, new claim 14 has been added. And now claims 1-5, 7-14 are pending in this application.

Response to Arguments

Applicant's arguments filed on 8/9/06 have been considered but they are not persuasive. Applicant contend that "none of the art of record is believed to show or suggest a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount." Examiner respectfully disagrees with the applicant assertion. All of the art of record including Toda et al, Okuchi et al, and Gotoh references discloses the claimed invention. For instance, Toda et al discloses a sensor (12, 14) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12), and suspension height (14) of the vehicle; a controller (16) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight

according to the output signal generated by the sensor), and an actuator (10) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle.

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(e) the invention was described in (1) an application for patent, published under section 122(b), by another filed in the United States before the invention by the applicant for patent or (2) a patent granted on an application for patent by another filed in the United States before the invention by the applicant for patent, except that an international application filed under the treaty defined in section 351(a) shall have the effects for purposes of this subsection of an application filed in the United States only if the international application designated the United States and was published under Article 21(2) of such treaty in the English language.

Claims 1-2, 4-5, 7-8, 10-14 are rejected under 35 U.S.C. 102(e) as being anticipated by Toda et al (U.S. Pat. No 6,305,823).

Toda et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12, 14) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12), and suspension height (14) of the vehicle; a controller (16) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor), and an actuator (10) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein

said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), Height sensor (14).

Claims 1-2, 4-5, 7-8, 10-14 are rejected under 35 U.S.C. 102(e) as being anticipated by Okuchi et al (U.S. Pat. No 6,193,398).

Okuchi et al discloses an automatic directional control system for a vehicle headlight comprising: a sensor (12) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (12) a controller (20) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor), and an actuator (35) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle (see abstract), speed sensor (12), pitch angle (2103, fig. 9), suspension height (2201, 2203, fig. 14).

Claim Rejections - 35 USC § 102

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

A person shall be entitled to a patent unless –

(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 1-3 and 9 are rejected under 35 U.S.C. 102(b) as being anticipated by Gotoh (US Pat. No 5,909,949).

Gotoh discloses an automatic directional control system for a vehicle headlight comprising: a sensor (22) that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed (22), and steering angle (21) and a controller (10) that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined amount (this limitation is considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor), and an actuator (24) that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal, wherein said sensor generates a signal that is representative of the road speed of the vehicle.

Any inquiry concerning this communication or earlier communication from the examiner should be directed to Ali Alavi whose telephone number is (571) 272-2365. The examiner can normally be reached between 7:00 A.M. to 5:30 P.M. Tuesday to Friday. If attempts to reach the examiner by phone are unsuccessful, the examiner's supervisor, Sandy O'Shea can be reached at (571) 272-2378 or you may fax your inquiry to the **Central Fax** at (703) 872-9306.

Any inquiry of a general nature or relating to the status of this application should be directed to the receptionist whose telephone number is (703) 308-2956.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published

Application/Control Number: 10/285,312
Art Unit: 2875

Page 6

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).

aa


ALI ALAVI
PRIMARY EXAMINER

IFW

PATENT

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Shanda P. Lawrence
(signature)

Date of signature and deposit - 01-08-07

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.	)	Group Art Unit 2875
)	
Serial No. 10/285,312	)	Examiner Ali Alavi
)	
Filed: October 31, 2002	)	Confirmation No. 1413
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

RESPONSE

Reconsideration of the above-identified application is respectfully requested in light of the following remarks.

REMARKS

Section 707.07(f) of the M.P.E.P. states that in "order to provide a complete application file history and to enhance the clarity of the prosecution history record, an examiner must provide clear explanations of all actions taken by the examiner during prosecution of an application." Because the Examiner has completely failed to do this in the Office Action dated October 6, 2006, withdrawal of the rejections and reconsideration of the application is appropriate.

Independent Claim 1 recites that the controller is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount. Independent Claim 14 recites that the controller is responsive

to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined minimum threshold amount to prevent the actuator from being operated continuously or unduly frequently in response to relatively small variations in the sensed operating condition. The cited references fail to disclose either of these features.

The Examiner rejected independent Claims 1 and 14 as being anticipated by either of the Toda et al., Okuchi et al., and Gotoh references. However, the Examiner did not cite any portion of such references that meets the language of these claims. The Examiner is requested to specifically identify the portions of the cited references that anticipate the claimed recitations of either:

- (1) a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount, as recited in Claim 1; or
- (2) a controller that is responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined minimum threshold amount to prevent the actuator from being operated continuously or unduly frequently in response to relatively small variations in the sensed operating condition, as recited in Claim 14.

The Examiner stated that the limitation of the controller being responsive to the sensor signal for generating an output signal only when the sensor signal changes by more than a predetermined amount was "considered an intended use, because the actuator would change the headlight according to the output signal generated by the sensor." This statement is simply incorrect. Independent Claims 1 and 14 define a system wherein the actuator does not change the headlight according to the output signal generated by the sensor unless the sensor signal changes by more than a predetermined amount. Thus, the Examiner is incorrect in stating that the "actuator would change the headlight according to the output signal generated by the sensor." On the contrary, the claims define a system that specifically prevents this from occurring unless a threshold condition (namely, the sensor signal changing by more

than a predetermined amount) is met. This recitation is not a mere statement of use but an important structural feature of the claimed invention.

Claim 7 recites that the controller is responsive to a rate of change of the sensor signal for generating the output signal. The Toda et al. and the Okuchi et al. references fail to disclose this feature. Indeed, the term “rate of change” does not even appear in the Examiner’s Office Action. Thus, the Examiner is also requested to specifically identify the portions of the cited references that anticipate the claimed recitations of a controller is responsive to a rate of change of the sensor signal for generating the output signal, as recited in Claim 7.

Respectfully submitted,



Richard S. MacMillan

Reg. No. 30,085

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(419) 255-5900

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PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875					Application or Docket Number 10/285,312		Filing Date 10/31/2002		<input type="checkbox"/> To be Mailed		
APPLICATION AS FILED – PART I					SMALL ENTITY <input type="checkbox"/>		OR		OTHER THAN SMALL ENTITY		
(Column 1)		(Column 2)									
FOR	NUMBER FILED	NUMBER EXTRA	RATE (\$)	FEE (\$)	OR	RATE (\$)	FEE (\$)				
<input type="checkbox"/> BASIC FEE <small>(37 CFR 1.16(a), (b), or (c))</small>	N/A	N/A	N/A			N/A					
<input type="checkbox"/> SEARCH FEE <small>(37 CFR 1.16(k), (l), or (m))</small>	N/A	N/A	N/A			N/A					
<input type="checkbox"/> EXAMINATION FEE <small>(37 CFR 1.16(o), (p), or (q))</small>	N/A	N/A	N/A			N/A					
TOTAL CLAIMS <small>(37 CFR 1.16(i))</small>	minus 20 = *		X \$ =			X \$ =					
INDEPENDENT CLAIMS <small>(37 CFR 1.16(h))</small>	minus 3 = *		X \$ =			X \$ =					
<input type="checkbox"/> APPLICATION SIZE FEE <small>(37 CFR 1.16(s))</small>	If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$250 (\$125 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).										
<input type="checkbox"/> MULTIPLE DEPENDENT CLAIM PRESENT <small>(37 CFR 1.16(j))</small>											
* If the difference in column 1 is less than zero, enter "0" in column 2.											
APPLICATION AS AMENDED – PART II					SMALL ENTITY		OR		OTHER THAN SMALL ENTITY		
(Column 1)		(Column 2)		(Column 3)							
AMENDMENT	01/10/2007	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)	OR	RATE (\$)	ADDITIONAL FEE (\$)		
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	Independent <small>(37 CFR 1.16(h))</small>	* 3	Minus	***3	= 0	X \$ =		OR	X \$200=	0	
	<input type="checkbox"/> Application Size Fee <small>(37 CFR 1.16(s))</small>										
	<input type="checkbox"/> FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <small>(37 CFR 1.16(j))</small>										
					TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	0		
(Column 1)		(Column 2)		(Column 3)							
AMENDMENT		CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)	OR	RATE (\$)	ADDITIONAL FEE (\$)		
	Total <small>(37 CFR 1.16(i))</small>	*	Minus	**	=	X \$ =		OR	X \$ =		
	Independent <small>(37 CFR 1.16(h))</small>	*	Minus	***	=	X \$ =		OR	X \$ =		
	<input type="checkbox"/> Application Size Fee <small>(37 CFR 1.16(s))</small>										
	<input type="checkbox"/> FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <small>(37 CFR 1.16(j))</small>										
					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 number found in the appropriate box in column 1.											
					Legal Instrument Examiner: Stella Little						

