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PATENT NUMBER and
ISSUE DATE

U.S. UTILITY Patent Application

APPL NUM 10076795	FILING DATE 02/12/2002	CLASS 180	SUBCLASS 65.1	GAU 3618	EXAMINER AVERY, B
**APPLICANTS: Norman David; Mimplitch Robert; Torrance Richard;					
**CONTINUING DATA VERIFIED: This appln claims benefit of 60/268,447 02/12/2001					
** FOREIGN APPLICATIONS VERIFIED:					
PG-PUB	DO NOT PUBLISH <input type="checkbox"/>	RESCIND <input type="checkbox"/>			
Foreign priority claimed <input type="checkbox"/> yes <input type="checkbox"/> no			ATTORNEY DOCKET NO		
35 USC 119 conditions met <input type="checkbox"/> yes <input type="checkbox"/> no			50097-8USPT		
Verified and Acknowledged Examiners's initials					
TITLE : System, apparatus, and method for providing control of a toy vehicle					

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NOTICE OF ALLOWANCE MAILED		Assistant Examiner	CLAIMS ALLOWED	
			Total Claims	Print Claim for O.G
ISSUE FEE		Primary Examiner	DRAWING	
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IPR2018-00039

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SEARCH

Class	Sub.	Date	Exmr.
180	65.1 908 167 170 174		

SEARCH NOTES

(List databases searched. Attach search strategy inside.)

	Date	Exmr.
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INTERFERENCE SEARCHED

Class	Sub.	Date	Exmr.

ISSUE SLIP STAPLE AREA (for additional cross-references)

ORIGINAL		CROSS REFERENCE(S)					
CLASS	SUBCLASS	CLASS	SUBCLASS (ONE SUBCLASS PER BLOCK)				
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INDEX OF CLAIMS

✓ Rejected - (Through numeral) ... Canceled N Non-elected A Appeal
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Patent Application
Docket No. 50097-8USPT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re patent application of:

David A. Norman and Robert H. Mimplitch, III and Richard Torrance

For: **SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE**

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Sir:

PATENT APPLICATION TRANSMITTAL LETTER

Transmitted herewith for filing, please find the following:

- X Specification, claims and abstract of the above-referenced patent application (total of 42 pages)
- X 13 sheet(s) of drawing(s) (formal/ X informal). (FIGURES 1-12)
- X Combined Declaration and Power of Attorney (unsigned)
- An Assignment of the invention to: INNOVATION FIRST, INC.
- X Applicant Claims small entity status under 37 CFR 1.9 and 1.27.

Patent Application
Docket No. 50097-8USPT

X Priority is claimed under 35 U.S.C. § 119 based on filing in the U.S. Patent and Trademark Office:

	<u>Application No.</u>	<u>Filing Date</u>
(1)	60/268,447	February 12, 2001
(2)	_____	_____

___ (No.) Certified copy (copies) ___ are attached; or ___ were previously filed on ___

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The filing fee has been calculated as shown below:

FOR: SMALL ENTITY	NO. FILED	NO. EXTRA	RATE	FEE
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TOTAL CLAIMS	45- 20	25	\$9	\$225
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MULTIPLE DEPENDENT CLAIM(S) PRESENTED			\$260	\$ _____
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— The issue fee set in 37 CFR 1.18 at or before mailing of the Notice of Allowance, pursuant to 37 CFR 1.311(b).

X Any filing fees under 37 CFR 1.16 including fees for presentation of extra claims.

Respectfully submitted,

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By: 

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Reg. No. 44,347

Date: February 12, 2002

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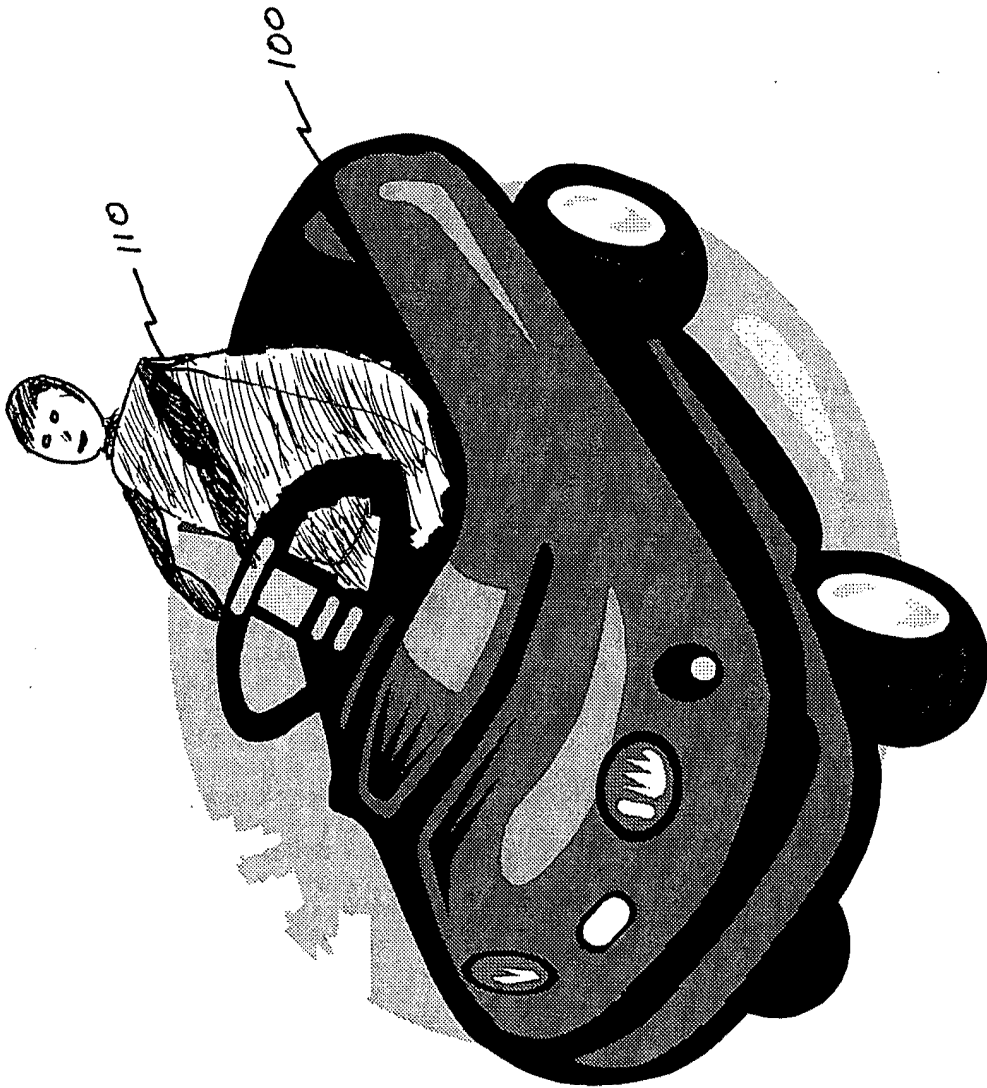
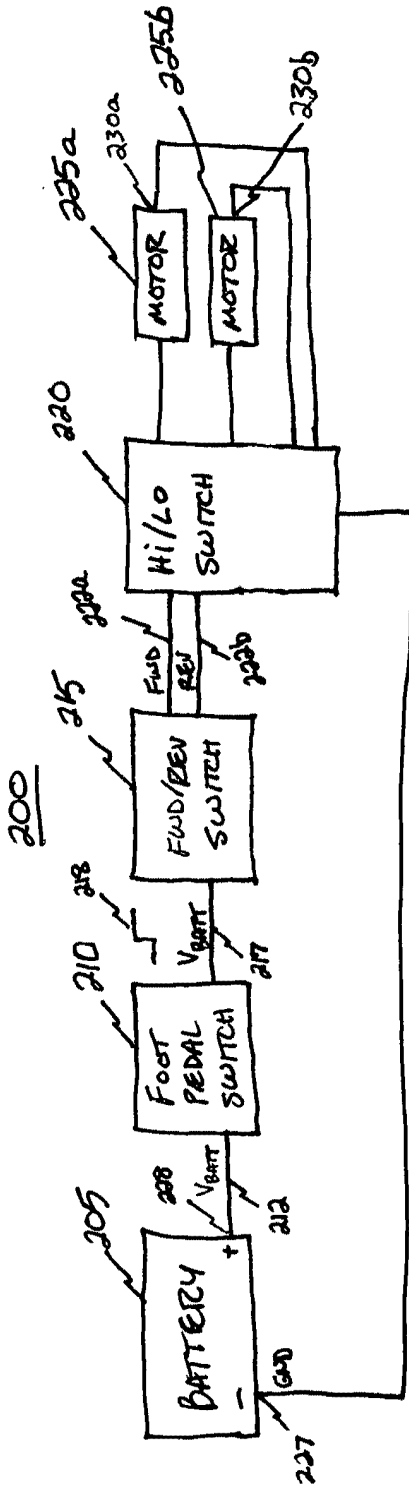