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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CERTIFICATE OF FACSIMILE TRANSMISSION

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Richard S. MacMillan
(signature)

Richard S. MacMillan
(name of person signing certificate)

Date: January 31, 2007 No. of Pages: 4

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:)	
JAMES E. SMITH et al.)	Group Art Unit 2875
)	
Serial No. 10/285,312	)	Examiner Ali Alavi
)	
Filed: October 31, 2002	)	Confirmation No. 1413
)	
For: AUTOMATIC DIRECTIONAL CONTROL	)	Attorney Docket 1-23649
SYSTEM FOR VEHICLE HEADLIGHTS)	

Commissioner For Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

AMENDMENT

Please amend the above-identified application as indicated on the following pages.

AMENDMENTS TO THE CLAIMS

1. (Canceled).
2. (Currently Amended) The automatic directional control system defined in Claim 14 ~~[[1]]~~ wherein said sensor generates a signal that is representative of the road speed of the vehicle.
3. (Currently Amended) The automatic directional control system defined in Claim 14 ~~[[1]]~~ wherein said sensor generates a signal that is representative of the steering angle of the vehicle.
4. (Currently Amended) The automatic directional control system defined in Claim 14 ~~[[1]]~~ wherein said sensor generates a signal that is representative of the pitch of the vehicle.
5. (Currently Amended) The automatic directional control system defined in Claim 14 ~~[[1]]~~ wherein said sensor generates a signal that is representative of the suspension height of the vehicle.
- 6 - 13. (Cancelled).
14. (Previously Presented) An automatic directional control system for a vehicle headlight comprising:
 - a sensor that is adapted to generate a signal that is representative of a condition of the vehicle, said sensed condition includes one or more of road speed, steering angle, pitch, and suspension height of the vehicle;
 - a controller that is responsive to said sensor signal for generating an output signal only when said sensor signal changes by more than a predetermined minimum threshold amount to prevent said actuator from being operated continuously or unduly

frequently in response to relatively small variations in the sensed operating condition;
and

an actuator that is adapted to be connected to the headlight to effect movement thereof in accordance with said output signal.

REMARKS

The courtesy of the Examiner in granting the undersigned attorney a personal interview on January 31, 2007 is gratefully acknowledged. During that interview, independent Claims 1, 7, and 14 were discussed in light of the Toda et al., Gotoh, and Okuchi et al. references. As noted on the Examiner Interview Summary Record, it was agreed that Claim 14 was allowable over the prior art of record. Thus, independent Claims 1 and 7 have been canceled, and Claims 2 through 5 have been amended to depend from allowable Claim 14. Thus, it is believed that the application is now in condition for allowance.

Respectfully submitted,



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Reg. No. 30,085

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Interview Summary	Application No.	Applicant(s)	
	10/285,312	SMITH ET AL.	
	Examiner	Art Unit	
	Ali Alavi	2875	

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

- (1) Ali Alavi (3) _____
(2) Richard McMillan (4) _____

Date of Interview: 31 January 2007.

Type: a) Telephonic b) Video Conference
c) Personal [copy given to: 1) applicant 2) applicant's representative]

Exhibit shown or demonstration conducted: d) Yes e) No.
If Yes, brief description: _____.

Claim(s) discussed: 1, 7, and 14.

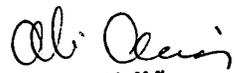
Identification of prior art discussed: 6,305,823, 5,909,949, and 6,193,398.

Agreement with respect to the claims f) was reached. g) was not reached. h) N/A.

Substance of Interview including description of the general nature of what was agreed to if an agreement was reached, or any other comments: We discussed independent claims 1, 7, and 14. We agreed that claim 14 is allowable over the prior art of record because of the specific limitation of "a predetermined minimum threshold amount to prevent the actuator from being operated continuously or duly in response to relatively small variations in the sensed operating speed."

(A fuller description, if necessary, and a copy of the amendments which the examiner agreed would render the claims allowable, if available, must be attached. Also, where no copy of the amendments that would render the claims allowable is available, a summary thereof must be attached.)

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. See Summary of Record of Interview requirements on reverse side or on attached sheet.


ALI ALAVI
PRIMARY EXAMINER

Examiner Note: You must sign this form unless it is an Attachment to a signed Office action.

Examiner's signature, if required

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PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875					Application or Docket Number 10/285,312		Filing Date 10/31/2002		<input type="checkbox"/> To be Mailed		
APPLICATION AS FILED – PART I					SMALL ENTITY <input type="checkbox"/>		OR		OTHER THAN SMALL ENTITY		
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FOR	NUMBER FILED	NUMBER EXTRA	RATE (\$)	FEE (\$)	OR	RATE (\$)	FEE (\$)				
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<input type="checkbox"/> SEARCH FEE <small>(37 CFR 1.16(k), (l), or (m))</small>	N/A	N/A	N/A			N/A					
<input type="checkbox"/> EXAMINATION FEE <small>(37 CFR 1.16(o), (p), or (q))</small>	N/A	N/A	N/A			N/A					
TOTAL CLAIMS <small>(37 CFR 1.16(i))</small>	minus 20 = *		X \$ =			X \$ =					
INDEPENDENT CLAIMS <small>(37 CFR 1.16(h))</small>	minus 3 = *		X \$ =			X \$ =					
<input type="checkbox"/> APPLICATION SIZE FEE <small>(37 CFR 1.16(s))</small>	If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$250 (\$125 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).										
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APPLICATION AS AMENDED – PART II					SMALL ENTITY		OR		OTHER THAN SMALL ENTITY		
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AMENDMENT	01/31/2007	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)	OR	RATE (\$)	ADDITIONAL FEE (\$)		
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	Independent <small>(37 CFR 1.16(h))</small>	* 2	Minus	***3	= 0	X \$ =		OR	X \$200=	0	
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	<input type="checkbox"/> FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <small>(37 CFR 1.16(j))</small>										
					TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE	0		
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AMENDMENT		CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)	ADDITIONAL FEE (\$)	OR	RATE (\$)	ADDITIONAL FEE (\$)		
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	Independent <small>(37 CFR 1.16(h))</small>	*	Minus	***	=	X \$ =		OR	X \$ =		
	<input type="checkbox"/> Application Size Fee <small>(37 CFR 1.16(s))</small>										
	<input type="checkbox"/> FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <small>(37 CFR 1.16(j))</small>										
					TOTAL ADD'L FEE		OR	TOTAL ADD'L FEE			
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** 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".											
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Legal Instrument Examiner:
Linda W. Badie