FIG. 1



(PRIOR ART)
FIG. 2

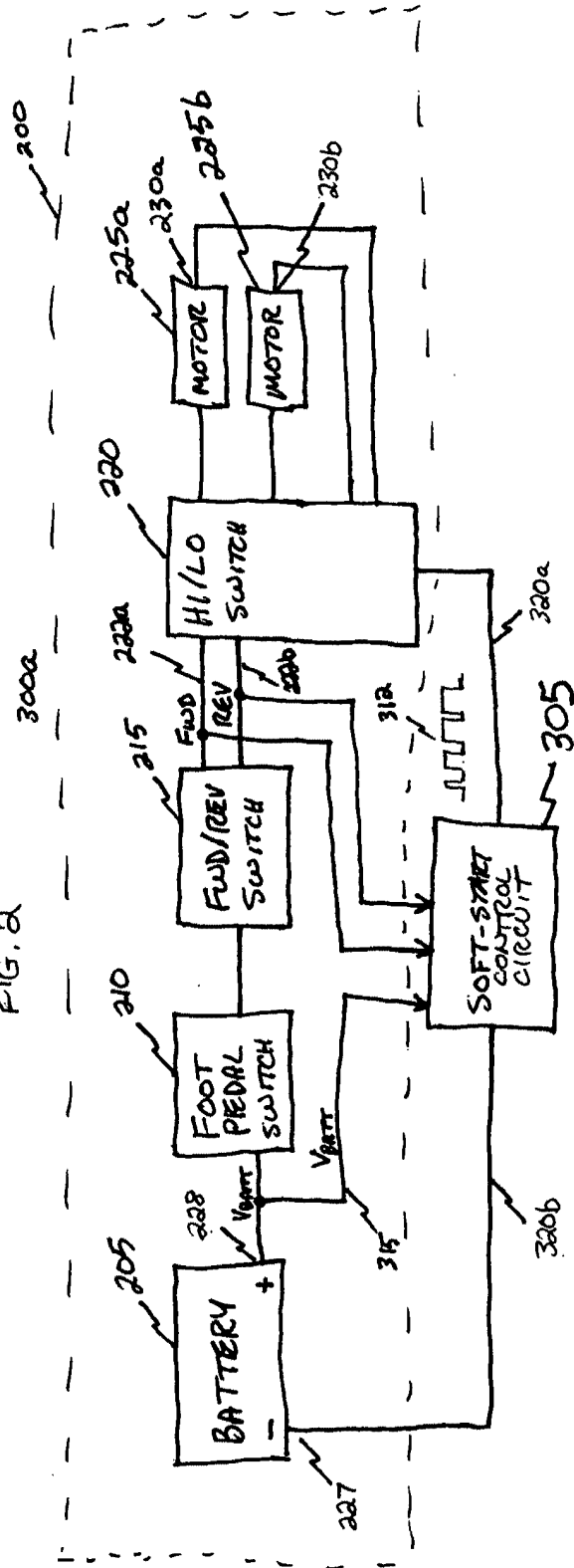


FIG. 3

300b

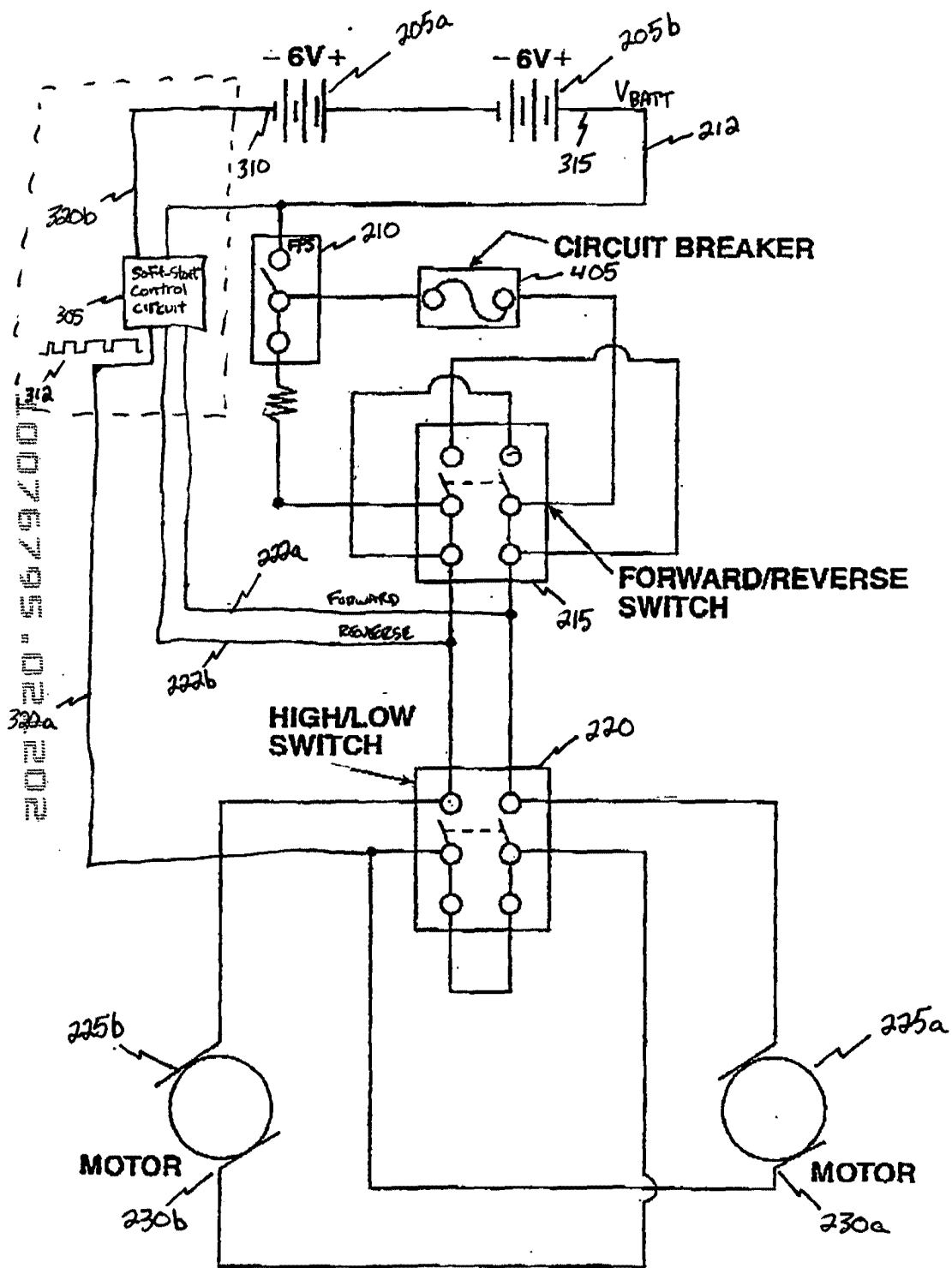


FIG. 4

CONTROL SIGNALS

305

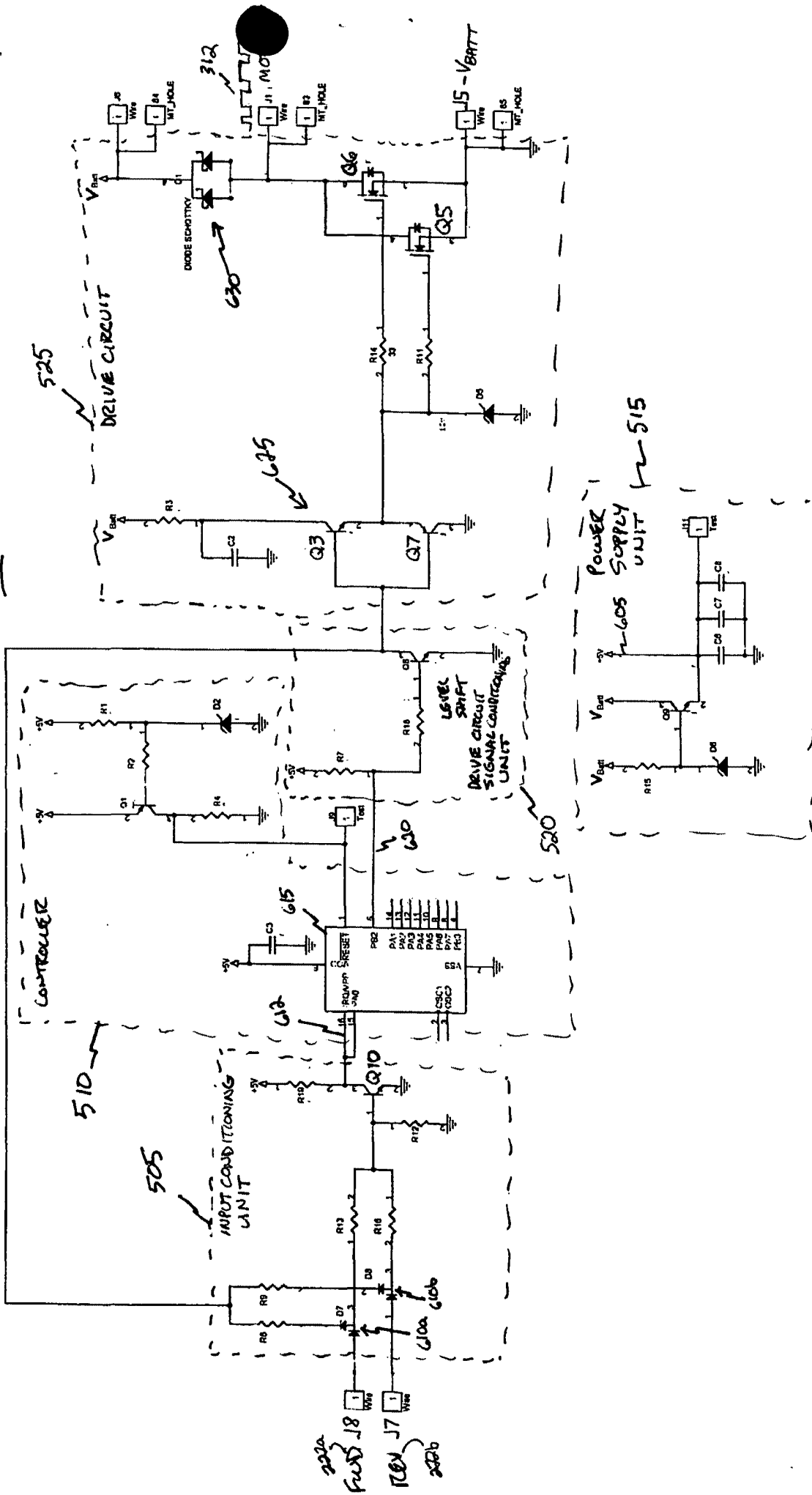


FIG. 6

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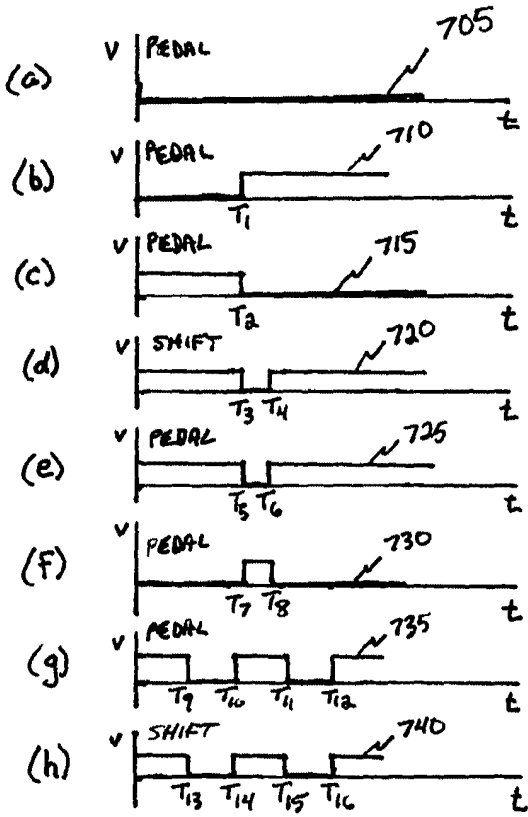


FIG. 7

800a

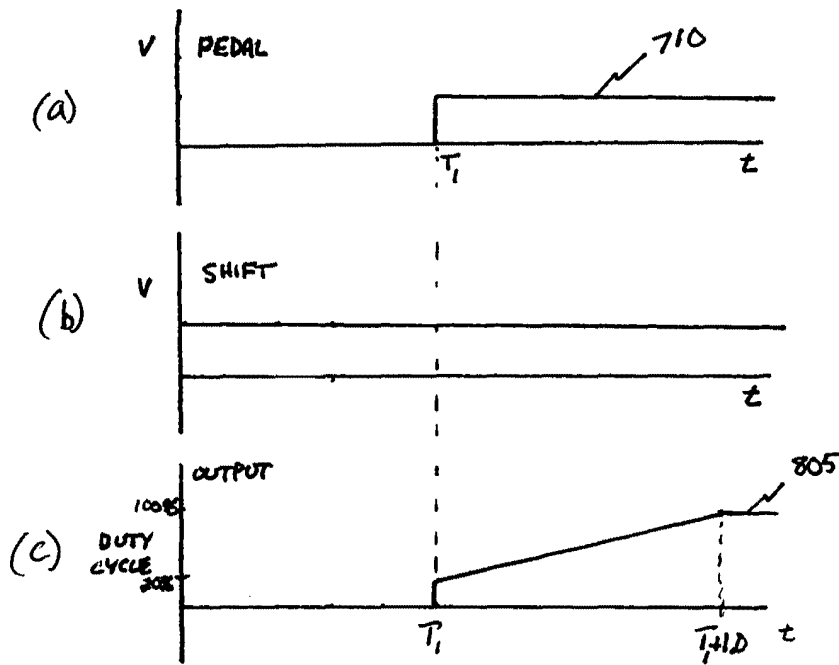


FIG. 8A

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8006

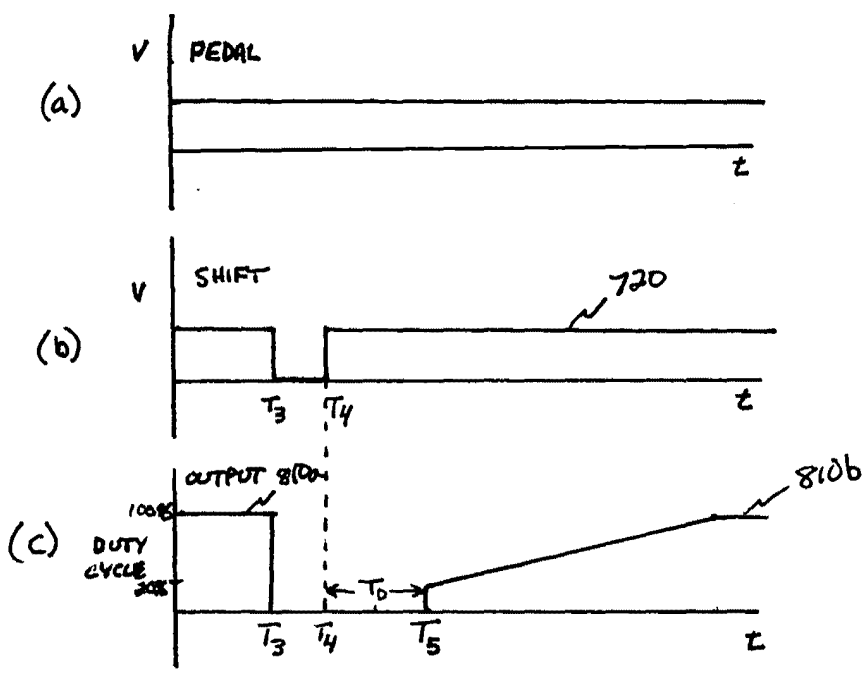


FIG. 8B

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800c

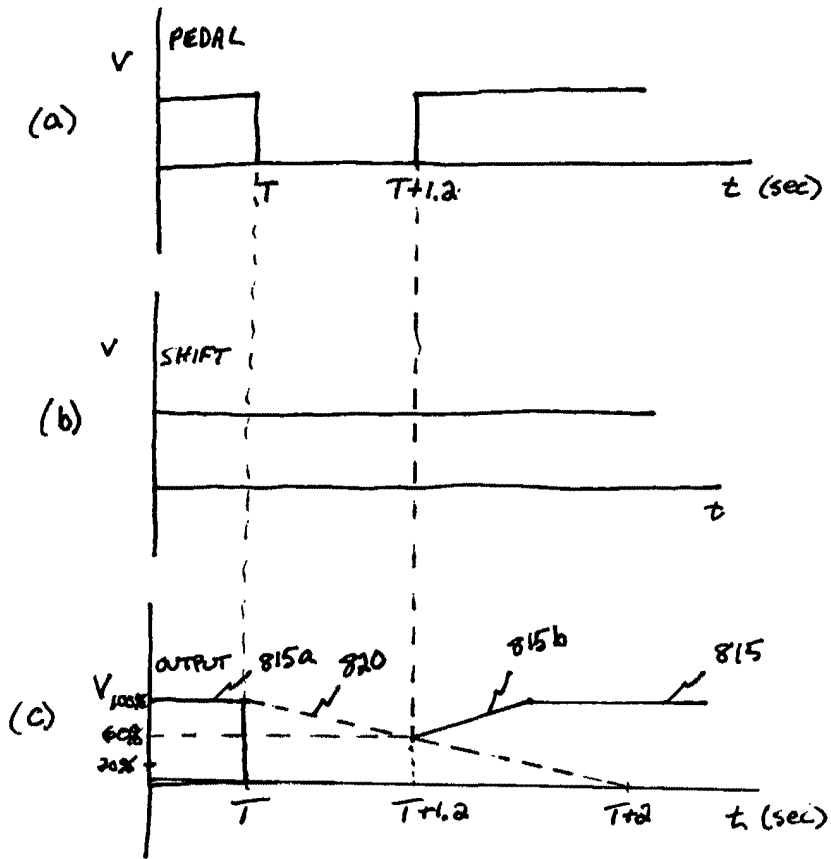


FIG. 8C

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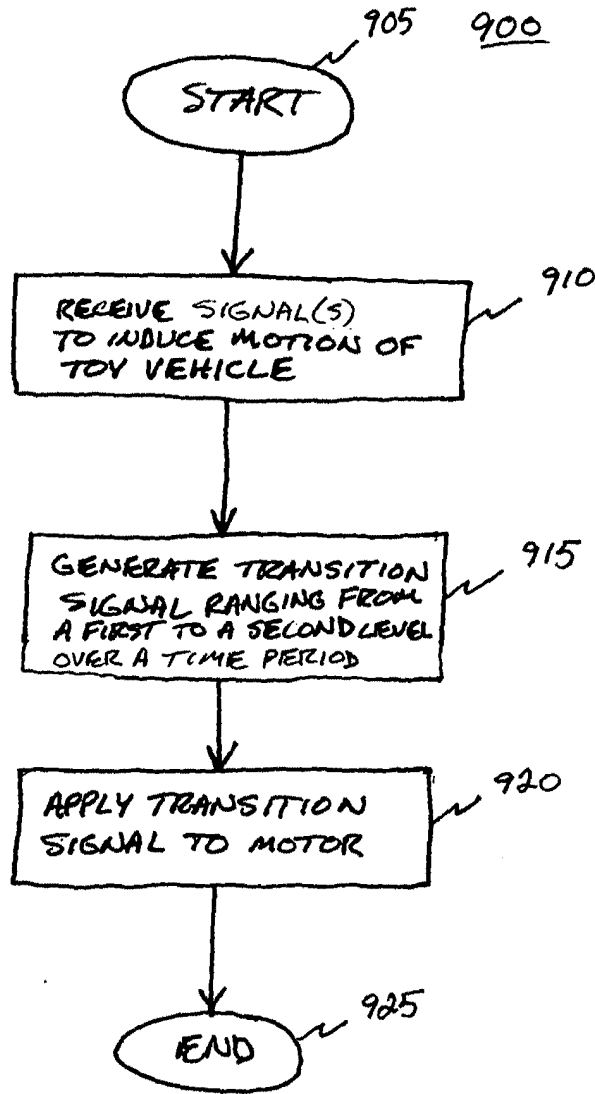


FIG. 9

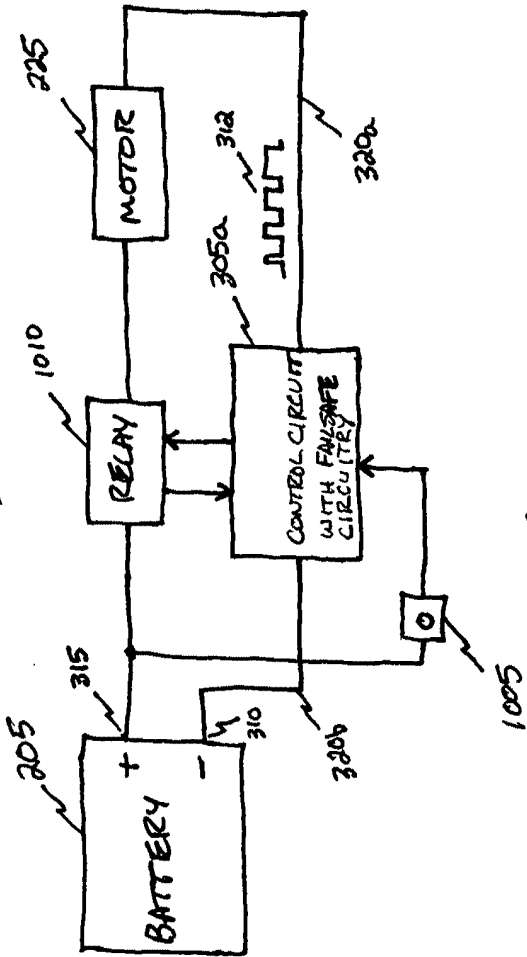


FIG. 10

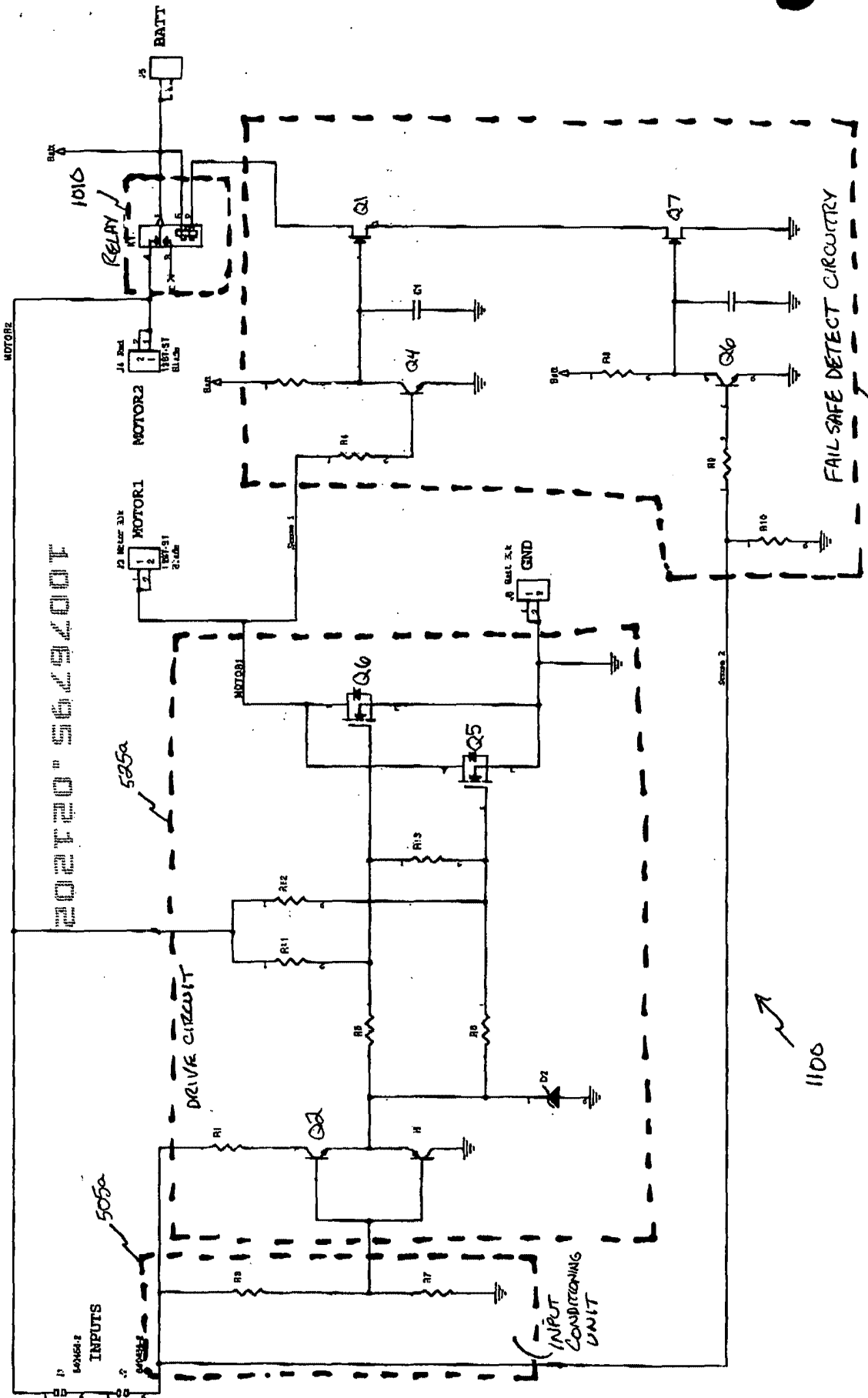


FIG. 11

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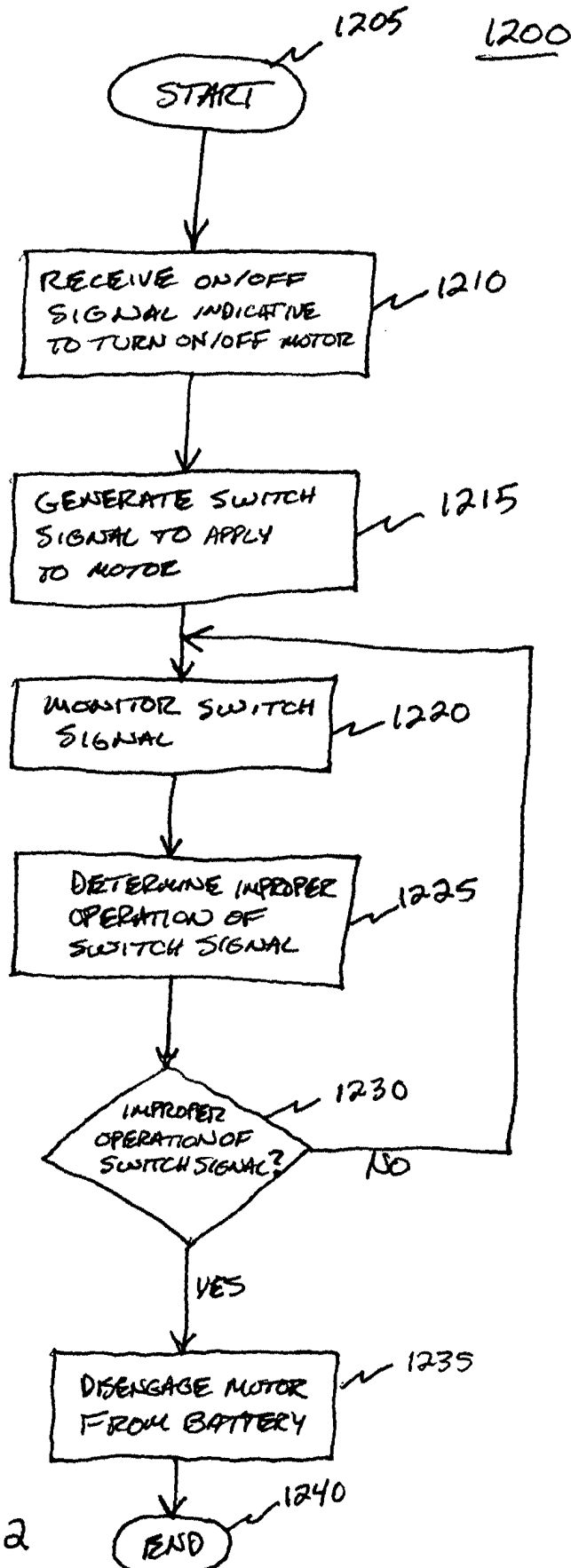


FIG. 12

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SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY
VEHICLE

CROSS-REFERENCES TO RELATED APPLICATIONS

This Application for Patent claims the benefit of priority from, and hereby incorporates by reference for any and all purposes the entire disclosure of, co-pending U.S. Provisional
5 Application for Patent having Serial No. 60/268,447, filed February 12, 2001.

BACKGROUND OF THE INVENTION

Technical Field of the Invention

The principals of the present invention generally relate to toy vehicles that may be ridden by people, and more specifically, but not by way of limitation, to a system, apparatus, and method for softening the initiation of motion of the toy vehicle.

Description of Related Art

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As shown in FIGURE 1, toy vehicles 100 for riding on or in have become popular for operators 110, such as children. The toy vehicles 100 may generally include ride-on and ride-in vehicles, including, but not limited to, automobiles, trucks, boats, airplanes, scooters, etc. Conventional control systems for the toy vehicles 100 have typically been limited to applying a direct current (DC) from a DC battery to a motor upon pressing or otherwise operating a "gas" pedal or other throttle mechanism. This type of control, however, basically operates as an on/off switch. In other words, when the pedal is pressed, the motor is applied a voltage for full power (i.e. maximum angular velocity). One reason for such a simplistic design is cost reasons.

FIGURE 2 is an exemplary block diagram of a conventional control system 200 for the toy vehicle 100. The conventional control system 200 includes a battery 205, foot pedal switch 210, forward/reverse switch 215 for direction control, hi/lo switch 220 for fast and slow speeds, and motors 225a and 225b. The toy vehicles 100 are typically limited to a battery 205 for a power source rather than using other fuel sources, such as gasoline. The battery 205 is coupled to a foot pedal switch 210, which operates to provide power from the battery 205 to other electrical components of the control system 200 via line 212. The battery 205 supplies battery voltage V_{BATT} . Additionally, the foot pedal switch 210 operates as a failsafe device that prevents power from incidentally or accidentally being applied to the motors 225 for safety purposes. To operate as a failsafe device, the foot pedal switch 210 is a "make or break" switch with a spring return to OFF as understood in the art. The foot pedal switch 210 is further coupled to the forward/reverse switch 215 via line 217 and generates a throttle signal 218.

The forward/reverse switch 215 receives battery power via line 217, is operable to switch the direction of the motors 225 from forward to reverse so as to operate the toy vehicle 100 forward or reverse, respectively. The forward/reverse switch

produces two signals, FWD and REV, which are applied to the hi/lo switch 220 via lines 222a and 222b (collectively 222). The hi/low switch 220 is further coupled to the motors 225 and operable to drive the motors 225 in parallel or series to provide for high and low speed of the toy vehicle 100. Further, the hi/lo switch 220 is coupled to the negative terminal 227 of the battery 205, which is electrically coupled to the low side. As understood in the art, each of the components of the control system 200 receive power from the battery, but that power is relatively high for solid state electronics, thereby making alternative control systems difficult and too expensive for the toy industry to consider a viable option.

There exists several problems when utilizing the control system 200, or any other basic direct drive system for controlling toy vehicles 100. These problems may include (i) excessive acceleration, (ii) jerk, (iii) safety (e.g., controlling and flipping the vehicle at startup), and (iv) wearing of the mechanical components of the drive train for the toy vehicle 100. While each of these problems have existed in the toy vehicles 100 for a long period of time, the toy industry and makers of toy vehicles 100 are very cost sensitive due to consumer pricing demands and production costs. Solutions to these problems have been unavailable due in large part to

pricing and technical concerns of toy manufacturers for the toy vehicles 100.

With regard to excessive acceleration (dV/dt) and jerk (dA/dt), the acceleration and jerk result in a whiplash effect on the operator 110 and passenger(s). In terms of wearing of the mechanical components, when the toy vehicle 100 changes direction from forward to reverse and vice versa, a complete stop is not required. As all gear drives have a certain amount of backlash (i.e., small amounts of gap between gear teeth), the gears allow the motor to turn in the opposite direction without applying force to the output (e.g., wheels) of the drive train until the entire backlash is reduced to zero, thereby subjecting the motors 225 and drive train to the full load at full speed at each change in direction. In other words, since the motor 225 has no significant initial resistance to movement in the opposite direction due to backlash, the motor 225 accelerates rapidly until the backlash is eliminated. The motor 225 is therefore moving at near full speed in the reverse direction while the vehicle is still moving in a high speed in the opposite direction. Once the backlash is eliminated, the input and output to the drive train are rotating in the opposite direction and the gears exert substantial forces on one another as the drive train suddenly reverses direction. These

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substantial forces tend to wear out the motors, gears, and other mechanical components in the drive train.

In terms of safety, toy vehicles 100, such as automobiles and scooters, have the ability to flip or turnover due to the excessive acceleration of the toy vehicle 100. Additionally, because of the high acceleration, the wheels are often unable to gain traction on the surface, especially a wet surface. The traction problem, too, may result in the toy vehicle 100 becoming uncontrollable for the operator 110 and passenger(s), especially children. Additionally, toy manufacturers have been developing toy vehicles 100 with more speed and power thereby resulting in the exacerbation of the problems identified above.

SUMMARY OF THE INVENTION

To overcome the problems and limitations of conventional control systems for toy vehicles, a soft-start control circuit may be integrated into the conventional control systems. The soft-start control circuit according to the principles of the present invention reduces or eliminates the above-identified problems, including excessive acceleration, jerk, flipping of the vehicle, and wearing of mechanical components. By integrating the soft-start control circuit into the existing control systems without having to redesign the fundamentals of

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the control systems, the toy makers quickly and easily may upgrade the toy vehicles for a cost that allows the toy to remain competitive within the consumer acceptable price range.

One embodiment according to the principals of the present invention includes a system and method for providing a soft start for a toy vehicle configured to be operated by a person. The method may include receiving a throttle signal operable to induce motion via a motor operating as a drive mechanism for the toy vehicle. A transition signal may be generated based on the throttle signal. The transition signal may be applied to affect operation of the motor. The transition signal may be a pulse width modulated signal having a duty cycle between 20 and 100 percent to provide for an acceleration that avoids the problems of conventional control systems and appears and feels more realistic. The transition signal may be ramped in a linear or non-linear fashion. The system according to the principles of the present invention may couple the soft-start control circuit between a negative terminal of a battery and motor(s) of the toy vehicle, thereby allowing the soft-start control circuit to switch a low-side voltage and not the high-side of the battery.

A second embodiment according to the principals of the present invention includes a system and method for disabling a toy vehicle. According to the principles of the present invention,

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the method includes receiving an on/off signal indicative to
turn on and off the motor. A switch signal is generated to
apply to the motor to induce motion of the toy vehicle.
Operation of the switch signal is monitored. An improper switch
5 signal may be determined. The motor may be disengaged from the
battery upon determining an improper switch signal.

BRIEF DESCRIPTION OF THE DRAWINGS

A more complete understanding of the method and apparatus
of the present invention may be obtained by reference to the
following Detailed Description when taken in conjunction with
the accompanying Drawings wherein:

FIGURE 1 is an exemplary toy vehicle being ridden by an
operator, such as a child;

FIGURE 2 is an exemplary block diagram of a conventional
control system utilized by the toy vehicle of FIGURE 1;

FIGURE 3 is an exemplary block diagram including the
conventional control system of FIGURE 2 having a soft-start
control circuit that incorporates the principles of the present
20 invention integrated therewith;

FIGURE 4 is a more detailed exemplary block diagram of the
control system for the toy vehicle providing the soft-start
control circuit of FIGURE 3;

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FIGURE 5 is an exemplary block diagram of the soft-start control circuit of FIGURE 3;

FIGURE 6 is an exemplary schematic of the soft-start control circuit of FIGURES 3-5;

5 FIGURE 7 provides eight exemplary conditioned input signals applied to the soft-start control circuit of FIGURE 6;

FIGURES 8A-8C are an exemplary set of graphs that show the response of the soft-start control circuit of FIGURE 6 to a change of input conditions provided by the operator of the toy vehicle;

FIGURE 9 is an exemplary flow diagram providing a high level operation of the soft-start control circuit of FIGURES 3-6;

FIGURE 10 is an exemplary block diagram of a control system of a toy vehicle of FIGURE 1 that does not include a foot pedal;

FIGURE 11 is an exemplary schematic of a control circuit with failsafe circuitry of FIGURE 10; and

FIGURE 12 is an exemplary flow diagram describing the failsafe operation of the control circuit with failsafe circuitry of FIGURES 10 and 11.

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DETAILED DESCRIPTION OF THE PRESENTLY PREFERRED EXEMPLARY EMBODIMENTS

The principals of the present invention provide for a soft-
5 start control circuit capable of being integrated into a
conventional control system for toy vehicles. The soft-start
control circuit is operable to reduce excessive acceleration
generated by the conventional control systems due to switching
battery voltage directly to motor(s) of the toy vehicles. A
10 soft-start circuit may utilize a processor for receiving signals
from the conventional control system and applying a transition
signal such that the motor(s) are not excessively accelerated.
The transition signal is variable such that full power is not
substantially instantaneously applied to the motor. In other
15 words, the transition signal causes the motor to be ramped from
no power to full power. In one embodiment, the soft-start
control circuit is coupled between a ground terminal of a
battery of the toy vehicle and a low-side terminal of the
motor(s). The transition signal generated by the soft-start
20 control circuit may be a pulse width modulation signal having a
duty cycle between 20 and 100 percent, linearly (e.g., ramp) or
non-linearly (e.g., exponential), at startup, thereby reducing
or eliminating excessive acceleration. Additionally, the soft-
start control circuit may include failsafe circuitry to provide

the operator of the toy vehicle the ability to disable the motors of the vehicle for safety purposes.

FIGURE 3 is an exemplary block diagram 300 including the conventional control system 200 having a soft-start control circuit 305 integrated therewith. As shown, the soft-start control circuit is coupled between the negative terminal 227 of the battery 205 and the hi/lo switch 220. The soft-start control circuit 305 further receives inputs of the positive terminal 228 of the battery 205 and forward and reverse signals 222a and 222b. The battery voltage V_{BATT} simply provides operational power to the soft-start control circuit 305, and the forward and reverse signals 222 provide an indication that the foot pedal switch 210 is engaged and for indicating when a shift between forward and reverse occurs.

The soft-start control circuit 305 is operable to apply a transition signal 312 on the return path 320a and 320b (collectively 315) between the motors 225 and the battery 205. The soft-start control circuit 305 is integrated in the return path 320 of the control system 300, however, it should be understood that the soft-start control circuit 305 could be included in the forward path (i.e., between the positive terminal 228 of the battery 205 and the motors 225) to affect the high-side voltage to the motors 225. However, by

integrating the soft-start control circuit 305 in the return path 320, the circuitry is less complicated and less expensive due to not having to use field effect transistors as a high-side switch. Additionally, the soft-start control circuit 305 may be
5 disabled via a jumper (e.g., switch) or altering control parameters, either by software or hardware, of the soft-start control circuit 305.

FIGURE 4 is a more detailed exemplary block diagram 300b of the control system for the toy vehicle 100 providing the soft-start control circuit 305. The six-volt batteries 205a and 205b are connected in series so as to provide for a total battery voltage V_{BATT} of twelve volts, which is delivered to the foot pedal switch 210 and the soft-start control circuit 305 via line 212. Again, the soft-start control circuit 305 utilizes the battery voltage V_{BATT} for a power supply, and does not switch the battery voltage V_{BATT} . If soft-start control circuit 305 were operating in the forward path of the control system, then the battery voltage V_{BATT} would be switched. The foot pedal switch 210 is normally open such that when the passenger 110 running
20 the toy vehicle 100 engages the foot pedal switch 210, a connection is made (i.e., the switch is closed) and the battery voltage is applied to the rest of the control system 300b. A circuit breaker 405 is utilized to prevent an overcurrent

situation and to avoid damaging other electrical components or the motors 225.

The forward/reverse switch 215 is shown as being normally open. Upon the operator 110 shifting between forward and reverse, the forward/reverse switch 215 closes and the motors 225 are applied a reverse polarity to change driving direction of the toy vehicle 100. The forward and reverse signals 222a and 222b, are applied to the soft-start control circuit 305 for determining that the foot pedal switch 210 is engaged and for indicating when a shift between forward and reverse occurs. The hi/lo switch 220 is operable to allow the passenger 110 to shift the speed of the vehicle from low to high and vice-versa. Because the hi/lo switch 220 is normally open, the toy vehicle 100 is configured to be in low speed mode by operating the motors in series (i.e., each motor operates on six volts as understood in the art). Upon a shift from low to high speed, the hi/lo switch 220, which is a double-pole double-throw switch, configures the motors 225 to be operating in parallel, thereby operating both motors on twelve volts.

As shown, the soft-start control circuit 305 is coupled to the low-side of 230a and 230b of the motors 225 to allow the soft-start control circuit 305 to apply a transition signal 312 to the motors 225. The transition signal 312 operates to affect

the angular velocity of the motors 225 by altering the average voltage being applied to or drawn by the motors 225. In one embodiment, the transition signal 312 is a pulse width modulation signal having a duty cycle that ranges from about 20
5 to 100 percent, where the motors 225 deliver full power when the duty cycle is 100 percent.