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Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
S1	332	(362/507).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2004/06/12 11:13
S2	174	(362/526).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2004/06/12 11:13
S3	55	(362/446).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2004/06/12 11:14
S4	192	(362/466).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2004/06/12 11:14
S5	712	(362/802).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2004/06/12 11:14
S6	680	(362/276).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2004/06/12 11:15
S7	0	("lightnear3(guideplate)near3increas\$4near5depth").PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2006/10/04 09:01
S8	0	headlight and sensor and contrl\$4 and actua\$4	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2004/06/12 11:13
S9	1660	headlight and sensor and control\$4 and actua\$4	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/11 14:55
S10	160	"362"/\$.ccls. and (headlight and sensor and control\$4 and actua\$4)	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/11 14:55

EAST Search History

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S15	16	((("362"/\$.ccls. and (headlight and sensor and control\$4 and actua\$4)) and (angle pitch speed height)) and 362/465.ccls.	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/11 15:19
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S17	89	((("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710")).PN. or (2001/0019225).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2003/12/12 09:43

EAST Search History

S18	129	("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877")).PN. or (2001/0019225).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2003/12/12 10:54
S19	2	("6305823").PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2003/12/12 10:56

EAST Search History

S20	24	(((("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877")).PN. or (2001/0019225).CCLS.) and steer\$4 near2 angle	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/12 10:56
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EAST Search History

S21	18	(((("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,011") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877")).PN. or (2001/0019225).CCLS.) and steer\$4 near2 angle) and sensor	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/12 10:57
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EAST Search History

S22	2	((((("6,183,118") or ("6,193,398") or ("6,227,691") or ("6,231,216") or ("6,234,654") or ("6,281,632") or ("6,293,686") or ("5,707,129") or ("5,751,832") or ("5,779,342") or ("5,781,105") or ("5,785,405") or ("5,868,488") or ("5,877,680") or ("5,896,01") or ("5,907,196") or ("5,920,386") or ("5,938,319") or ("5,977,678") or ("6,010,237") or ("6,049,749") or ("6,097,156") or ("6,118,113") or ("6,142,655") or ("6,144,159") or ("6,176,590") or ("4,908,560") or ("4,916,587") or ("4,943,893") or ("4,948,249") or ("5,060,120") or ("5,099,400") or ("5,158,352") or ("5,164,785") or ("5,181,429") or ("5,193,894") or ("5,331,393") or ("5,373,357") or ("5,392,111") or ("5,404,278") or ("5,426,571") or ("5,428,512") or ("5,485,265") or ("5,526,242") or ("5,550,717") or ("5,633,710") or ("3,634,677") or ("3,939,339") or ("3,953,726") or ("4,024,388") or ("4,066,886") or ("4,162,424") or ("4,186,428") or ("4,204,270") or ("4,217,631") or ("4,225,902") or ("4,310,172") or ("4,583,152") or ("4,768,1.35") or ("4,791,343") or ("4,833,573") or ("4,868,720") or ("4,868,721") or ("4,870,545") or ("4,891,559") or ("4,907,877"))).PN. or (2001/0019225).CCLS.) and steer\$4 near2 angle) and sensor) and pitch\$3	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/12 15:05
S23	8746	switch near4 circuit near3 board	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/12 15:06
S24	560	(switch near4 circuit near3 board) and pushbutton	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2003/12/12 15:07
S25	137	(362/37).CCLS.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2003/12/13 14:40

EAST Search History

S26	2	("6193398").PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2003/12/13 14:41
S42	2	("4,549,277").PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2006/10/02 11:26
S43	2	("5,645,330").PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2006/10/03 15:39
S44	2	("5720540").PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2006/10/03 16:02
S45	2	"20050128483"	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/10/03 16:04
S46	1514	canopy near2 structure	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/10/03 16:09
S47	2	"20040120156"	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/10/03 16:14
S48	14	(("6,738,986") or ("5,594,956") or ("5,542,127") or ("6,247,181") or ("5,930,841") or ("3,725,956") or ("4,766,614")).PN.	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	OFF	2006/10/03 16:23
S49	16	(("4065226") or ("4249598") or ("4142411") or ("6817419") or ("6077044") or ("4633954")).PN.	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	OFF	2006/10/03 16:25
S50	6	(("4,799,050") or ("5,396,406") or ("5,839,812")).PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2006/10/04 09:11
S51	2	("6,452,582").PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2006/10/04 09:31

EAST Search History

S52	14	("6,329,593" or ("6,364,507" or ("6,283,613" or ("5,715,619" or ("5,632,551" or ("5,036,248" or ("6,154,362")).PN.	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	OFF	2006/10/04 11:10
S53	0	("automtic\$5near3control\$3near4vehicleandsens\$3near4(speedpitchheight)andactuat\$3").PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 16:51
S54	0	automtic\$5 near3 control\$3 near4 vehicle and sens\$3 near4 (speed pitch height)and actuat\$3	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 16:54
S55	27287	vehicle and sens\$3 near4 (speed pitch height)and actuat\$3	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 16:54
S56	26766	S55 and control\$4	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 16:55
S57	0	S56 and signal near3 chang\$2 near4 predetermined near2 amount	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 16:57
S58	0	S56 and chang\$2 near4 predetermined near2 amount	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 16:57
S59	315	S56 and chang\$2 near4 predetermined near2 amount	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 17:09

EAST Search History

S60	12	S56 and signal near3 chang\$2 near4 predetermined near2 amount	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 17:03
S61	114	S59 and automatic\$4 near3 control\$3	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 17:07
S62	6	S55 and threshold near2 amount	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT	OR	OFF	2007/04/13 17:08



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NOTICE OF ALLOWANCE AND FEE(S) DUE

27210 7590 04/19/2007
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER
ALAVI, ALI
ART UNIT PAPER NUMBER
2875
DATE MAILED: 04/19/2007

Table with 5 columns: APPLICATION NO., FILING DATE, FIRST NAMED INVENTOR, ATTORNEY DOCKET NO., CONFIRMATION NO.

TITLE OF INVENTION: AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

Table with 7 columns: APPLN. TYPE, SMALL ENTITY, ISSUE FEE DUE, PUBLICATION FEE DUE, PREV. PAID ISSUE FEE, TOTAL FEE(S) DUE, DATE DUE

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 SMALL ENTITY status shown above.

If the SMALL ENTITY is shown as YES, verify your current SMALL ENTITY status:

- A. If the status is the same, pay the TOTAL FEE(S) DUE shown above.
B. If the status above is to be removed, check box 5b on Part B - Fee(s) Transmittal and pay the PUBLICATION FEE (if required) and twice the amount of the ISSUE FEE shown above, or

If the SMALL ENTITY is shown as NO:

- A. Pay TOTAL FEE(S) DUE shown above, or
B. If applicant claimed SMALL ENTITY status before, or is now claiming SMALL ENTITY status, check box 5a on Part B - Fee(s) Transmittal and pay the PUBLICATION FEE (if required) and 1/2 the ISSUE FEE shown above.

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.