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FIGURE 5 is an exemplary block diagram 500 of an embodiment of the soft-start control circuit 305. The soft-start control circuit 305 includes an input conditioning unit 505, controller 510, power supply unit 515, drive circuit signal conditioning unit 520, and drive circuit 525. The power supply unit 515 is operable to receive the plus and minus (i.e., ground) battery voltage (+V_{BATT} and -V_{BATT}) and generate a five-volt (+5V) supply for the other components of the soft-start control circuit 305. The input conditioning unit 505 is operable to receive the forward and reverse signals 222a and 222b, which may be analog or digital, and condition the signals for input to the controller 510. In an alternative embodiment, the soft-start control circuit 305 simply may be powered-up and begin
20 performing the soft-start functionality (e.g., acceleration control). The controller 510 receives the conditioned forward and reverse signals for generating and applying the transition signal 312 to the return path 320a, which may be ramped and/or

delayed based on the forward and reverse signals 222a and 222b. The controller 510 may utilize a processor that executes software to perform the logical decisions and generate the transition signal 312 based on an algorithm, for example. The software may be stored in ROM or other storage device to be read by the processor and executed thereby. The drive circuit signal conditioning unit 520 is operable to condition or prepare the output of the controller for the drive circuit 525. The drive circuit 525 operates to apply the transition signal 312 generated by the controller 510 to the low-side 230a and 230b of the motors 225.

FIGURE 6 is an exemplary schematic of an embodiment of the soft-start control circuit 305 of Figures 3-5. As shown, the schematic includes the input conditioning unit 505, controller 510, power supply unit 515, drive circuit signal conditioning unit 520, and drive circuit 525. The power supply unit 515 develops a five-volt source 605, which may be utilized by the input conditioning unit 505, controller 510, and drive circuit signal conditioning unit 520. The input conditioning unit 505 receives the forward and reverse signals 222a and 222b via connectors J8 and J7, respectively. Diodes 610a and 610b are utilized to protect other components of the input conditioning unit 505 and prevent false triggering of the soft-start control

circuit 305. Additionally, the diodes 610a and 610b provide isolation of the forward and reverse signals 222a and 222b as one is high (e.g., positive) and the other low (e.g., negative). Alternatively, the two signals could be implemented as separate signals input to the processor. The forward and reverse signals 222a and 222b are logically OR'd to determine when at least one of the signals 222a and 222b is high. Upon determining that one of the forward 222a or reverse 222b signals is high, the transistor Q10 is utilized to generate a five-volt input signal to the controller 510.

The controller 510 includes a processor 615 that executes software to develop the transition signal to 312. The processor 615 receives the five-volt signal from Q10 to indicate that either the forward or reverse signal 222a and 222b is high. The processor 615 executes the software and outputs the appropriate transition signal 312 to the drive circuit signal conditioning unit 520 via line 620. The drive circuit signal conditioning unit 520 performs a level shift of the transition signal 312 via transistor Q8 in preparation for the drive circuit.

The drive circuit 525 includes a bridge circuit 625 formed of two transistors Q3 and Q7. The bridge circuit is operable to form a push-pull drive to turn field effect transistors (FETs) Q5 and Q6 on and off. The FETs Q5 and Q6, which may be part

number IRL2203NS (one producer being International Rectifier, El Segundo, CA 90245), are used as high current switches that apply the pulse width modulation formed by the processor 615 between the motor 225 and negative terminal 227 of the battery 205. The Schottky diodes 630 operate as a "fly back" diodes that handle current feedback from the motors 225 due to the pulse width modulation of the motor 225 to prevent the FETs Q5 and Q6 from burning up.

FIGURE 7 provides eight exemplary conditioned input signals 705-740 applied to the controller 510 via controller input line 612 based on the foot pedal and shift for changing direction. The conditioned input signals 705-740 are indicative of either pedal or forward/reverse shift operations of the toy vehicle 100. It should be understood that the toy vehicle 100 could have other functions or mechanisms that are utilized by the controller 510 to affect operation of the motors 225.

FIGURE 7(a) provides conditioned input signal 705 that indicates that the toy vehicle 100 is off and that the pedal is not depressed, thereby causing the foot pedal switch 210 to remain open. FIGURE 7(b) provides conditioned input signal 710 that indicates that the pedal is depressed at time T1, thereby causing the foot pedal switch 210 to close. FIGURE 7(c) provides conditioned input signal 715 that indicates that the

pedal is released at time T2, thereby causing the foot pedal switch 210 to open. FIGURE 7(d) provides conditioned input signal 720 that indicates that a direction shift is initiated via a shift stick or other mechanism while the pedal is depressed, thereby causing the conditioned signal input to the controller 510 to toggle OFF at time T3 and back ON at time T4 so that the processor 615 recognizes that a shift occurs.

FIGURE 7(e) provides conditioned input signal 725 that indicates that the pedal is momentarily released (e.g., foot slips off pedal), thereby causing the conditioned input signal 725 to toggle at times T5 and T6. FIGURE 7(f) provides conditioned input signal 730 that indicates that the pedal is momentarily pressed (e.g., foot accidentally presses the pedal), thereby causing the conditioned input signal 730 to toggle at times T7 and T8. FIGURE 7(g) provides conditioned input signal 735 that indicates that the pedal is being pulsed by the operator 110 of the toy vehicle 100, thereby causing the conditioned input signal 735 to toggle at times T9-T12. FIGURE 7(h) provides conditioned input signal 740 that indicates that a direction shift is being pulsed by the operator 110 of the toy vehicle 100, thereby causing the conditioned input signal 740 to toggle at times T9-T12. Each of the conditioned input signals 705-740 are recognized by the soft-start control circuit 305 for

providing the transition signal 312 to affect operation of the
motors 225. In operation, the software program executing in the
processor 615 may utilize the following algorithm to generate
the transition signal 312 as a function of the conditioned input
5 signal via line 612.

- a. If conditioned input signal is LOW, then output is HIGH
(drive circuit is OFF).
- b. When the conditioned input signal transitions HIGH then
If $off_time < off_time_max$ and $on_time > on_time_max$
then DELAY(shift_delay)
Begin the PWM ramp from initial_ramp to 100 percent
duty cycle
Output remains LOW until input changes
- c. While conditioned input signal HIGH, increment on_time
- d. While conditioned input signal LOW, increment off_time

The parameters, which are exemplary, of the algorithm may be as
follows:

ramp_time	= 1.0 seconds
initial_ramp	= 20 percent duty cycle
shift_delay	= 400 msec
off_time_max	= 125 msec
on_time_max	= 125msec

FIGURE 8A is an exemplary set of graphs 800a that shows the
response of an embodiment of the soft-start control circuit 305
to a change of input conditions provided by the operator 110 of
the toy vehicle 100. Graph 8A(a) shows the conditioned input
30 signal 710 transition at time T_1 due to the pedal being depressed
by the operator 110, and graph 8A(b) shows that the

forward/reverse switch 215 is not transitioned. Graph 8A(c) shows an output signal 805, which is indicative of the transition signal 312 having a duty cycle ranging from about 20 to 100 percent, that ramps up over a one second time duration (i.e., T_1 to $T_1+1.0$ second) based on the depression of the pedal at time T_i .

FIGURE 8B is an exemplary set of graphs 800b that shows the response of the soft-start control circuit 305 to a change of input conditions provided by the operator 110 of the toy vehicle 100. Graph 8B(a) shows that the foot pedal switch 210 remains closed while the shift signal 720 changes (i.e., the operator 110 shifts from forward to reverse or vice versa). As shown, the output signal 810a transitions OFF at time t_3 in accordance with the shift signal 720 transitioning OFF. Upon the shift signal 720 transitioning HIGH at time t_4 , a delay t_D is created before the output signal 810b is enabled to provide the mechanical components (e.g., gear train) of the toy vehicle 100 enough time to transition, thereby avoiding wearing of the mechanical components.

FIGURE 8C is an exemplary set of graphs 800c that shows the response of the soft-start control circuit 305 to a change of input conditions provided by the operator 110 of the toy vehicle 100. As shown in graph 8C(a), the operator 110 releases the

pedal at time T and re-engages the pedal at time T+1.2 seconds. Graph 8C(b) indicates that the shift is not transitioned over the time period of concern. The output signal 815a transitions OFF at time T and re-transitions ON at time T+1.2 seconds.

5 During the OFF time of the output signal 815a, a deceleration counter identified by dashed line may count down for two seconds, for example, so that upon the operator 110 depressing the pedal again, output signal 815b may start at a higher duty cycle (e.g., 60 percent) and ramp to 100 percent rather than
10 having to start at the startup duty cycle (e.g., 20 percent). By utilizing the deceleration counter, the toy vehicle 100 provides the operator 110 with a more realistic sense of operating a real vehicle. Additionally, by initiating the
15 output signal 815b at a duty cycle closer to that of the velocity of the toy vehicle 100, safety may be improved as the toy vehicle 100 does not substantially slow. In the case of the toy vehicle 100 being a two-wheeled scooter or motorcycle-like, the deceleration counter safety feature the operator 110 not
20 having to provide additional stability with his or her feet, which is often times awkward and difficult.

FIGURE 9 is an exemplary flow diagram 900 providing a high level operation of an embodiment of the soft-start control circuit 305 of FIGURES 3-5. The process starts at step 905. At

step 910, at least one signal to induce motion of the toy vehicle 100 is received. The signal(s) may be that of a throttle signal or multiple signals, such as forward and reverse, that inherently indicate that the throttle signal has been applied. At step 915, a transition signal ranging from a first to a second level over a time period is generated. The transition signal may be a pulse width modulation signal having a duty cycle of approximately 20 percent and have a substantial linear increase to 100 percent. Alternatively, a non-linear signal, such as an exponential signal, may be generated to account for the dynamics of the motors 225, other electro-mechanical components, and/or the toy vehicle 100. The non-linear signal may provide other benefits for the operator 110, such as a feeling of a turbo boost or thrusters, for example. At step 920, the transition signal is applied to the motor(s) 225. It should be understood that generation of the transition signal and application thereof may be performed simultaneously such that steps 915 and 920 may be considered more as a single step. The process ends at step 925.

FIGURE 10 is an exemplary block diagram 1000 of a control system of a toy vehicle 100, such as a sit-on or stand-on scooter, that does not include a foot pedal. For safety reasons, toy makers are reluctant to deliver high power of the

battery 205 to handle bars, and, therefore, a low power switch 1005 is desirable to be located on the handle bars. Other switches, including switches that are disengaged upon the operator 110 becoming separated from the toy vehicle 100, may be
5 utilized.

As shown, a relay 1010, which is normally closed to limit contact wear, is coupled to the control circuit with failsafe circuitry 305a to provide for a safe way to disengage the motor 225 from the battery 205 in the case of a control circuit failure. In other words, because the toy vehicle 100 does not have a foot pedal or other "make or break" safety switch and relies on the solid-state FETs to turn the motors 225 on and off, the relay 1010 is included as a safety feature to a control circuit failure (e.g., shorting or overheating of a FET). The control circuit 305a is in the return path 320a and 320b between the motor 225 and battery 205, however, the control circuit in the instant embodiment does not include the processor 615 to apply the transition signal 312 and basically operates as an on/off switch as the foot pedal switch 210. It should be
20 understood that inclusion of the processor 615 and associated circuitry to provide the soft-start functionality could be integrated with the control circuit with failsafe circuitry 305a. Again, it should be understood that the control circuit

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with failsafe circuitry 305a may operate on the high-side of the motor 225, but that costs and complexity would be increased due to having to create higher voltages to switch the FETs ON.

FIGURE 11 is an exemplary schematic 1100 of an embodiment of the control circuit with failsafe circuitry 305a of FIGURE 10. As shown, input conditioning unit 505a, drive circuit 525a, failsafe detect circuit 1105, and relay 1010 are provided. The failsafe detect circuitry 1105 detects if a failure occurs within the control circuitry (e.g., FETs Q5 or Q6 of the drive circuit 525a) and applies power to the relay 1010 to disengage the motor 225 from the battery 205. The failsafe detect circuitry 1105 includes circuitry, including transistors Q4, Q6, Q1, and Q7, that is configured to determine if a failure of the control circuit 305a occurs. If a failure of either FET Q5 or Q6 occurs by becoming shorted ON, for example, and the input is OFF, the failsafe detect circuitry 1105 determines that a failure has occurred and activates the relay 1010 to disengage the motor 225 from the battery 205. Although the failsafe detect circuitry 1105 is shown to be analog, it should be understood that the functionality of the failsafe detect circuitry 1105 could be digital by incorporating the functionality into software and executed on the processor 615, if included in the control circuit 305a, for example.

FIGURE 12 is an exemplary flow diagram 1200 describing the failsafe operation of the control circuit with failsafe circuitry of FIGURES 10 and 11. The process starts at step 1205. At step 1210, a signal indicative of a desire of the operator 110 to turn on or off the motor 225 is received. A switch signal (e.g., signal substantially instantly switching from off to on) is generated by the control circuit 305a to be applied to the motor 225 at step 1215. The switch signal may be maintained at full voltage to continue applying full power to the motor 225 during operation of the toy vehicle 100. At step 1220, the switch signal is monitored. A determination of improper operation of the switch signal is made at steps 1225 and 1230. If an improper operation of the switch signal occurs, which indicates either (i) a failure of the control circuit 305a has occurred and/or (ii) the motor 225 is operating and the switch signal indicates that the motor 225 is to be off, then the motor 225 is disengaged from the battery at step 1235. Otherwise, the process repeats steps 1220 through 1230. It should be understood that is an indication is received to turn off or on the motor 225 during the monitoring of the switch signal, then the process may repeat from step 1205. The process ends at step 1240.

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It should be understood that the principles of the present invention may not be limited to toy vehicles. Accordingly, the principles of the present invention could be applied to non-toy vehicles, such as golf carts or industrial vehicles.

5 The previous description is of a preferred embodiment for implementing the principles of the present invention, and the scope of the invention should not necessarily be limited by this description. The scope of the present invention is instead defined by the following claims.

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WHAT IS CLAIMED IS:

1 1. A method for controlling acceleration of a toy vehicle
2 configured to be operated by a person, said method comprising:
3 receiving a throttle signal operable to induce motion
4 via a motor operating as a drive mechanism of the toy vehicle;
5 generating a transition signal based on the throttle
6 signal; and
7 applying the transition signal to affect operation of
8 the motor.

1 2. The method according to claim 1, wherein the
2 transition signal is a pulse width modulation signal.

1 3. The method according to claim 1, wherein the pulse
2 width modulation ranges from approximately a 20 percent to
3 approximately a 100 percent duty cycle.

1 4. The method according to claim 1, wherein the motor
2 includes a high and low terminal, the transition signal being
3 applied to the low terminal of the motor.

1 5. The method according to claim 1, wherein the operation
2 of the motor is a transition from a first to a second angular
3 velocity.

1 6. The method according to claim 5, wherein the
2 transition from the first to second angular velocity is
3 substantially linear.

1 7. The method according to claim 6, wherein the
2 transition signal ramps power to the motor.

1 8. The method according to claim 5, wherein the
2 transition from the first to second angular velocity is non-
3 linear.

1 9. The method according to claim 5, wherein the
2 transition occurs over a time span of at least one second.

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1 10. The method according to claim 1, further comprising:
2 receiving a shift signal indicative of a change of
3 direction of motion for the toy vehicle;
4 if power is being applied to the motor,
5 initiating a delay; and
6 applying the transition signal to the motor.

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1 11. The method according to claim 1, further comprising:
2 forming a second transition signal upon the throttle
3 signal being transitioned, the second transition signal being
4 utilizable upon the throttle signal being re-transitioned over a
5 predetermined time duration.

1 12. The method according to claim 11, further comprising:
2 initiating, upon the throttle signal being re-
3 transitioned before expiration of the predetermined time
4 duration, the transition signal at a level associated with the
5 second transition signal.

1 13. The method according to claim 11, wherein the second
2 transition signal is substantially linear.

1 14. A toy vehicle operable by a person, said toy vehicle
2 comprising:

3 a battery having a positive and a ground terminal, and
4 for providing power to electrical components of the toy vehicle;

5 a motor;

6 a mobility device coupled to said motor and operable
7 to provide motion for the toy vehicle;

8 a throttle switch electrically coupled between said
9 battery and said motor, and operable to provide power to said
10 motor; and

11 a circuit having a first and a second terminal, the
12 first terminal being coupled to said battery and the second
13 terminal being coupled to said motor, said circuit being
14 operable to generate a transition signal for said motor to
15 transition from a first to a second angular velocity.

1 15. The toy vehicle according to claim 14, wherein the
2 first terminal of said circuit is coupled to the ground terminal
3 of said battery.

1 16. The toy vehicle according to claim 14, wherein the
2 transition signal is a pulse width modulation signal.

1 17. The toy vehicle according to claim 16, wherein the
2 pulse width modulation signal has a duty cycle of above
3 approximately 20 percent corresponding to the first angular
4 velocity.

1 18. The toy vehicle according to claim 14, wherein said
2 circuit includes a processor operable to execute software for
3 producing the transition signal.

1 19. The toy vehicle according to claim 18, wherein the
2 software further produces a second transition signal upon
3 transition of said throttle switch.

1 20. The toy vehicle according to claim 14, wherein the
2 transition from the first to the second angular velocity is
3 substantially linear.

1 21. The toy vehicle according to claim 14, wherein the
2 transition signal causes a ramp of the power to said motor.