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)

27210 7590 04/19/2007
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

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.
10/285,312	10/31/2002	James E. Smith	1-23649	1413

TITLE OF INVENTION: AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

APPLN. TYPE	SMALL ENTITY	ISSUE FEE DUE	PUBLICATION FEE DUE	PREV. PAID ISSUE FEE	TOTAL FEE(S) DUE	DATE DUE
nonprovisional	NO	\$1400	\$300	\$0	\$1700	07/19/2007

EXAMINER	ART UNIT	CLASS-SUBCLASS
ALAVI, ALI	2875	362-465000

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, 1 _____
 (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. 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 credit any overpayment, to Deposit Account Number _____ (enclose an extra copy of this form).

5. Change in Entity Status (from status indicated above)
 a. Applicant claims SMALL ENTITY status. See 37 CFR 1.27. b. Applicant is no longer claiming SMALL ENTITY status. See 37 CFR 1.27(g)(2).

NOTE: The Issue Fee and Publication Fee (if required) will not be accepted from anyone other than the applicant; a registered attorney or agent; or the assignee or other party in interest as shown by the records of the United States Patent and Trademark Office.

Authorized Signature _____
 Typed or printed name _____

Date _____
 Registration No. _____

This collection of information 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.

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Table with 5 columns: APPLICATION NO., FILING DATE, FIRST NAMED INVENTOR, ATTORNEY DOCKET NO., CONFIRMATION NO.
10/285,312 10/31/2002 James E. Smith 1-23649 1413

27210 7590 04/19/2007
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

EXAMINER

ALAVI, ALI

ART UNIT PAPER NUMBER

2875

DATE MAILED: 04/19/2007

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

The Patent Term Adjustment to date is 0 day(s). If the issue fee is paid on the date that is three months after the mailing date of this notice and the patent issues on the Tuesday before the date that is 28 weeks (six and a half months) after the mailing date of this notice, the Patent Term Adjustment will be 0 day(s).

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 Customer Service Center of the Office of Patent Publication at 1-(888)-786-0101 or (571)-272-4200.

21

Notice of Allowability	Application No.	Applicant(s)	
	10/285,312	SMITH ET AL.	
	Examiner	Art Unit	
	Ali Alavi	2875	

-- 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 interview on 1/31/07.
2. The allowed claim(s) is/are 2-5 and 14.
3. Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
 - 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.**

4. A SUBSTITUTE OATH OR DECLARATION must be submitted. Note the attached EXAMINER'S AMENDMENT or NOTICE OF INFORMAL PATENT APPLICATION (PTO-152) which gives reason(s) why the oath or declaration is deficient.
5. CORRECTED DRAWINGS (as "replacement sheets") must be submitted.
 - (a) including changes required by the Notice of Draftsperson's Patent Drawing Review (PTO-948) attached
 - 1) hereto or 2) to Paper No./Mail Date _____.
 - (b) 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. <input type="checkbox"/> Notice of References Cited (PTO-892) | 5. <input type="checkbox"/> Notice of Informal Patent Application |
| 2. <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948) | 6. <input type="checkbox"/> Interview Summary (PTO-413),
Paper No./Mail Date _____. |
| 3. <input type="checkbox"/> Information Disclosure Statements (PTO/SB/08),
Paper No./Mail Date _____ | 7. <input type="checkbox"/> Examiner's Amendment/Comment |
| 4. <input type="checkbox"/> Examiner's Comment Regarding Requirement for Deposit
of Biological Material | 8. <input checked="" type="checkbox"/> Examiner's Statement of Reasons for Allowance |
| | 9. <input type="checkbox"/> Other _____. |

Applicant's amendment filed on 1/31/07 has been entered. Accordingly, claims 2-5 have been amended. Claims 1, and 6-13 have been canceled. Application is now in condition for allowance.

Reasons for allowance

Claims 2-5, and 14 are allowed.

The following is an examiner's statement of reasons for allowance: applicant's amendment and accompanying remarks has persuaded the examiner to place this application in condition for allowance.

Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

Any inquiry concerning this communication or earlier communication from the examiner should be directed to Ali Alavi whose telephone number is (571) 272-2365. The examiner can normally be reached between 7:00 A.M. to 5:30 P.M. Tuesday to Friday. If attempts to reach the examiner by phone are unsuccessful, the examiner's supervisor, Sandy O'Shea can be reached at (571) 272-2378 or you may fax your inquiry to the **Central Fax at (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

Application/Control Number: 10/285,312
Art Unit: 2875

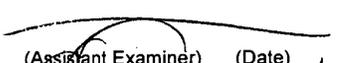
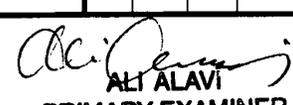
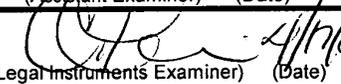
Page 3

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).


ALI ALAVI
PRIMARY EXAMINER

Issue Classification 	Application/Control No. 10/285,312	Applicant(s)/Patent under Reexamination SMITH ET AL.
	Examiner Ali Alavi	Art Unit 2875

ISSUE CLASSIFICATION										
ORIGINAL				INTERNATIONAL CLASSIFICATION						
CLASS		SUBCLASS		CLAIMED			NON-CLAIMED			
362		465		B	60	Q	1	/00	/	
CROSS REFERENCES				B	60	R	22	/00	/	
CLASS	SUBCLASS (ONE SUBCLASS PER BLOCK)								/	
701	49								/	
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 (Assistant Examiner) (Date)	 ALI ALAVI PRIMARY EXAMINER (Primary Examiner) (Date)	Total Claims Allowed: 5				
 (Legal Instruments Examiner) (Date)		<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">O.G. Print Claim(s)</td> <td style="width: 50%;">O.G. Print Fig.</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </table>	O.G. Print Claim(s)	O.G. Print Fig.	1	1
O.G. Print Claim(s)	O.G. Print Fig.					
1	1					

<input type="checkbox"/> Claims renumbered in the same order as presented by applicant		<input type="checkbox"/> CPA		<input type="checkbox"/> T.D.		<input type="checkbox"/> R.1.47	
Final	Original	Final	Original	Final	Original	Final	Original
	1		31		61		91
2	2		32		62		92
3	3		33		63		93
4	4		34		64		94
5	5		35		65		95
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PART B - FEE(S) TRANSMITTAL

Complete and submit this form, together with applicable fee(s), to: 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)

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.

27210 7590 04/19/2007

MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

06/06/2007 RFEKADU2 00000047 130005 10285312

01 FC:1504 300.00 DA
02 FC:1501 1400.00 DA

Certificate of Mailing or Transmittal
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.

Rosanna L. Lopez (Depositor's name)
[Signature] (Signature)
May 31, 2007 (Date)

Table with 5 columns: APPLICATION NO., FILING DATE, FIRST NAMED INVENTOR, ATTORNEY DOCKET NO., CONFIRMATION NO. Values: 10/285,312, 10/31/2002, James E. Smith, 1-23649, 1413

TITLE OF INVENTION: AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

Table with 7 columns: APPLN. TYPE, SMALL ENTITY, ISSUE FEE DUE, PUBLICATION FEE DUE, PREV. PAID ISSUE FEE, TOTAL FEE(S) DUE, DATE DUE. Values: nonprovisional, NO, \$1400, \$300, \$0, \$1700, 07/19/2007

Table with 3 columns: EXAMINER, ART UNIT, CLASS-SUBCLASS. Values: ALAVI, ALI, 2875, 362-465000

- 1. Change of correspondence address or indication of "Fee Address" (37 CFR 1.363).
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.

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

Dana Corporation

(B) RESIDENCE: (CITY and STATE OR COUNTRY)

Toledo, Ohio

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

4a. The following fee(s) are submitted:

- [X] Issue Fee
[X] 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.
[X] The Director is hereby authorized to charge the required fee(s), any deficiency, or credit any overpayment, to Deposit Account Number 13-0005 (enclose an extra copy of this form).

5. Change in Entity Status (from status indicated above)

- [] a. Applicant claims SMALL ENTITY status. See 37 CFR 1.27.
[] b. Applicant is no longer claiming SMALL ENTITY status. See 37 CFR 1.27(g)(2).

NOTE: The Issue Fee and Publication Fee (if required) will not be accepted from anyone other than the applicant; a registered attorney or agent; or the assignee or other party in interest as shown by the records of the United States Patent and Trademark Office.

Authorized Signature

[Signature]

Date May 31, 2007

Typed or printed name

Richard S. MacMillan

Registration No. 30,085

This collection of information 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.



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.
10/285,312	07/10/2007	7241034	1-23649	1413

27210 7590 06/20/2007
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO, OH 43604

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 0 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 Customer Service Center of the Office of Patent Publication at (571)-272-4200.

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

James E. Smith, Berkey, OH;
Anthony B. McDonald, Sylvania, OH;

ASSIGNMENT

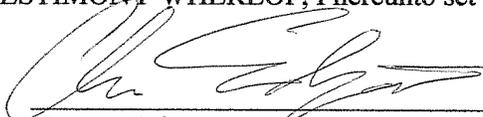
WHEREAS, Stragent, LLC, having a place of business at 211 W. Tyler St., Suite C-2, Longview, TX 75601 (hereinafter "ASSIGNOR") is the owner of the entire interest in the following patent application(s)/patent(s):

Title: Automatic Directional Control System For Vehicle Headlights
Application Number: 10/285,312
Filing Date: 10/31/2002
Patent Number: 7,241,034
Issue Date: 7/10/2007

WHEREAS, Balther Technologies, LLC, a Texas Limited Liability Company having a place of business at 211 W. Tyler, Suite C-4, Longview, TX 75601 (hereinafter "ASSIGNEE") desires to acquire ASSIGNOR's entire right, title, and interest in and to the Patent(s)/Application(s);

NOW, THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, ASSIGNOR hereby acknowledges that it has sold, assigned, and transferred, and by these presents does hereby sell, assign, and transfer, unto ASSIGNEE, its successors, legal representatives, and assigns, the entire, irrevocable, and unconditional right, title, and interest of ASSIGNOR in, to, and under the Patent(s)/Application(s), and the inventions disclosed in the Patent(s)/Application(s) (regardless of whether claimed) including but not limited to (a) all rights of ASSIGNOR in any and all priority patent application(s), and all foreign and domestic patents that may issue from the Patent(s)/Application(s) and the aforementioned priority patent application(s), including reexaminations, reissues, renewals, continuations, continuations-in-part, divisionals, or extensions thereof that have been or may hereafter be filed, and (b) the right to sue for and collect damages for past, present, and future infringements of the Patent(s)/Application(s).

IN TESTIMONY WHEREOF, I hereunto set my hand and seal this 6th day of Dec 2009.



Name: Christopher M. Edgeworth
Title: President
Stragent, LLC

POWER OF ATTORNEY

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
POWER OF ATTORNEY OR REVOCATION OF POWER OF ATTORNEY WITH A NEW POWER OF
ATTORNEY AND CHANGE OF CORRESPONDENCE ADDRESS

Regarding the following issued Patent:

Patent Number: 7,241,034

Issue Date: 07-10-2007

Title: Automatic Directional Control System for Vehicle Headlights

First Named Inventor: James E. Smith

Attorney Docket Number: SVIPGP109

Assignment Status: I am the 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.

I hereby revoke all previous powers of attorney given in the above-identified application.

I hereby appoint the Practitioners associated with Customer Number **92045** as our attorneys to prosecute the applications identified above, and to transact all business in the United States Patent and Trademark Office connected therewith.

Please recognize or change the correspondence address for the above-identified application to the address associated with the above-mentioned Customer Number.

SIGNATURE of Applicant or Assignee of Record for all of the above case:

Signature: /Chris Edgeworth/ **Date:** 3/8/2010

Name: Christopher M. Edgeworth **Title and Company:** President, Balther Technologies, LLC

Telephone Number: 903-230-9678

Electronic Acknowledgement Receipt

EFS ID:	7166585
Application Number:	10285312
International Application Number:	
Confirmation Number:	1413
Title of Invention:	AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS
First Named Inventor/Applicant Name:	James E. Smith
Customer Number:	27210
Filer:	Patrick Edgar Caldwell
Filer Authorized By:	
Attorney Docket Number:	1-23649
Receipt Date:	08-MAR-2010
Filing Date:	31-OCT-2002
Time Stamp:	23:21:51
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	Assignee showing of ownership per 37 CFR 3.73(b).	SVIPGP109_373b_Statement_08-Mar-2010_filing.pdf	296356 f2b90e91071be011550ff40c2f1743d279de60b4	no	3

Warnings:

Information:

2	Miscellaneous Incoming Letter	SVIPGP109_Assignment_Strag ent-Balther_12-16-09_filing.pdf	74682 <small>54a65f597f33f8b50a2e7067fce0fa7ff5fb8df 8</small>	no	1
Warnings:					
Information:					
3	Power of Attorney	SVIPGP109_PoA_08- Mar-2010_filing.pdf	131094 <small>9122d9ddd42fda4f04f763b557906403a65 49e72</small>	no	1
Warnings:					
Information:					
Total Files Size (in bytes):				502132	
<p>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.</p> <p><u>New Applications Under 35 U.S.C. 111</u> 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.</p> <p><u>National Stage of an International Application under 35 U.S.C. 371</u> 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.</p> <p><u>New International Application Filed with the USPTO as a Receiving Office</u> 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.</p>					

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.

STATEMENT UNDER 37 CFR 3.73(b)Applicant/Patent Owner: James E. Smith/Anthony B. McDonaldApplication No./Patent No.: 10/285,312/7,241,034 Filed/Issue Date: 10-31-2002/7-10-2007Titled: Automatic Directional Control System For Vehicle Headlights +Balther Technologies, LLC, a limited liability company

(Name of Assignee)

(Type of Assignee, e.g., corporation, partnership, university, government agency, etc.)

states that it is:

1. the assignee of the entire right, title, and interest in;
2. an assignee of less than the entire right, title, and interest in
(The extent (by percentage) of its ownership interest is _____ %); or
3. the assignee of an undivided interest in the entirety of (a complete assignment from one of the joint inventors was made)

the patent application/patent identified above, by virtue of either:

- A. An assignment from the inventor(s) of the patent application/patent identified above. The assignment was recorded in the United States Patent and Trademark Office at Reel _____, Frame _____, or for which a copy therefore is attached.

OR

- B. A chain of title from the inventor(s), of the patent application/patent identified above, to the current assignee as follows:

1. From: James E. Smith/Anthony B. McDonald To: Dana Corporation

The document was recorded in the United States Patent and Trademark Office at
Reel 013729, Frame 0559, or for which a copy thereof is attached.

2. From: Dana Corporation To: Dana Automotive Systems Group, LLC

The document was recorded in the United States Patent and Trademark Office at
Reel 020540, Frame 0476, or for which a copy thereof is attached.

3. From: Dana Automotive Systems Group, LLC To: Stragent, LLC

The document was recorded in the United States Patent and Trademark Office at
Reel 022813, Frame 0432, or for which a copy thereof is attached.