1 22. The toy vehicle according to claim 14, wherein the
2 transition from the first to the second angular velocity is non-
3 linear.

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1 23. The toy vehicle according to claim 14, further
2 comprising a disable mechanism operable to disengage the power
3 from said motor.

1 24. The toy vehicle according to claim 23, wherein the
2 disable mechanism is a switch.

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1 25. The toy vehicle according to claim 23, wherein said
2 circuit includes failsafe detect circuitry for detecting a
3 failure and enabling the disable mechanism upon detection
4 thereof.

1 26. The toy vehicle according to claim 14, further
2 comprising a shift mechanism to switch between forward and
3 reverse, said circuit being operable to remove power from said
4 motor, generate a delay, and reinitiate the transition signal
5 upon a transition between forward and reverse.

1 27. The toy vehicle according to claim 14, wherein the
2 mobility device includes at least one of a wheel and a
3 propeller.

1 28. The toy vehicle according to claim 14, wherein the toy
2 vehicle is configured to resemble at least one of the following:
3 automobile, truck, boat, airplane, scooter, and motorcycle.

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1 29. A system for controlling acceleration of a toy vehicle
2 configured to be operated by a person, said system comprising:

3 means for receiving a throttle signal operable to
4 induce motion via a motor operating as a drive mechanism of the
5 toy vehicle;

6 means for generating a transition signal based on the
7 throttle signal; and

8 means for applying the transition signal to effect
9 operation of the motor.

1 30. The system according to claim 29, wherein the
2 transition signal is a pulse width modulation signal.

3 31. The system according to claim 29, further comprising:

4 means for receiving a shift signal indicative of a
5 change of direction of motion for the toy vehicle; and

6 means for determining if power is being applied to the
7 motor;

8 means for initiating a delay; and

9 means for applying the transition signal including the
10 delay to the motor if power is being applied to the motor.

1 32. The system according to claim 29, further comprising:
2 means for forming a second transition signal upon the
3 throttle signal being transitioned, the second transition signal
4 being utilizable upon the throttle signal being re-transitioned
5 over a predetermined time duration.

1 33. The system according to claim 32, further comprising:
2 means for initiating, upon the throttle signal being
3 re-transitioned before expiration of the predetermined time
4 duration, the transition signal at a level associated with the
5 second transition signal.

1 34. The system according to claim 29, further comprising
2 means for providing a failsafe to disengage the motor upon
3 detecting a failure of said means for generating the transition
4 signal.
5

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1 35. A system for controlling a toy vehicle having a
2 battery and a motor, said system comprising:

3 a circuit having a first and second terminal, the
4 first terminal electrically coupled to the battery and the
5 second terminal coupled to the motor for rotating a mobility
6 device,

7 a third terminal electrically coupled to a device
8 operable to produce a throttle signal, said circuit further
9 including a processor operable to execute a software program to
10 generate a transition signal, based on receiving the throttle
11 signal on the third terminal, to transition the motor from a
12 first to a second angular velocity.

1 36. The system according to claim 35, wherein the toy
2 vehicle is configured to resemble an automobile, truck, boat,
3 airplane, motorcycle, and scooter.

1 37. The system according to claim 35, wherein the mobility
2 device includes at least one of a wheel and propeller.

1 38. The system according to claim 35, wherein the
2 transition signal is a pulse-width modulation signal.

1 39. The system according to claim 38, wherein the pulse-
2 width modulation signal has a duty cycle of approximately 20
3 percent as associated with the first angular velocity.

1 40. The system according to claim 35, wherein the first
2 terminal is electrically coupled to a ground terminal of the
3 battery.

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1 41. A computer-readable medium having stored thereon
2 sequences of instructions, the sequences of instructions
3 including instructions, when executed by a processor, causes the
4 processor to:

5 receive a throttle signal operable to induce motion
6 via a motor operating as a drive mechanism of the toy vehicle;

7 generate a transition signal based on the throttle
8 signal; and

9 apply the transition signal to effect operation of a
10 motor operating within a toy vehicle.

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42. A method for disabling a toy vehicle, configured to be operated by a person, having a battery and a motor, said method comprising:

receiving an on/off signal indicative to turn on and off the motor;

generating a switch signal to apply to the motor to induce motion of the toy vehicle;

monitoring operation of the switch signal;

determining improper operation of the switch signal;

and

disengaging the motor from the battery upon said determining an improper switch signal.

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1 43. A system for disabling a toy vehicle, configured to be
2 operated by a person, having a battery and a motor, said system
3 comprising:

4 means for receiving an on/off signal indicative to
5 turn on and off the motor;

6 means for generating a switch signal to apply to the
7 motor to induce motion of the toy vehicle;

8 means for monitoring operation of the switch signal;

9 means for determining an improper switch signal; and

10 means for disengaging the motor from the battery upon
11 said determining an improper switch signal.

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1 44. A toy vehicle operable by a person, said toy vehicle
2 comprising:

3 a battery having a positive and a ground terminal, and
4 for providing power to electrical components of the toy vehicle;

5 a motor;

6 a mobility device coupled to said motor and operable
7 to provide motion for the toy vehicle;

8 a first switching element coupled between said motor
9 and said battery;

10 a second switching element coupled to said battery,
11 and operable to indicate application of power to said motor; and

12 a circuit having a first and a second terminal, the
13 first terminal being coupled to said second switching element
14 and the second terminal being coupled to said motor, said
15 circuit including a third switching element being operable to
16 generate a signal for said motor to turn on and off, said
17 circuit further comprising a failsafe circuit to detect a
18 failure of a component of said circuit and enabling said first
19 switching element to disable said motor.

45. The system according to claim 44, wherein said third
switching element includes at least one FET.

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ABSTRACT

A system, apparatus, and method for providing a soft-start for a toy vehicle configured to be operated by a person. The method includes receiving a throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle. A transition signal may be generated based on the throttle signal. The transition signal may be applied to effect operation of the motor. The transition signal may be a pulse width modulated signal having a duty cycle between 20 and 100 percent to provide for an acceleration that avoids the problems of conventional control systems. The transition signal may be ramped in a linear or non-linear fashion. The system may couple the soft-start control circuit between a ground terminal of a battery of the toy vehicle and motor(s), thereby allowing the soft-start control circuit to operate on a low voltage (i.e., not the high voltage of the battery).

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PATENT APPLICATION FEE DETERMINATION RECORD
Effective October 1, 2001

Application or Docket Number

50097-805PT

CLAIMS AS FILED - PART I

	(Column 1)	(Column 2)
TOTAL CLAIMS	45	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	45 minus 20 = *	25
INDEPENDENT CLAIMS	8 minus 3 = *	5
MULTIPLE DEPENDENT CLAIM PRESENT <input type="checkbox"/>		

SMALL ENTITY TYPE

OR OTHER THAN SMALL ENTITY

RATE	FEE
BASIC FEE	370.00
X\$ 9=	225
X42=	210
+140=	
TOTAL	805

RATE	FEE
BASIC FEE	740.00
X\$18=	
X84=	
+280=	
TOTAL	

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

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
X\$ 9=	
X42=	
+140=	
TOTAL ADDIT. FEE	

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

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

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
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.

PATENT APPLICATION SERIAL NO. _____

U.S. DEPARTMENT OF COMMERCE
PATENT AND TRADEMARK OFFICE
FEE RECORD SHEET

02/25/2002 MBIZUNES 00000054 100447 10076795

01 FC:201	370.00 CH
02 FC:203	225.00 CH
03 FC:202	210.00 CH

Adjustment date: 10/18/2002 HMOHAMMI

05/23/2002 HMOHAMMI 00000007 10076795

01 FC:201	-370.00 OP
02 FC:202	-210.00 OP
03 FC:203	-225.00 OP

10/18/2002 HMOHAMMI 00000002 100447 10076795

01 FC:1001		740.00 OP
02 FC:1201	355.00 CH	65.00 OP
03 FC:1202	450.00 CH	

PTO-1556
(5/87)

CLAIMS ONLY

SERIAL NO. <i>10078795</i>	FILING DATE
APPLICANT(S)	

CLAIMS

	AS FILED		AFTER 1st AMENDMENT		AFTER 2nd AMENDMENT			*		*		*	
	IND.	DEP.	IND.	DEP.	IND.	DEP.		IND.	DEP.	IND.	DEP.	IND.	DEP.
1	1						51						
2		1					52						
3		1					53						
4		1					54						
5		1					55						
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8		1					58						
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43	1						93						
44	1						94						
45		1					95						
46		1					96						
47		1					97						
48		1					98						
49		1					99						
50		1					100						
TOTAL IND.	8						TOTAL IND.						
TOTAL DEP.	37						TOTAL DEP.						
TOTAL CLAIMS	45						TOTAL CLAIMS						

* MAY BE USED FOR ADDITIONAL CLAIMS OR ADMENDMENTS

**RULES 63 AND 67 (37 C.F.R. 1.63 and 1.67)
DECLARATION AND POWER OF ATTORNEY**

FOR UTILITY/DESIGN/CIP/PCT NATIONAL APPLICATIONS

As a below named inventor, I hereby declare that:

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

I believe that 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: SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE, the specification of which: (mark only one)

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20070205
- (a) is attached hereto.
 - (b) was filed on _____ as Utility Application Serial No _____ and was amended on _____ (if applicable)
 - (c) was filed as PCT International Application No. PCT/ _____ on _____ and was amended on _____ (if applicable).
 - (d) was filed on _____ as Application Serial No. _____ and was issued a Notice of Allowance on _____.
 - (e) was filed on _____ and bearing attorney docket number _____

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 or as allowed as indicated above.

I acknowledge the duty to disclose all information known to me to be material to the patentability of this application as defined in 37 CFR § 1.56. If this is a continuation-in-part (CIP) application, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of 35 U.S.C. § 112, I acknowledge the duty to disclose to the Office all information known to me to be material to patentability of the application as defined in 37 CFR § 1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

I hereby claim foreign priority benefits under 35 U.S.C. § 119/365 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate filed by me or my assignee disclosing the subject matter claimed in this application and having a filing date (1) before that

of the application on which my priority is claimed or, (2) if no priority is claimed, before the filing date of this application:

PRIOR FOREIGN PATENTS

<u>Number</u>	<u>Country</u>	<u>Month/Day/Year Filed</u>	<u>Date first laid-open or Published</u>	<u>Date patented or Granted</u>	<u>Priority Claimed</u> <u>Yes</u> <u>No</u>
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NONE

I hereby claim the benefit under 35 U.S.C. § 120/365 of any United States application(s) listed below and PCT international applications listed above or below:

PRIOR U.S. OR PCT APPLICATIONS

<u>Application No. (series code/serial no.)</u>	<u>Month/Day/Year Filed</u>	<u>Status(pending, abandoned, patented)</u>
60/ 268,447	February 12, 2001	

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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.

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02-19-02

A

Patent Application
Docket No. 50097-8USPT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

02/12/02
J1050 U.S. PTO

J1050 U.S. PTO
10/07/02
02/12/02

In re patent application of:

David A Norman and Robert H. Mimplitch, III and Richard Torrance

For: **SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE**

BOX APPLICATION
Commissioner for Patents
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Sir:

PATENT APPLICATION TRANSMITTAL LETTER

Transmitted herewith for filing, please find the following:

- X Specification, claims and abstract of the above-referenced patent application (total of 42 pages)
- X 13 sheet(s) of drawing(s) (formal/ X informal). (FIGURES 1-12)
- X Combined Declaration and Power of Attorney (unsigned)
- An Assignment of the invention to: INNOVATION FIRST, INC.
- X Applicant Claims small entity status under 37 CFR 1.9 and 1.27.

10076795-021202

Patent Application
Docket No. 50097-8USPT

X Priority is claimed under 35 U.S.C. § 119 based on filing in the U.S. Patent and Trademark Office:

	<u>Application No.</u>	<u>Filing Date</u>
(1)	60/268,447	February 12, 2001
(2)	_____	_____

___ (No.) Certified copy (copies) ___ are attached; or ___ were previously filed on ___.

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Patent Application
Docket No. 50097-8USPT

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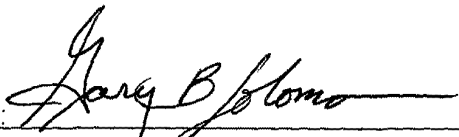
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The issue fee set in 37 CFR 1.18 at or before mailing of the Notice of Allowance, pursuant to 37 CFR 1.311(b).

Any filing fees under 37 CFR 1.16 including fees for presentation of extra claims.

Respectfully submitted,

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Date: February 12, 2002

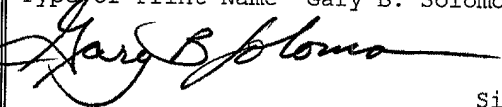
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SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY
VEHICLE

CROSS-REFERENCES TO RELATED APPLICATIONS

This Application for Patent claims the benefit of priority
from, and hereby incorporates by reference for any and all
purposes the entire disclosure of, co-pending U.S. Provisional
5 Application for Patent having Serial No. 60/268,447, filed
February 12, 2001.

20010220 55292001

BACKGROUND OF THE INVENTION

Technical Field of the Invention

The principals of the present invention generally relate to toy vehicles that may be ridden by people, and more specifically, but not by way of limitation, to a system, apparatus, and method for softening the initiation of motion of the toy vehicle.

Description of Related Art

As shown in FIGURE 1, toy vehicles 100 for riding on or in have become popular for operators 110, such as children. The toy vehicles 100 may generally include ride-on and ride-in vehicles, including, but not limited to, automobiles, trucks, boats, airplanes, scooters, etc. Conventional control systems for the toy vehicles 100 have typically been limited to applying a direct current (DC) from a DC battery to a motor upon pressing or otherwise operating a "gas" pedal or other throttle mechanism. This type of control, however, basically operates as an on/off switch. In other words, when the pedal is pressed, the motor is applied a voltage for full power (i.e. maximum angular velocity). One reason for such a simplistic design is cost reasons.

FIGURE 2 is an exemplary block diagram of a conventional control system 200 for the toy vehicle 100. The conventional control system 200 includes a battery 205, foot pedal switch 210, forward/reverse switch 215 for direction control, hi/lo switch 220 for fast and slow speeds, and motors 225a and 225b. The toy vehicles 100 are typically limited to a battery 205 for a power source rather than using other fuel sources, such as gasoline. The battery 205 is coupled to a foot pedal switch 210, which operates to provide power from the battery 205 to other electrical components of the control system 200 via line 212. The battery 205 supplies battery voltage V_{BATT} . Additionally, the foot pedal switch 210 operates as a failsafe device that prevents power from incidentally or accidentally being applied to the motors 225 for safety purposes. To operate as a failsafe device, the foot pedal switch 210 is a "make or break" switch with a spring return to OFF as understood in the art. The foot pedal switch 210 is further coupled to the forward/reverse switch 215 via line 217 and generates a throttle signal 218.

The forward/reverse switch 215 receives battery power via line 217, is operable to switch the direction of the motors 225 from forward to reverse so as to operate the toy vehicle 100 forward or reverse, respectively. The forward/reverse switch

produces two signals, FWD and REV, which are applied to the hi/lo switch 220 via lines 222a and 222b (collectively 222). The hi/low switch 220 is further coupled to the motors 225 and operable to drive the motors 225 in parallel or series to provide for high and low speed of the toy vehicle 100. Further, the hi/lo switch 220 is coupled to the negative terminal 227 of the battery 205, which is electrically coupled to the low side. As understood in the art, each of the components of the control system 200 receive power from the battery, but that power is relatively high for solid state electronics, thereby making alternative control systems difficult and too expensive for the toy industry to consider a viable option.

There exists several problems when utilizing the control system 200, or any other basic direct drive system for controlling toy vehicles 100. These problems may include (i) excessive acceleration, (ii) jerk, (iii) safety (e.g., controlling and flipping the vehicle at startup), and (iv) wearing of the mechanical components of the drive train for the toy vehicle 100. While each of these problems have existed in the toy vehicles 100 for a long period of time, the toy industry and makers of toy vehicles 100 are very cost sensitive due to consumer pricing demands and production costs. Solutions to these problems have been unavailable due in large part to

pricing and technical concerns of toy manufacturers for the toy vehicles 100.

With regard to excessive acceleration (dV/dt) and jerk (dA/dt), the acceleration and jerk result in a whiplash effect on the operator 110 and passenger(s). In terms of wearing of the mechanical components, when the toy vehicle 100 changes direction from forward to reverse and vice versa, a complete stop is not required. As all gear drives have a certain amount of backlash (i.e., small amounts of gap between gear teeth), the gears allow the motor to turn in the opposite direction without applying force to the output (e.g., wheels) of the drive train until the entire backlash is reduced to zero, thereby subjecting the motors 225 and drive train to the full load at full speed at each change in direction. In other words, since the motor 225 has no significant initial resistance to movement in the opposite direction due to backlash, the motor 225 accelerates rapidly until the backlash is eliminated. The motor 225 is therefore moving at near full speed in the reverse direction while the vehicle is still moving in a high speed in the opposite direction. Once the backlash is eliminated, the input and output to the drive train are rotating in the opposite direction and the gears exert substantial forces on one another as the drive train suddenly reverses direction. These

substantial forces tend to wear out the motors, gears, and other mechanical components in the drive train.

In terms of safety, toy vehicles 100, such as automobiles and scooters, have the ability to flip or turnover due to the excessive acceleration of the toy vehicle 100. Additionally, because of the high acceleration, the wheels are often unable to gain traction on the surface, especially a wet surface. The traction problem, too, may result in the toy vehicle 100 becoming uncontrollable for the operator 110 and passenger(s), especially children. Additionally, toy manufacturers have been developing toy vehicles 100 with more speed and power thereby resulting in the exacerbation of the problems identified above.

SUMMARY OF THE INVENTION

To overcome the problems and limitations of conventional control systems for toy vehicles, a soft-start control circuit may be integrated into the conventional control systems. The soft-start control circuit according to the principles of the present invention reduces or eliminates the above-identified problems, including excessive acceleration, jerk, flipping of the vehicle, and wearing of mechanical components. By integrating the soft-start control circuit into the existing control systems without having to redesign the fundamentals of

the control systems, the toy makers quickly and easily may upgrade the toy vehicles for a cost that allows the toy to remain competitive within the consumer acceptable price range.

One embodiment according to the principals of the present invention includes a system and method for providing a soft start for a toy vehicle configured to be operated by a person. The method may include receiving a throttle signal operable to induce motion via a motor operating as a drive mechanism for the toy vehicle. A transition signal may be generated based on the throttle signal. The transition signal may be applied to affect operation of the motor. The transition signal may be a pulse width modulated signal having a duty cycle between 20 and 100 percent to provide for an acceleration that avoids the problems of conventional control systems and appears and feels more realistic. The transition signal may be ramped in a linear or non-linear fashion. The system according to the principles of the present invention may couple the soft-start control circuit between a negative terminal of a battery and motor(s) of the toy vehicle, thereby allowing the soft-start control circuit to switch a low-side voltage and not the high-side of the battery.

A second embodiment according to the principals of the present invention includes a system and method for disabling a toy vehicle. According to the principles of the present invention,

the method includes receiving an on/off signal indicative to turn on and off the motor. A switch signal is generated to apply to the motor to induce motion of the toy vehicle. Operation of the switch signal is monitored. An improper switch
5 signal may be determined. The motor may be disengaged from the battery upon determining an improper switch signal.

BRIEF DESCRIPTION OF THE DRAWINGS

A more complete understanding of the method and apparatus of the present invention may be obtained by reference to the following Detailed Description when taken in conjunction with the accompanying Drawings wherein:
10

FIGURE 1 is an exemplary toy vehicle being ridden by an operator, such as a child;

FIGURE 2 is an exemplary block diagram of a conventional control system utilized by the toy vehicle of FIGURE 1;
15

FIGURE 3 is an exemplary block diagram including the conventional control system of FIGURE 2 having a soft-start control circuit that incorporates the principles of the present
20 invention integrated therewith;

FIGURE 4 is a more detailed exemplary block diagram of the control system for the toy vehicle providing the soft-start control circuit of FIGURE 3;

FIGURE 5 is an exemplary block diagram of the soft-start control circuit of FIGURE 3;

FIGURE 6 is an exemplary schematic of the soft-start control circuit of FIGURES 3-5;

5 FIGURE 7 provides eight exemplary conditioned input signals applied to the soft-start control circuit of FIGURE 6;

FIGURES 8A-8C are an exemplary set of graphs that show the response of the soft-start control circuit of FIGURE 6 to a change of input conditions provided by the operator of the toy vehicle;

FIGURE 9 is an exemplary flow diagram providing a high level operation of the soft-start control circuit of FIGURES 3-6;

FIGURE 10 is an exemplary block diagram of a control system of a toy vehicle of FIGURE 1 that does not include a foot pedal;

FIGURE 11 is an exemplary schematic of a control circuit with failsafe circuitry of FIGURE 10; and

FIGURE 12 is an exemplary flow diagram describing the failsafe operation of the control circuit with failsafe circuitry of FIGURES 10 and 11.

DETAILED DESCRIPTION OF THE PRESENTLY PREFERRED EXEMPLARY EMBODIMENTS

The principals of the present invention provide for a soft-
5 start control circuit capable of being integrated into a
conventional control system for toy vehicles. The soft-start
control circuit is operable to reduce excessive acceleration
generated by the conventional control systems due to switching
battery voltage directly to motor(s) of the toy vehicles. A
10 soft-start circuit may utilize a processor for receiving signals
from the conventional control system and applying a transition
signal such that the motor(s) are not excessively accelerated.
The transition signal is variable such that full power is not
substantially instantaneously applied to the motor. In other
5 words, the transition signal causes the motor to be ramped from
no power to full power. In one embodiment, the soft-start
control circuit is coupled between a ground terminal of a
battery of the toy vehicle and a low-side terminal of the
motor(s). The transition signal generated by the soft-start
20 control circuit may be a pulse width modulation signal having a
duty cycle between 20 and 100 percent, linearly (e.g., ramp) or
non-linearly (e.g., exponential), at startup, thereby reducing
or eliminating excessive acceleration. Additionally, the soft-
start control circuit may include failsafe circuitry to provide

the operator of the toy vehicle the ability to disable the motors of the vehicle for safety purposes.

FIGURE 3 is an exemplary block diagram 300 including the conventional control system 200 having a soft-start control circuit 305 integrated therewith. As shown, the soft-start control circuit is coupled between the negative terminal 227 of the battery 205 and the hi/lo switch 220. The soft-start control circuit 305 further receives inputs of the positive terminal 228 of the battery 205 and forward and reverse signals 222a and 222b. The battery voltage V_{BATT} simply provides operational power to the soft-start control circuit 305, and the forward and reverse signals 222 provide an indication that the foot pedal switch 210 is engaged and for indicating when a shift between forward and reverse occurs.

The soft-start control circuit 305 is operable to apply a transition signal 312 on the return path 320a and 320b (collectively 315) between the motors 225 and the battery 205. The soft-start control circuit 305 is integrated in the return path 320 of the control system 300, however, it should be understood that the soft-start control circuit 305 could be included in the forward path (i.e., between the positive terminal 228 of the battery 205 and the motors 225) to affect the high-side voltage to the motors 225. However, by

integrating the soft-start control circuit 305 in the return path 320, the circuitry is less complicated and less expensive due to not having to use field effect transistors as a high-side switch. Additionally, the soft-start control circuit 305 may be
5 disabled via a jumper (e.g., switch) or altering control parameters, either by software or hardware, of the soft-start control circuit 305.

FIGURE 4 is a more detailed exemplary block diagram 300b of the control system for the toy vehicle 100 providing the soft-start control circuit 305. The six-volt batteries 205a and 205b are connected in series so as to provide for a total battery voltage V_{BATT} of twelve volts, which is delivered to the foot pedal switch 210 and the soft-start control circuit 305 via line 212. Again, the soft-start control circuit 305 utilizes the battery voltage V_{BATT} for a power supply, and does not switch the battery voltage V_{BATT} . If soft-start control circuit 305 were operating in the forward path of the control system, then the battery voltage V_{BATT} would be switched. The foot pedal switch 210 is normally open such that when the passenger 110 running
10 the toy vehicle 100 engages the foot pedal switch 210, a connection is made (i.e., the switch is closed) and the battery voltage is applied to the rest of the control system 300b. A circuit breaker 405 is utilized to prevent an overcurrent
15
20

situation and to avoid damaging other electrical components or the motors 225.

The forward/reverse switch 215 is shown as being normally open. Upon the operator 110 shifting between forward and reverse, the forward/reverse switch 215 closes and the motors 225 are applied a reverse polarity to change driving direction of the toy vehicle 100. The forward and reverse signals 222a and 222b, are applied to the soft-start control circuit 305 for determining that the foot pedal switch 210 is engaged and for indicating when a shift between forward and reverse occurs. The hi/lo switch 220 is operable to allow the passenger 110 to shift the speed of the vehicle from low to high and vice-versa. Because the hi/lo switch 220 is normally open, the toy vehicle 100 is configured to be in low speed mode by operating the motors in series (i.e., each motor operates on six volts as understood in the art). Upon a shift from low to high speed, the hi/lo switch 220, which is a double-pole double-throw switch, configures the motors 225 to be operating in parallel, thereby operating both motors on twelve volts.

As shown, the soft-start control circuit 305 is coupled to the low-side of 230a and 230b of the motors 225 to allow the soft-start control circuit 305 to apply a transition signal 312 to the motors 225. The transition signal 312 operates to affect

the angular velocity of the motors 225 by altering the average voltage being applied to or drawn by the motors 225. In one embodiment, the transition signal 312 is a pulse width modulation signal having a duty cycle that ranges from about 20
5 to 100 percent, where the motors 225 deliver full power when the duty cycle is 100 percent.

FIGURE 5 is an exemplary block diagram 500 of an embodiment of the soft-start control circuit 305. The soft-start control circuit 305 includes an input conditioning unit 505, controller 510, power supply unit 515, drive circuit signal conditioning unit 520, and drive circuit 525. The power supply unit 515 is operable to receive the plus and minus (i.e., ground) battery voltage (+V_{BATT} and -V_{BATT}) and generate a five-volt (+5V) supply for the other components of the soft-start control circuit 305. The input conditioning unit 505 is operable to receive the forward and reverse signals 222a and 222b, which may be analog or digital, and condition the signals for input to the controller 510. In an alternative embodiment, the soft-start control circuit 305 simply may be powered-up and begin
20 performing the soft-start functionality (e.g., acceleration control). The controller 510 receives the conditioned forward and reverse signals for generating and applying the transition signal 312 to the return path 320a, which may be ramped and/or

delayed based on the forward and reverse signals 222a and 222b. The controller 510 may utilize a processor that executes software to perform the logical decisions and generate the transition signal 312 based on an algorithm, for example. The
5 software may be stored in ROM or other storage device to be read by the processor and executed thereby. The drive circuit signal conditioning unit 520 is operable to condition or prepare the output of the controller for the drive circuit 525. The drive circuit 525 operates to apply the transition signal 312 generated by the controller 510 to the low-side 230a and 230b of the motors 225.

FIGURE 6 is an exemplary schematic of an embodiment of the soft-start control circuit 305 of Figures 3-5. As shown, the schematic includes the input conditioning unit 505, controller 510, power supply unit 515, drive circuit signal conditioning unit 520, and drive circuit 525. The power supply unit 515 develops a five-volt source 605, which may be utilized by the input conditioning unit 505, controller 510, and drive circuit signal conditioning unit 520. The input conditioning unit 505
15 receives the forward and reverse signals 222a and 222b via connectors J8 and J7, respectively. Diodes 610a and 610b are utilized to protect other components of the input conditioning unit 505 and prevent false triggering of the soft-start control
20

circuit 305. Additionally, the diodes 610a and 610b provide isolation of the forward and reverse signals 222a and 222b as one is high (e.g., positive) and the other low (e.g., negative). Alternatively, the two signals could be implemented as separate
5 signals input to the processor. The forward and reverse signals 222a and 222b are logically OR'd to determine when at least one of the signals 222a and 222b is high. Upon determining that one of the forward 222a or reverse 222b signals is high, the transistor Q10 is utilized to generate a five-volt input signal to the controller 510.

The controller 510 includes a processor 615 that executes software to develop the transition signal to 312. The processor 615 receives the five-volt signal from Q10 to indicate that either the forward or reverse signal 222a and 222b is high. The
15 processor 615 executes the software and outputs the appropriate transition signal 312 to the drive circuit signal conditioning unit 520 via line 620. The drive circuit signal conditioning unit 520 performs a level shift of the transition signal 312 via transistor Q8 in preparation for the drive circuit.

20 The drive circuit 525 includes a bridge circuit 625 formed of two transistors Q3 and Q7. The bridge circuit is operable to form a push-pull drive to turn field effect transistors (FETs) Q5 and Q6 on and off. The FETs Q5 and Q6, which may be part

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number IRL2203NS (one producer being International Rectifier, El Segundo, CA 90245), are used as high current switches that apply the pulse width modulation formed by the processor 615 between the motor 225 and negative terminal 227 of the battery 205. The Schottky diodes 630 operate as a "fly back" diodes that handle current feedback from the motors 225 due to the pulse width modulation of the motor 225 to prevent the FETs Q5 and Q6 from burning up.

FIGURE 7 provides eight exemplary conditioned input signals 705-740 applied to the controller 510 via controller input line 612 based on the foot pedal and shift for changing direction. The conditioned input signals 705-740 are indicative of either pedal or forward/reverse shift operations of the toy vehicle 100. It should be understood that the toy vehicle 100 could have other functions or mechanisms that are utilized by the controller 510 to affect operation of the motors 225.

FIGURE 7(a) provides conditioned input signal 705 that indicates that the toy vehicle 100 is off and that the pedal is not depressed, thereby causing the foot pedal switch 210 to remain open. FIGURE 7(b) provides conditioned input signal 710 that indicates that the pedal is depressed at time T1, thereby causing the foot pedal switch 210 to close. FIGURE 7(c) provides conditioned input signal 715 that indicates that the

pedal is released at time T2, thereby causing the foot pedal switch 210 to open. FIGURE 7(d) provides conditioned input signal 720 that indicates that a direction shift is initiated via a shift stick or other mechanism while the pedal is depressed, thereby causing the conditioned signal input to the controller 510 to toggle OFF at time T3 and back ON at time T4 so that the processor 615 recognizes that a shift occurs.

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FIGURE 7(e) provides conditioned input signal 725 that indicates that the pedal is momentarily released (e.g., foot slips off pedal), thereby causing the conditioned input signal 725 to toggle at times T5 and T6. FIGURE 7(f) provides conditioned input signal 730 that indicates that the pedal is momentarily pressed (e.g., foot accidentally presses the pedal), thereby causing the conditioned input signal 730 to toggle at times T7 and T8. FIGURE 7(g) provides conditioned input signal 735 that indicates that the pedal is being pulsed by the operator 110 of the toy vehicle 100, thereby causing the conditioned input signal 735 to toggle at times T9-T12. FIGURE 7(h) provides conditioned input signal 740 that indicates that a direction shift is being pulsed by the operator 110 of the toy vehicle 100, thereby causing the conditioned input signal 740 to toggle at times T9-T12. Each of the conditioned input signals 705-740 are recognized by the soft-start control circuit 305 for

providing the transition signal 312 to affect operation of the
motors 225. In operation, the software program executing in the
processor 615 may utilize the following algorithm to generate
the transition signal 312 as a function of the conditioned input
5 signal via line 612.

- a. If conditioned input signal is LOW, then output is HIGH
(drive circuit is OFF).
- b. When the conditioned input signal transitions HIGH then
If $off_time < off_time_max$ and $on_time > on_time_max$
then DELAY(shift_delay)
Begin the PWM ramp from initial_ramp to 100 percent
duty cycle
Output remains LOW until input changes
- c. While conditioned input signal HIGH, increment on_time
- d. While conditioned input signal LOW, increment off_time

The parameters, which are exemplary, of the algorithm may be as
follows:

ramp_time	= 1.0 seconds
initial_ramp	= 20 percent duty cycle
shift_delay	= 400 msec
off_time_max	= 125 msec
on_time_max	= 125msec

FIGURE 8A is an exemplary set of graphs 800a that shows the
response of an embodiment of the soft-start control circuit 305
to a change of input conditions provided by the operator 110 of
the toy vehicle 100. Graph 8A(a) shows the conditioned input
30 signal 710 transition at time T_1 due to the pedal being depressed
by the operator 110, and graph 8A(b) shows that the

forward/reverse switch 215 is not transitioned. Graph 8A(c) shows an output signal 805, which is indicative of the transition signal 312 having a duty cycle ranging from about 20 to 100 percent, that ramps up over a one second time duration (i.e., T_1 to $T_1+1.0$ second) based on the depression of the pedal at time T_1 .

FIGURE 8B is an exemplary set of graphs 800b that shows the response of the soft-start control circuit 305 to a change of input conditions provided by the operator 110 of the toy vehicle 100. Graph 8B(a) shows that the foot pedal switch 210 remains closed while the shift signal 720 changes (i.e., the operator 110 shifts from forward to reverse or vice versa). As shown, the output signal 810a transitions OFF at time t_3 in accordance with the shift signal 720 transitioning OFF. Upon the shift signal 720 transitioning HIGH at time t_4 , a delay t_D is created before the output signal 810b is enabled to provide the mechanical components (e.g., gear train) of the toy vehicle 100 enough time to transition, thereby avoiding wearing of the mechanical components.

FIGURE 8C is an exemplary set of graphs 800c that shows the response of the soft-start control circuit 305 to a change of input conditions provided by the operator 110 of the toy vehicle 100. As shown in graph 8C(a), the operator 110 releases the

pedal at time T and re-engages the pedal at time T+1.2 seconds. Graph 8C(b) indicates that the shift is not transitioned over the time period of concern. The output signal 815a transitions OFF at time T and re-transitions ON at time T+1.2 seconds.