- Additional documents in the chain of title are listed on a supplemental sheet(s).

- As required by 37 CFR 3.73(b)(1)(i), the documentary evidence of the chain of title from the original owner to the assignee was, or concurrently is being, submitted for recordation pursuant to 37 CFR 3.11.

[NOTE: A separate copy (i.e., a true copy of the original assignment document(s)) must be submitted to Assignment Division in accordance with 37 CFR Part 3, to record the assignment in the records of the USPTO. See MPEP 302.08]

The undersigned (whose title is supplied below) is authorized to act on behalf of the assignee.

/Christopher M. Edgeworth/3/8/2010

Signature

Date

Christopher M. EdgeworthPresident, Balther Technologies, LLC

Printed or Typed Name

Title

This collection of information is required by 37 CFR 3.73(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.

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

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.

STATEMENT UNDER 37 CFR 3.73(b)Applicant/Patent Owner: James E. Smith/Anthony B. McDonaldApplication No./Patent No.: 10/285,312/7,241,034 Filed/Issue Date: 10-31-2002/7-10-2007Titled: Automatic Directional Control System For Vehicle Headlights +Balther Technologies, LLC, a limited liability company

(Name of Assignee)

(Type of Assignee, e.g., corporation, partnership, university, government agency, etc.)

states that it is:

1. the assignee of the entire right, title, and interest in;
2. an assignee of less than the entire right, title, and interest in
(The extent (by percentage) of its ownership interest is _____ %); or
3. the assignee of an undivided interest in the entirety of (a complete assignment from one of the joint inventors was made)

the patent application/patent identified above, by virtue of either:

- A. An assignment from the inventor(s) of the patent application/patent identified above. The assignment was recorded in the United States Patent and Trademark Office at Reel _____, Frame _____, or for which a copy therefore is attached.

OR

- B. A chain of title from the inventor(s), of the patent application/patent identified above, to the current assignee as follows:

1. From: Stragent, LLC To: Balther Technologies, LLC

The document was recorded in the United States Patent and Trademark Office at

Reel _____, Frame _____, or for which a copy thereof is attached.

2. From: _____ To: _____

The document was recorded in the United States Patent and Trademark Office at

Reel _____, Frame _____, or for which a copy thereof is attached.

3. From: _____ To: _____

The document was recorded in the United States Patent and Trademark Office at

Reel _____, Frame _____, or for which a copy thereof is attached.

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- As required by 37 CFR 3.73(b)(1)(i), the documentary evidence of the chain of title from the original owner to the assignee was, or concurrently is being, submitted for recordation pursuant to 37 CFR 3.11.

[NOTE: A separate copy (i.e., a true copy of the original assignment document(s)) must be submitted to Assignment Division in accordance with 37 CFR Part 3, to record the assignment in the records of the USPTO. See MPEP 302.08]

The undersigned (whose title is supplied below) is authorized to act on behalf of the assignee.

/Christopher M. Edgeworth/

Signature

Christopher M. Edgeworth

Printed or Typed Name

3/8/2010

Date

President, Balther Technologies, LLC

Title

This collection of information is required by 37 CFR 3.73(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.

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

ASSIGNMENT

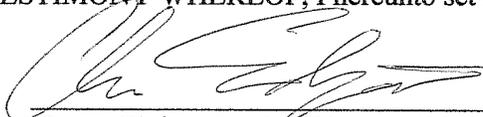
WHEREAS, Stragent, LLC, having a place of business at 211 W. Tyler St., Suite C-2, Longview, TX 75601 (hereinafter "ASSIGNOR") is the owner of the entire interest in the following patent application(s)/patent(s):

Title: Automatic Directional Control System For Vehicle Headlights
Application Number: 10/285,312
Filing Date: 10/31/2002
Patent Number: 7,241,034
Issue Date: 7/10/2007

WHEREAS, Balther Technologies, LLC, a Texas Limited Liability Company having a place of business at 211 W. Tyler, Suite C-4, Longview, TX 75601 (hereinafter "ASSIGNEE") desires to acquire ASSIGNOR's entire right, title, and interest in and to the Patent(s)/Application(s);

NOW, THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, ASSIGNOR hereby acknowledges that it has sold, assigned, and transferred, and by these presents does hereby sell, assign, and transfer, unto ASSIGNEE, its successors, legal representatives, and assigns, the entire, irrevocable, and unconditional right, title, and interest of ASSIGNOR in, to, and under the Patent(s)/Application(s), and the inventions disclosed in the Patent(s)/Application(s) (regardless of whether claimed) including but not limited to (a) all rights of ASSIGNOR in any and all priority patent application(s), and all foreign and domestic patents that may issue from the Patent(s)/Application(s) and the aforementioned priority patent application(s), including reexaminations, reissues, renewals, continuations, continuations-in-part, divisionals, or extensions thereof that have been or may hereafter be filed, and (b) the right to sue for and collect damages for past, present, and future infringements of the Patent(s)/Application(s).

IN TESTIMONY WHEREOF, I hereunto set my hand and seal this 6th day of Dec 2009.



Name: Christopher M. Edgeworth
Title: President
Stragent, LLC



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
10/285,312	10/31/2002	James E. Smith	SVIPGP109

CONFIRMATION NO. 1413

POA ACCEPTANCE LETTER



OC000000040530268

92045
The Caldwell Firm, LLC
PO Box 59655
Dept. SVIPGP
Dallas, TX 75229

Date Mailed: 03/11/2010

NOTICE OF ACCEPTANCE OF POWER OF ATTORNEY

This is in response to the Power of Attorney filed 03/08/2010.

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.

/deelliott/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101



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
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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
10/285,312	10/31/2002	James E. Smith	SVIPGP109

CONFIRMATION NO. 1413

POWER OF ATTORNEY NOTICE

27210
MACMILLAN, SOBANSKI & TODD, LLC
ONE MARITIME PLAZA - FIFTH FLOOR
720 WATER STREET
TOLEDO, OH 43604



Date Mailed: 03/11/2010

NOTICE REGARDING CHANGE OF POWER OF ATTORNEY

This is in response to the Power of Attorney filed 03/08/2010.

- 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).

/deelliott/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

AO 120 (Rev. 3/04)

TO: Mail Stop 8 Director of the U.S. Patent and Trademark Office P.O. Box 1450 Alexandria, VA 22313-1450	REPORT ON THE FILING OR DETERMINATION OF AN ACTION REGARDING A PATENT OR TRADEMARK
---	--

In Compliance with 35 U.S.C. § 290 and/or 15 U.S.C. § 1116 you are hereby advised that a court action has been filed in the U.S. District Court Eastern District of Texas on the following Patents or Trademarks:

DOCKET NO. 6:10-cv-78	DATE FILED 3/8/2010	U.S. DISTRICT COURT Eastern District of Texas
PLAINTIFF BALTHER TECHNOLOGIES, LLC		DEFENDANT AMERICAN HONDA MOTOR CO., INC., et al.
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
1 7,241,034 B2	7/10/2007	Balther Tech., LLC
2		
3		
4		
5		

In the above—entitled case, the following patent(s)/ trademark(s) have been included:

DATE INCLUDED	INCLUDED BY <input type="checkbox"/> Amendment <input type="checkbox"/> Answer <input type="checkbox"/> Cross Bill <input type="checkbox"/> Other Pleading	
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
1		
2		
3		
4		
5		

In the above—entitled case, the following decision has been rendered or judgement issued:

DECISION/JUDGEMENT	
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CLERK	(BY) DEPUTY CLERK	DATE
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Copy 1—Upon initiation of action, mail this copy to Director Copy 3—Upon termination of action, mail this copy to Director
 Copy 2—Upon filing document adding patent(s), mail this copy to Director Copy 4—Case file copy

AO 120 (Rev. 3/04)

TO: Mail Stop 8 Director of the U.S. Patent and Trademark Office P.O. Box 1450 Alexandria, VA 22313-1450	REPORT ON THE FILING OR DETERMINATION OF AN ACTION REGARDING A PATENT OR TRADEMARK
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AO 120 (Rev. 3/04)

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DOCKET NO. 6:10-cv-78	DATE FILED 3/8/2010	U.S. DISTRICT COURT Eastern District of Texas
PLAINTIFF BALTHER TECHNOLOGIES, LLC		DEFENDANT AMERICAN HONDA MOTOR CO., INC., et al.
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
1 7,241,034 B2	7/10/2007	Balther Tech., LLC
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PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK	
1			
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DECISION/JUDGEMENT

CLERK	(BY) DEPUTY CLERK	DATE
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 Copy 2—Upon filing document adding patent(s), mail this copy to Director Copy 4—Case file copy

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 REVOCAION OF POWER OF ATTORNEY WITH A NEW POWER OF ATTORNEY AND CHANGE OF CORRESPONDENCE ADDRESS	Application Number	10/285,312
	Filing Date	10/31/2002
	First Named Inventor	James E. Smith
	Title	AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VE
	Art Unit	2875
	Examiner Name	Alavi, Ali
	Attorney Docket Number	SVIPGP109

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:

92045

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:

<input type="checkbox"/> 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	/Andrew Gordon/	Date	12/31/2012
Name	Andrew Gordon	Telephone	903-230-9676
Title and Company	Executive VP, Stragent, LLC		

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 _____ 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.

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.

STATEMENT UNDER 37 CFR 3.73(b)

Applicant/Patent Owner: Stragten, LLC

Application No./Patent No.: 7,241,034 Filed/Issue Date: 7-10-2007

Titled: AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

Stragten, LLC, a Limited Liability Company
(Name of Assignee) (Type of Assignee, e.g., corporation, partnership, university, government agency, etc.)

states that it is:

- 1. the assignee of the entire right, title, and interest in;
- 2. an assignee of less than the entire right, title, and interest in (The extent (by percentage) of its ownership interest is _____ %); or
- 3. the assignee of an undivided interest in the entirety of (a complete assignment from one of the joint inventors was made)

the patent application/patent identified above, by virtue of either:

A. An assignment from the inventor(s) of the patent application/patent identified above. The assignment was recorded in the United States Patent and Trademark Office at Reel _____, Frame _____, or for which a copy therefore is attached.

OR

B. A chain of title from the inventor(s), of the patent application/patent identified above, to the current assignee as follows:

1. From: Smith, James E. and McDonald, Anthony B. To: Dana Corporation

The document was recorded in the United States Patent and Trademark Office at Reel 013729, Frame 0559, or for which a copy thereof is attached.

2. From: Dana Corporation To: Dana Automotive Systems Group, LLC

The document was recorded in the United States Patent and Trademark Office at Reel 020540, Frame 0476, or for which a copy thereof is attached.

3. From: Dana Automotive Systems Group, LLC To: Stragten, LLC

The document was recorded in the United States Patent and Trademark Office at Reel 022813, Frame 0432, or for which a copy thereof is attached.

Additional documents in the chain of title are listed on a supplemental sheet(s).

As required by 37 CFR 3.73(b)(1)(i), the documentary evidence of the chain of title from the original owner to the assignee was, or concurrently is being, submitted for recordation pursuant to 37 CFR 3.11.

[NOTE: A separate copy (i.e., a true copy of the original assignment document(s)) must be submitted to Assignment Division in accordance with 37 CFR Part 3, to record the assignment in the records of the USPTO. See MPEP 302.08]

The undersigned (whose title is supplied below) is authorized to act on behalf of the assignee.

/Andrew Gordon/
Signature

12/31/2012
Date

Andrew Gordon

Executive VP

Printed or Typed Name

Title

This collection of information is required by 37 CFR 3.73(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.

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.

STATEMENT UNDER 37 CFR 3.73(b)

Applicant/Patent Owner: Stragent, LLC

Application No./Patent No.: 7,241,034 Filed/Issue Date: 7-10-2007

Titled: AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS

Stragent, LLC, a Limited Liability Company
(Name of Assignee) (Type of Assignee, e.g., corporation, partnership, university, government agency, etc.)

states that it is:

- 1. the assignee of the entire right, title, and interest in;
- 2. an assignee of less than the entire right, title, and interest in (The extent (by percentage) of its ownership interest is _____ %); or
- 3. the assignee of an undivided interest in the entirety of (a complete assignment from one of the joint inventors was made)

the patent application/patent identified above, by virtue of either:

A. An assignment from the inventor(s) of the patent application/patent identified above. The assignment was recorded in the United States Patent and Trademark Office at Reel _____, Frame _____, or for which a copy therefore is attached.

OR

B. A chain of title from the inventor(s), of the patent application/patent identified above, to the current assignee as follows:

1. From: Stragent, LLC To: Balthert Technologies, LLC

The document was recorded in the United States Patent and Trademark Office at Reel 024045, Frame 0235, or for which a copy thereof is attached.

2. From: Balthert Technologies, LLC To: Stragent, LLC

The document was recorded in the United States Patent and Trademark Office at Reel _____, Frame _____, or for which a copy thereof is attached.

3. From: _____ To: _____

The document was recorded in the United States Patent and Trademark Office at Reel _____, Frame _____, or for which a copy thereof is attached.

Additional documents in the chain of title are listed on a supplemental sheet(s).

As required by 37 CFR 3.73(b)(1)(i), the documentary evidence of the chain of title from the original owner to the assignee was, or concurrently is being, submitted for recordation pursuant to 37 CFR 3.11.

[NOTE: A separate copy (i.e., a true copy of the original assignment document(s)) must be submitted to Assignment Division in accordance with 37 CFR Part 3, to record the assignment in the records of the USPTO. See MPEP 302.08]

The undersigned (whose title is supplied below) is authorized to act on behalf of the assignee.

/Andrew Gordon/
Signature

12/31/2012
Date

Andrew Gordon

Executive VP

Printed or Typed Name

Title

This collection of information is required by 37 CFR 3.73(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.

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

ASSIGNMENT

WHEREAS, Balther Technologies, LLC, a Texas Limited Liability Company having a place of business at 211 W. Tyler, Suite C, Longview, TX 75601 (hereinafter "ASSIGNOR") is owner of:

Title: Automatic Directional Control System For Vehicle Headlights
Application Number: 10/285,312
Filing Date: 10/31/2002
Patent Number: 7,241,034
Issue Date: 7/10/2007

("Patent(s)/Application(s)")

WHEREAS, Stragent, LLC, a Texas Limited Liability Company having a place of business at 211 W. Tyler, Suite C, Longview, TX 75601 (hereinafter "ASSIGNEE") desires to acquire ASSIGNOR's entire right, title, and interest in and to the Patent(s)/Application(s);

NOW, THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, ASSIGNOR hereby acknowledges that it has sold, assigned, and transferred, and by these presents does hereby sell, assign, and transfer, unto ASSIGNEE, its successors, legal representatives, and assigns, the entire, irrevocable, and unconditional right, title, and interest of ASSIGNOR in, to, and under the Patent(s)/Application(s), and the inventions disclosed in the Patent(s)/Application(s) (regardless of whether claimed) including but not limited to (a) all rights of ASSIGNOR in any and all priority patent application(s), and all foreign and domestic patents that may issue from the Patent(s)/Application(s) and the aforementioned priority patent application(s), including reexaminations, reissues, renewals, continuations, continuations-in-part, divisionals, or extensions thereof that have been or may hereafter be filed, and (b) the right to sue for and collect damages for past, present, and future infringements of the Patent(s)/Application(s).