5 During the OFF time of the output signal 815a, a deceleration counter identified by dashed line may count down for two seconds, for example, so that upon the operator 110 depressing the pedal again, output signal 815b may start at a higher duty cycle (e.g., 60 percent) and ramp to 100 percent rather than
10 having to start at the startup duty cycle (e.g., 20 percent). By utilizing the deceleration counter, the toy vehicle 100 provides the operator 110 with a more realistic sense of operating a real vehicle. Additionally, by initiating the
15 output signal 815b at a duty cycle closer to that of the velocity of the toy vehicle 100, safety may be improved as the toy vehicle 100 does not substantially slow. In the case of the toy vehicle 100 being a two-wheeled scooter or motorcycle-like, the deceleration counter safety feature the operator 110 not
20 having to provide additional stability with his or her feet, which is often times awkward and difficult.

FIGURE 9 is an exemplary flow diagram 900 providing a high level operation of an embodiment of the soft-start control circuit 305 of FIGURES 3-5. The process starts at step 905. At

step 910, at least one signal to induce motion of the toy vehicle 100 is received. The signal(s) may be that of a throttle signal or multiple signals, such as forward and reverse, that inherently indicate that the throttle signal has been applied. At step 915, a transition signal ranging from a first to a second level over a time period is generated. The transition signal may be a pulse width modulation signal having a duty cycle of approximately 20 percent and have a substantial linear increase to 100 percent. Alternatively, a non-linear signal, such as an exponential signal, may be generated to account for the dynamics of the motors 225, other electro-mechanical components, and/or the toy vehicle 100. The non-linear signal may provide other benefits for the operator 110, such as a feeling of a turbo boost or thrusters, for example. At step 920, the transition signal is applied to the motor(s) 225. It should be understood that generation of the transition signal and application thereof may be performed simultaneously such that steps 915 and 920 may be considered more as a single step. The process ends at step 925.

FIGURE 10 is an exemplary block diagram 1000 of a control system of a toy vehicle 100, such as a sit-on or stand-on scooter, that does not include a foot pedal. For safety reasons, toy makers are reluctant to deliver high power of the

battery 205 to handle bars, and, therefore, a low power switch 1005 is desirable to be located on the handle bars. Other switches, including switches that are disengaged upon the operator 110 becoming separated from the toy vehicle 100, may be
5 utilized.

As shown, a relay 1010, which is normally closed to limit contact wear, is coupled to the control circuit with failsafe circuitry 305a to provide for a safe way to disengage the motor 225 from the battery 205 in the case of a control circuit failure. In other words, because the toy vehicle 100 does not have a foot pedal or other "make or break" safety switch and relies on the solid-state FETs to turn the motors 225 on and off, the relay 1010 is included as a safety feature to a control circuit failure (e.g., shorting or overheating of a FET). The control circuit 305a is in the return path 320a and 320b between the motor 225 and battery 205, however, the control circuit in the instant embodiment does not include the processor 615 to apply the transition signal 312 and basically operates as an on/off switch as the foot pedal switch 210. It should be
20 understood that inclusion of the processor 615 and associated circuitry to provide the soft-start functionality could be integrated with the control circuit with failsafe circuitry 305a. Again, it should be understood that the control circuit

with failsafe circuitry 305a may operate on the high-side of the motor 225, but that costs and complexity would be increased due to having to create higher voltages to switch the FETs ON.

FIGURE 11 is an exemplary schematic 1100 of an embodiment of the control circuit with failsafe circuitry 305a of FIGURE 10. As shown, input conditioning unit 505a, drive circuit 525a, failsafe detect circuit 1105, and relay 1010 are provided. The failsafe detect circuitry 1105 detects if a failure occurs within the control circuitry (e.g., FETs Q5 or Q6 of the drive circuit 525a) and applies power to the relay 1010 to disengage the motor 225 from the battery 205. The failsafe detect circuitry 1105 includes circuitry, including transistors Q4, Q6, Q1, and Q7, that is configured to determine if a failure of the control circuit 305a occurs. If a failure of either FET Q5 or Q6 occurs by becoming shorted ON, for example, and the input is OFF, the failsafe detect circuitry 1105 determines that a failure has occurred and activates the relay 1010 to disengage the motor 225 from the battery 205. Although the failsafe detect circuitry 1105 is shown to be analog, it should be understood that the functionality of the failsafe detect circuitry 1105 could be digital by incorporating the functionality into software and executed on the processor 615, if included in the control circuit 305a, for example.

FIGURE 12 is an exemplary flow diagram 1200 describing the failsafe operation of the control circuit with failsafe circuitry of FIGURES 10 and 11. The process starts at step 1205. At step 1210, a signal indicative of a desire of the operator 110 to turn on or off the motor 225 is received. A switch signal (e.g., signal substantially instantly switching from off to on) is generated by the control circuit 305a to be applied to the motor 225 at step 1215. The switch signal may be maintained at full voltage to continue applying full power to the motor 225 during operation of the toy vehicle 100. At step 1220, the switch signal is monitored. A determination of improper operation of the switch signal is made at steps 1225 and 1230. If an improper operation of the switch signal occurs, which indicates either (i) a failure of the control circuit 305a has occurred and/or (ii) the motor 225 is operating and the switch signal indicates that the motor 225 is to be off, then the motor 225 is disengaged from the battery at step 1235. Otherwise, the process repeats steps 1220 through 1230. It should be understood that is an indication is received to turn off or on the motor 225 during the monitoring of the switch signal, then the process may repeat from step 1205. The process ends at step 1240.

It should be understood that the principles of the present invention may not be limited to toy vehicles. Accordingly, the principles of the present invention could be applied to non-toy vehicles, such as golf carts or industrial vehicles.

5 The previous description is of a preferred embodiment for implementing the principles of the present invention, and the scope of the invention should not necessarily be limited by this description. The scope of the present invention is instead defined by the following claims.

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WHAT IS CLAIMED IS:

1 1. A method for controlling acceleration of a toy vehicle
2 configured to be operated by a person, said method comprising:
3 receiving a throttle signal operable to induce motion
4 via a motor operating as a drive mechanism of the toy vehicle;
5 generating a transition signal based on the throttle
6 signal; and
7 applying the transition signal to affect operation of
8 the motor.

1 2. The method according to claim 1, wherein the
2 transition signal is a pulse width modulation signal.

1 3. The method according to claim 1, wherein the pulse
2 width modulation ranges from approximately a 20 percent to
3 approximately a 100 percent duty cycle.

1 4. The method according to claim 1, wherein the motor
2 includes a high and low terminal, the transition signal being
3 applied to the low terminal of the motor.

1 5. The method according to claim 1, wherein the operation
2 of the motor is a transition from a first to a second angular
3 velocity.

1 6. The method according to claim 5, wherein the
2 transition from the first to second angular velocity is
3 substantially linear.

1 7. The method according to claim 6, wherein the
2 transition signal ramps power to the motor.

1 8. The method according to claim 5, wherein the
2 transition from the first to second angular velocity is non-
3 linear.

1 9. The method according to claim 5, wherein the
2 transition occurs over a time span of at least one second.

1 10. The method according to claim 1, further comprising:
2 receiving a shift signal indicative of a change of
3 direction of motion for the toy vehicle;
4 if power is being applied to the motor,
5 initiating a delay; and
6 applying the transition signal to the motor.

1 11. The method according to claim 1, further comprising:
2 forming a second transition signal upon the throttle
3 signal being transitioned, the second transition signal being
4 utilizable upon the throttle signal being re-transitioned over a
5 predetermined time duration.

1 12. The method according to claim 11, further comprising:
2 initiating, upon the throttle signal being re-
3 transitioned before expiration of the predetermined time
4 duration, the transition signal at a level associated with the
5 second transition signal.

1 13. The method according to claim 11, wherein the second
2 transition signal is substantially linear.

1 14. A toy vehicle operable by a person, said toy vehicle
2 comprising:

3 a battery having a positive and a ground terminal, and
4 for providing power to electrical components of the toy vehicle;

5 a motor;

6 a mobility device coupled to said motor and operable
7 to provide motion for the toy vehicle;

8 a throttle switch electrically coupled between said
9 battery and said motor, and operable to provide power to said
10 motor; and

11 a circuit having a first and a second terminal, the
12 first terminal being coupled to said battery and the second
13 terminal being coupled to said motor, said circuit being
14 operable to generate a transition signal for said motor to
15 transition from a first to a second angular velocity.

1 15. The toy vehicle according to claim 14, wherein the
2 first terminal of said circuit is coupled to the ground terminal
3 of said battery.

1 16. The toy vehicle according to claim 14, wherein the
2 transition signal is a pulse width modulation signal.

1 17. The toy vehicle according to claim 16, wherein the
2 pulse width modulation signal has a duty cycle of above
3 approximately 20 percent corresponding to the first angular
4 velocity.

1 18. The toy vehicle according to claim 14, wherein said
2 circuit includes a processor operable to execute software for
3 producing the transition signal.

1 19. The toy vehicle according to claim 18, wherein the
2 software further produces a second transition signal upon
3 transition of said throttle switch.

1 20. The toy vehicle according to claim 14, wherein the
2 transition from the first to the second angular velocity is
3 substantially linear.

1 21. The toy vehicle according to claim 14, wherein the
2 transition signal causes a ramp of the power to said motor.

1 22. The toy vehicle according to claim 14, wherein the
2 transition from the first to the second angular velocity is non-
3 linear.

1 23. The toy vehicle according to claim 14, further
2 comprising a disable mechanism operable to disengage the power
3 from said motor.

1 24. The toy vehicle according to claim 23, wherein the
2 disable mechanism is a switch.

1 25. The toy vehicle according to claim 23, wherein said
2 circuit includes failsafe detect circuitry for detecting a
3 failure and enabling the disable mechanism upon detection
4 thereof.

1 26. The toy vehicle according to claim 14, further
2 comprising a shift mechanism to switch between forward and
3 reverse, said circuit being operable to remove power from said
4 motor, generate a delay, and reinitiate the transition signal
5 upon a transition between forward and reverse.

1 27. The toy vehicle according to claim 14, wherein the
2 mobility device includes at least one of a wheel and a
3 propeller.

1 28. The toy vehicle according to claim 14, wherein the toy
2 vehicle is configured to resemble at least one of the following:
3 automobile, truck, boat, airplane, scooter, and motorcycle.

1 29. A system for controlling acceleration of a toy vehicle
2 configured to be operated by a person, said system comprising:

3 means for receiving a throttle signal operable to
4 induce motion via a motor operating as a drive mechanism of the
5 toy vehicle;

6 means for generating a transition signal based on the
7 throttle signal; and

8 means for applying the transition signal to effect
9 operation of the motor.

1 30. The system according to claim 29, wherein the
2 transition signal is a pulse width modulation signal.

1 31. The system according to claim 29, further comprising:

2 means for receiving a shift signal indicative of a
3 change of direction of motion for the toy vehicle; and

4 means for determining if power is being applied to the
5 motor;

6 means for initiating a delay; and

7 means for applying the transition signal including the
8 delay to the motor if power is being applied to the motor.

1 32. The system according to claim 29, further comprising:
2 means for forming a second transition signal upon the
3 throttle signal being transitioned, the second transition signal
4 being utilizable upon the throttle signal being re-transitioned
5 over a predetermined time duration.

1 33. The system according to claim 32, further comprising:
2 means for initiating, upon the throttle signal being
3 re-transitioned before expiration of the predetermined time
4 duration, the transition signal at a level associated with the
5 second transition signal.

34. The system according to claim 29, further comprising
means for providing a failsafe to disengage the motor upon
detecting a failure of said means for generating the transition
signal.

1 35. A system for controlling a toy vehicle having a
2 battery and a motor, said system comprising:

3 a circuit having a first and second terminal, the
4 first terminal electrically coupled to the battery and the
5 second terminal coupled to the motor for rotating a mobility
6 device,

7 a third terminal electrically coupled to a device
8 operable to produce a throttle signal, said circuit further
9 including a processor operable to execute a software program to
10 generate a transition signal, based on receiving the throttle
11 signal on the third terminal, to transition the motor from a
12 first to a second angular velocity.

1 36. The system according to claim 35, wherein the toy
2 vehicle is configured to resemble an automobile, truck, boat,
3 airplane, motorcycle, and scooter.

1 37. The system according to claim 35, wherein the mobility
2 device includes at least one of a wheel and propeller.

1 38. The system according to claim 35, wherein the
2 transition signal is a pulse-width modulation signal.

1 39. The system according to claim 38, wherein the pulse-
2 width modulation signal has a duty cycle of approximately 20
3 percent as associated with the first angular velocity.

1 40. The system according to claim 35, wherein the first
2 terminal is electrically coupled to a ground terminal of the
3 battery.

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1 41. A computer-readable medium having stored thereon
2 sequences of instructions, the sequences of instructions
3 including instructions, when executed by a processor, causes the
4 processor to:

5 receive a throttle signal operable to induce motion
6 via a motor operating as a drive mechanism of the toy vehicle;

7 generate a transition signal based on the throttle
8 signal; and

9 apply the transition signal to effect operation of a
10 motor operating within a toy vehicle.

42. A method for disabling a toy vehicle, configured to be operated by a person, having a battery and a motor, said method comprising:

receiving an on/off signal indicative to turn on and off the motor;

generating a switch signal to apply to the motor to induce motion of the toy vehicle;

monitoring operation of the switch signal;

determining improper operation of the switch signal;

and

disengaging the motor from the battery upon said determining an improper switch signal.

1 43. A system for disabling a toy vehicle, configured to be
2 operated by a person, having a battery and a motor, said system
3 comprising:

4 means for receiving an on/off signal indicative to
5 turn on and off the motor;

6 means for generating a switch signal to apply to the
7 motor to induce motion of the toy vehicle;

8 means for monitoring operation of the switch signal;

9 means for determining an improper switch signal; and

10 means for disengaging the motor from the battery upon
11 said determining an improper switch signal.

1 44. A toy vehicle operable by a person, said toy vehicle
2 comprising:

3 a battery having a positive and a ground terminal, and
4 for providing power to electrical components of the toy vehicle;

5 a motor;

6 a mobility device coupled to said motor and operable
7 to provide motion for the toy vehicle;

8 a first switching element coupled between said motor
9 and said battery;

10 a second switching element coupled to said battery,
11 and operable to indicate application of power to said motor; and

12 a circuit having a first and a second terminal, the
13 first terminal being coupled to said second switching element
14 and the second terminal being coupled to said motor, said
15 circuit including a third switching element being operable to
16 generate a signal for said motor to turn on and off, said
17 circuit further comprising a failsafe circuit to detect a
18 failure of a component of said circuit and enabling said first
19 switching element to disable said motor.

45. The system according to claim 44, wherein said third
switching element includes at least one FET.

ABSTRACT

A system, apparatus, and method for providing a soft-start for a toy vehicle configured to be operated by a person. The method includes receiving a throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle. A transition signal may be generated based on the throttle signal. The transition signal may be applied to effect operation of the motor. The transition signal may be a pulse width modulated signal having a duty cycle between 20 and 100 percent to provide for an acceleration that avoids the problems of conventional control systems. The transition signal may be ramped in a linear or non-linear fashion. The system may couple the soft-start control circuit between a ground terminal of a battery of the toy vehicle and motor(s), thereby allowing the soft-start control circuit to operate on a low voltage (i.e., not the high voltage of the battery).