IN TESTIMONY WHEREOF, I hereunto set my hand and seal this 4 day of December 2010.



Name: Christopher M. Edgeworth

Title: President & CEO, Balther Technologies, LLC

Electronic Acknowledgement Receipt

EFS ID:	14598330
Application Number:	10285312
International Application Number:	
Confirmation Number:	1413
Title of Invention:	AUTOMATIC DIRECTIONAL CONTROL SYSTEM FOR VEHICLE HEADLIGHTS
First Named Inventor/Applicant Name:	James E. Smith
Customer Number:	92045
Filer:	Patrick Edgar Caldwell
Filer Authorized By:	
Attorney Docket Number:	SVIPGP109
Receipt Date:	02-JAN-2013
Filing Date:	31-OCT-2002
Time Stamp:	18:07:45
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	SVIPGP109_POA_vF_12-31-2012.pdf	103193 <small>b7b09df526ed14f373daf86f7cdf3ea2674a9e0</small>	no	1

Warnings:

Information:

2	Assignee showing of ownership per 37 CFR 3.73.	SVIPGP109_373b_Stmt_vF_12-31-2012_for_combining.pdf	148323 bf55c537915be196a28814d816e66553c86c3b93	no	2
Warnings:					
Information:					
3	Assignee showing of ownership per 37 CFR 3.73.	SVIPGP109_Assn_Balther-Stragent_vF_12-04-2010_for_combining.pdf	158929 2d3cd744bb88194df9eec81236e7c0acd75d58da	no	1
Warnings:					
Information:					
Total Files Size (in bytes):				410445	
<p>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.</p> <p><u>New Applications Under 35 U.S.C. 111</u> 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.</p> <p><u>National Stage of an International Application under 35 U.S.C. 371</u> 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.</p> <p><u>New International Application Filed with the USPTO as a Receiving Office</u> 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.</p>					



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
10/285,312	10/31/2002	James E. Smith	SVIPGP109

CONFIRMATION NO. 1413

POA ACCEPTANCE LETTER



OC000000058692885

92045
The Caldwell Firm, LLC
PO Box 59655
Dept. SVIPGP
Dallas, TX 75229

Date Mailed: 01/17/2013

NOTICE OF ACCEPTANCE OF POWER OF ATTORNEY

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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.

/sharris/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101



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UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
Address: COMMISSIONER FOR PATENTS
P.O. Box 1450
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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
10/285,312	10/31/2002	James E. Smith	SVIPGP109

CONFIRMATION NO. 1413

POWER OF ATTORNEY NOTICE



92045
The Caldwell Firm, LLC
PO Box 59655
Dept. SVIPGP
Dallas, TX 75229

Date Mailed: 01/17/2013

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/sharris/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101

AO 120 (Rev. 08/10)

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In Compliance with 35 U.S.C. § 290 and/or 15 U.S.C. § 1116 you are hereby advised that a court action has been filed in the U.S. District Court Delaware on the following
 Trademarks or Patents. (the patent action involves 35 U.S.C. § 292.);

DOCKET NO.	DATE FILED 7/21/2014	U.S. DISTRICT COURT Delaware
PLAINTIFF ADAPTIVE HEADLAMP TECHNOLOGIES, INC.		DEFENDANT BMW OF NORTH AMERICA, LLC
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
1 7,241,034	6/10/2007	ADAPTIVE HEADLAMP TECHNOLOGIES, INC.
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In the above—entitled case, the following patent(s)/ trademark(s) have been included:

DATE INCLUDED	INCLUDED BY <input type="checkbox"/> Amendment <input type="checkbox"/> Answer <input type="checkbox"/> Cross Bill <input type="checkbox"/> Other Pleading	
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
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In the above—entitled case, the following decision has been rendered or judgement issued:

DECISION/JUDGEMENT

CLERK	(BY) DEPUTY CLERK	DATE
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Copy 1—Upon initiation of action, mail this copy to Director Copy 3—Upon termination of action, mail this copy to Director
 Copy 2—Upon filing document adding patent(s), mail this copy to Director Copy 4—Case file copy

AO 120 (Rev. 08/10)

TO: Mail Stop 8 Director of the U.S. Patent and Trademark Office P.O. Box 1450 Alexandria, VA 22313-1450	REPORT ON THE FILING OR DETERMINATION OF AN ACTION REGARDING A PATENT OR TRADEMARK
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In Compliance with 35 U.S.C. § 290 and/or 15 U.S.C. § 1116 you are hereby advised that a court action has been filed in the U.S. District Court Delaware on the following
 Trademarks or Patents. (the patent action involves 35 U.S.C. § 292.);

DOCKET NO.	DATE FILED 1/22/2015	U.S. DISTRICT COURT Delaware
PLAINTIFF ADAPTIVE HEADLAMP TECHNOLOGIES, INC.		DEFENDANT NISSAN NORTH AMERICA, INC.
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
1 7,241,034	6/10/2007	ADAPTIVE HEADLAMP TECHNOLOGIES, INC.
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In the above--entitled case, the following patent(s)/ trademark(s) have been included:

DATE INCLUDED	INCLUDED BY <input type="checkbox"/> Amendment <input type="checkbox"/> Answer <input type="checkbox"/> Cross Bill <input type="checkbox"/> Other Pleading	
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
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DECISION/JUDGEMENT

CLERK	(BY) DEPUTY CLERK	DATE
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AO 120 (Rev. 08/10)

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 Trademarks or Patents. (the patent action involves 35 U.S.C. § 292.);

DOCKET NO.	DATE FILED 1/22/2015	U.S. DISTRICT COURT Delaware
PLAINTIFF ADAPTIVE HEADLAMP TECHNOLOGIES, INC.		DEFENDANT CHRYSLER GROUP CORPORATION
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
1 7,241,034	6/10/2007	ADAPTIVE HEADLAMP TECHNOLOGIES, INC.
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In the above—entitled case, the following patent(s)/ trademark(s) have been included:

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AO 120 (Rev. 08/10)

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In Compliance with 35 U.S.C. § 290 and/or 15 U.S.C. § 1116 you are hereby advised that a court action has been filed in the U.S. District Court Delaware on the following
 Trademarks or Patents. (the patent action involves 35 U.S.C. § 292.):

DOCKET NO.	DATE FILED 1/22/2015	U.S. DISTRICT COURT Delaware
PLAINTIFF ADAPTIVE HEADLAMP TECHNOLOGIES, INC.		DEFENDANT MERCEDES-BENZ USA LLC
PATENT OR TRADEMARK NO.	DATE OF PATENT OR TRADEMARK	HOLDER OF PATENT OR TRADEMARK
1 7,241,034	6/10/2007	ADAPTIVE HEADLAMP TECHNOLOGIES, INC.
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In the above—entitled case, the following patent(s)/ trademark(s) have been included:

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