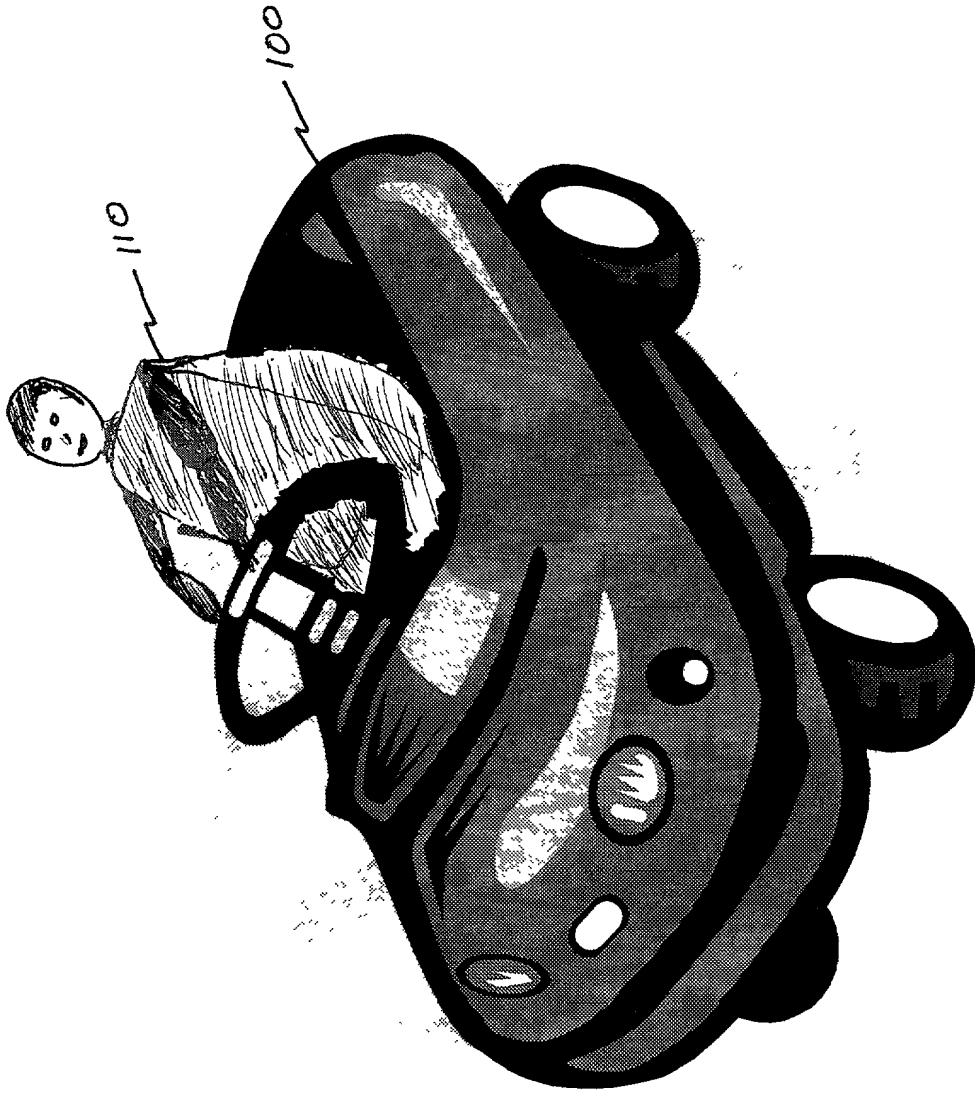
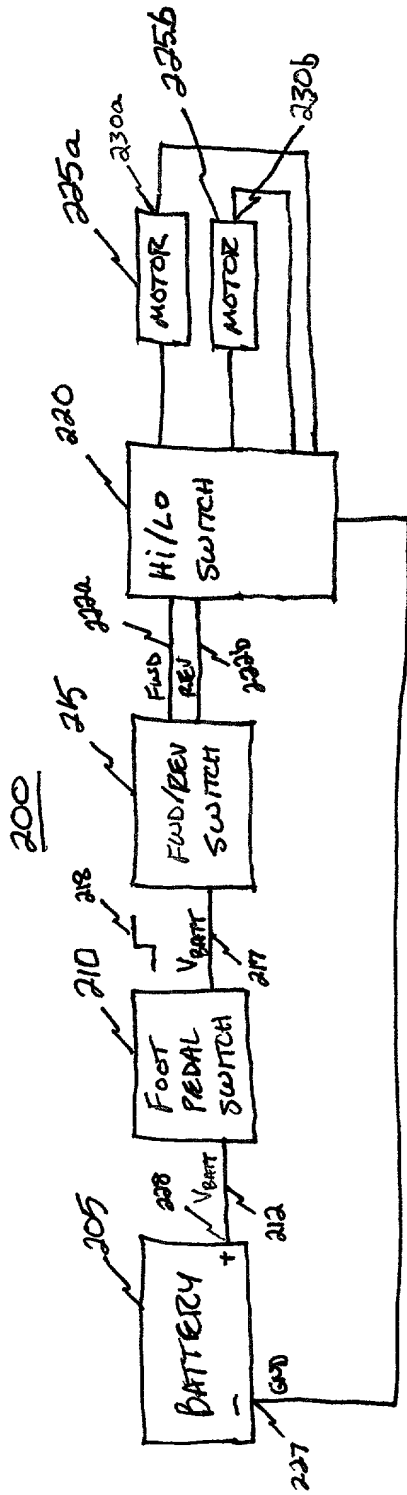


FIG. 1



(PRIOR ART)
FIG. 2

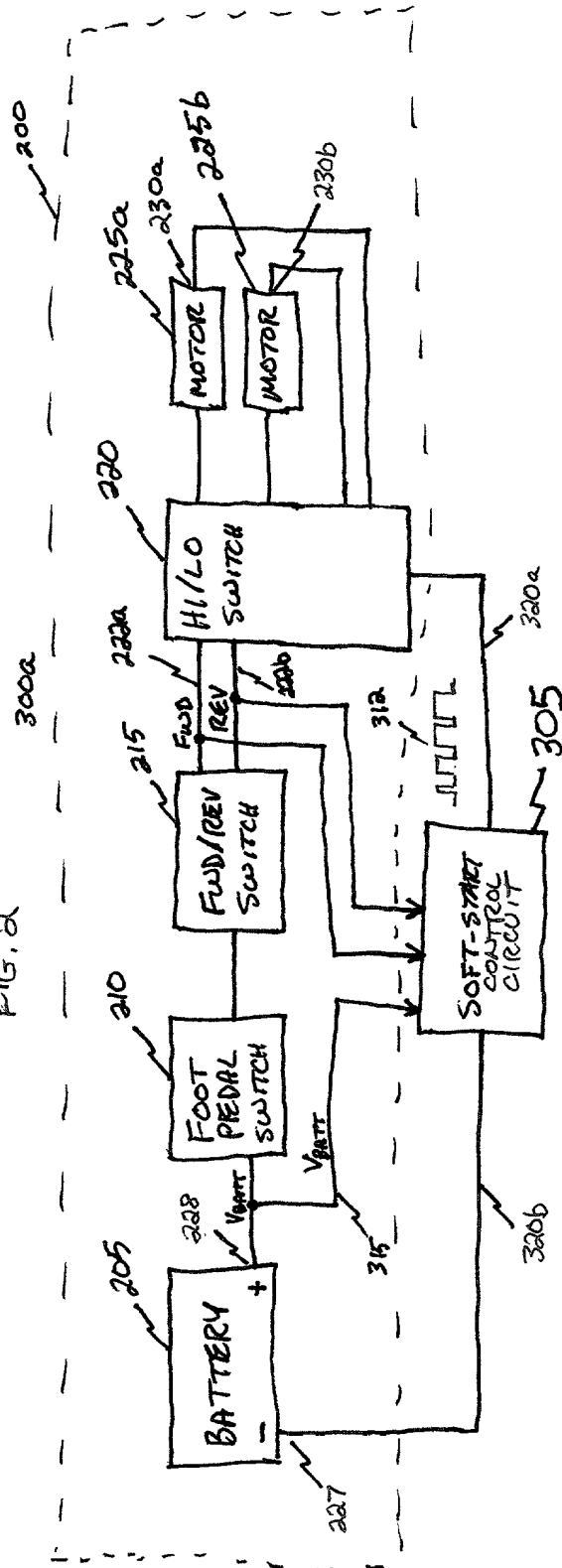


FIG. 3

300b

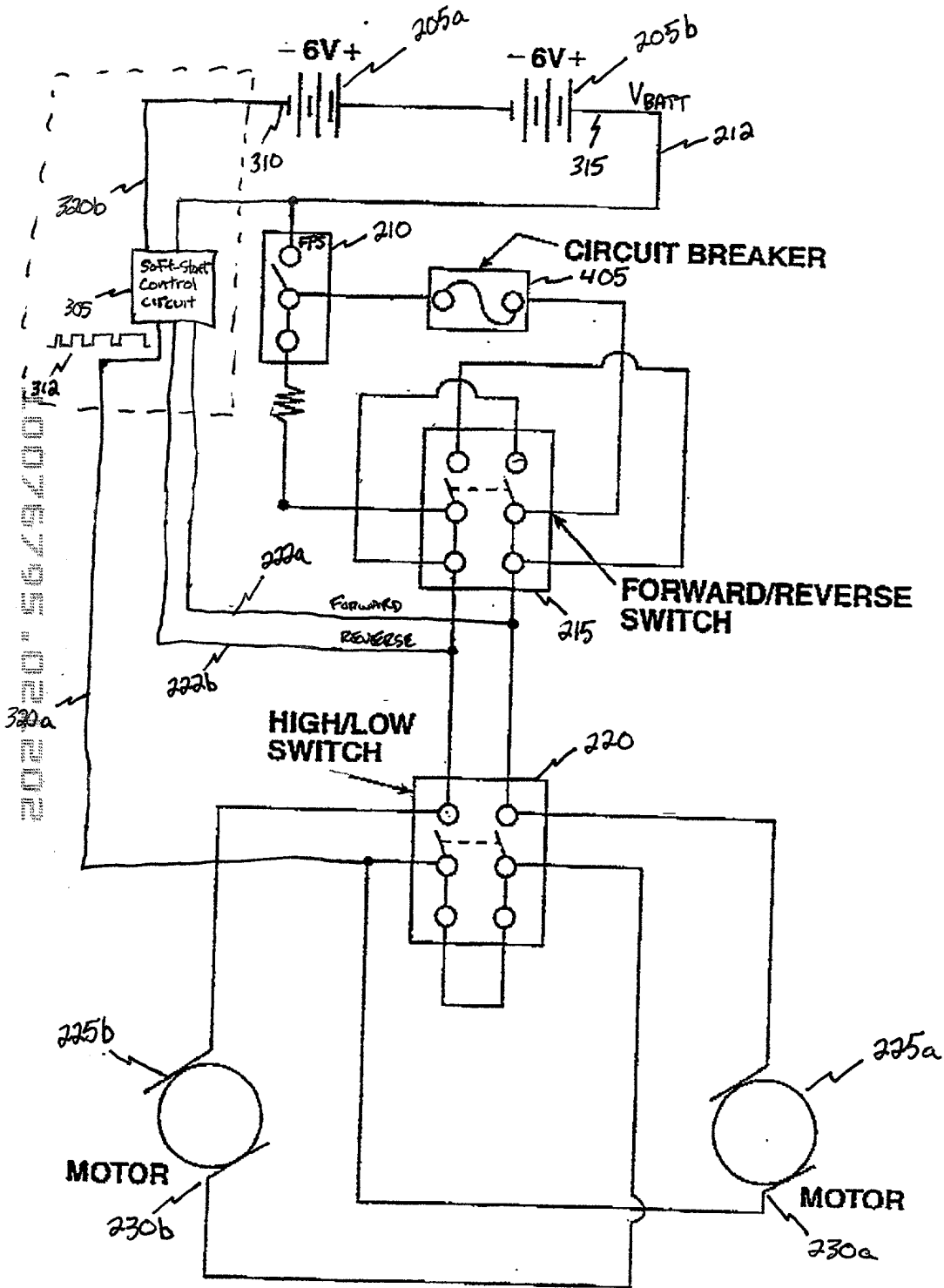


FIG. 4

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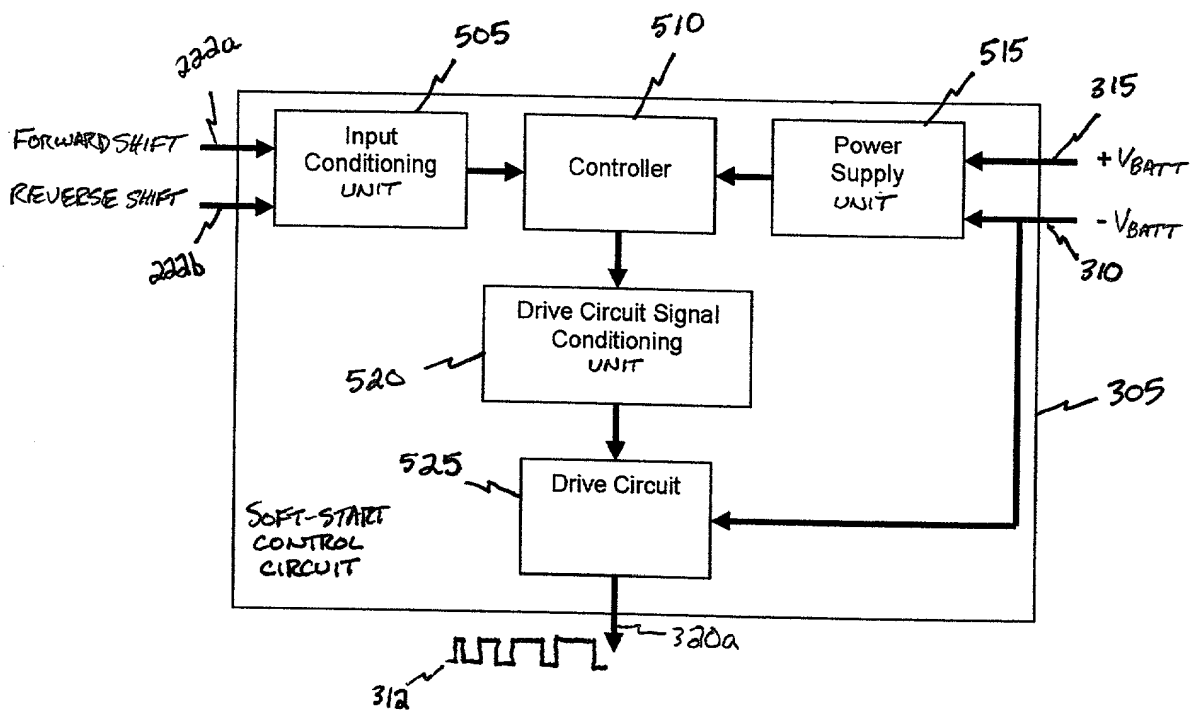


FIG. 5

305

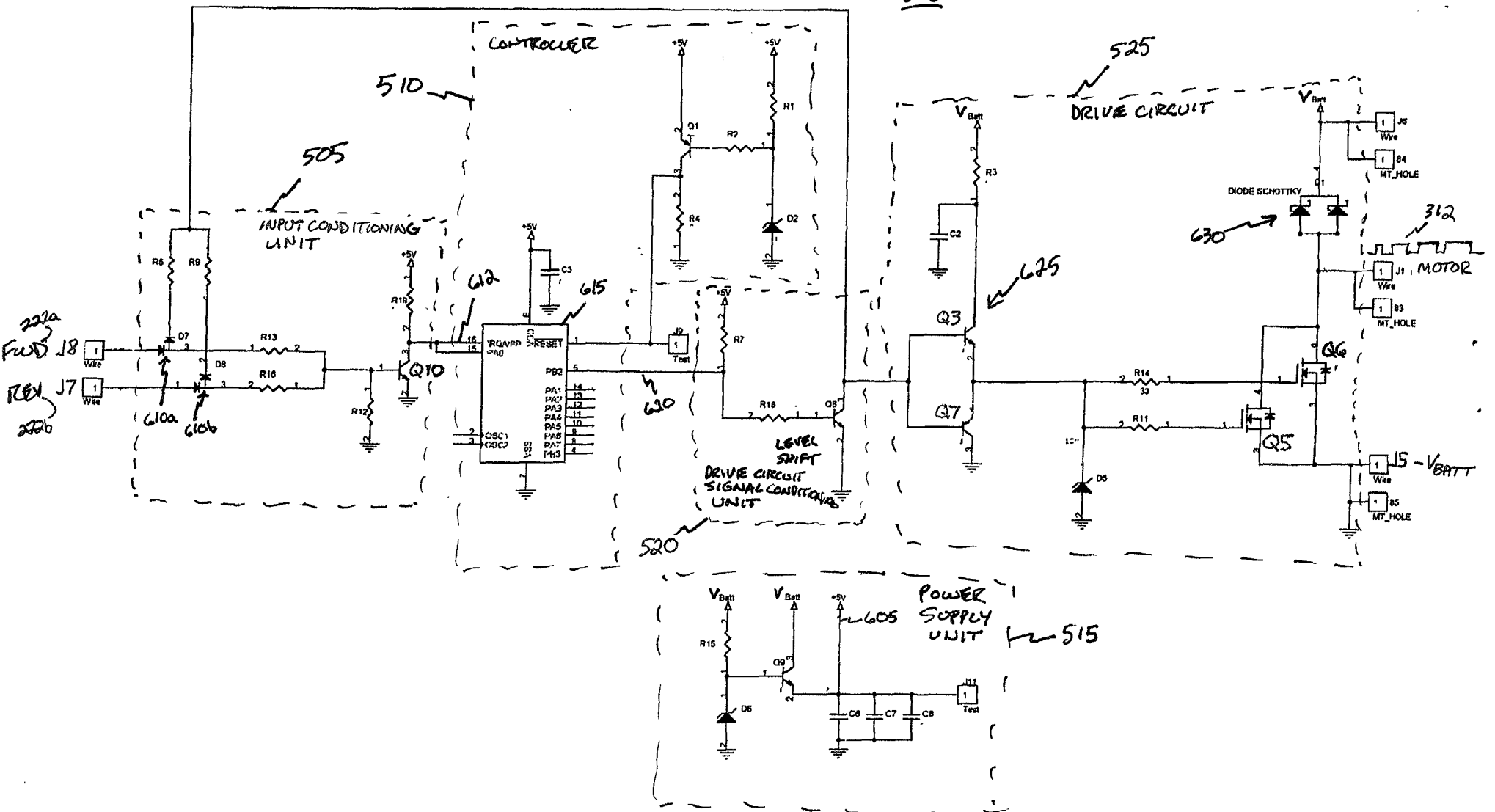


FIG. 6

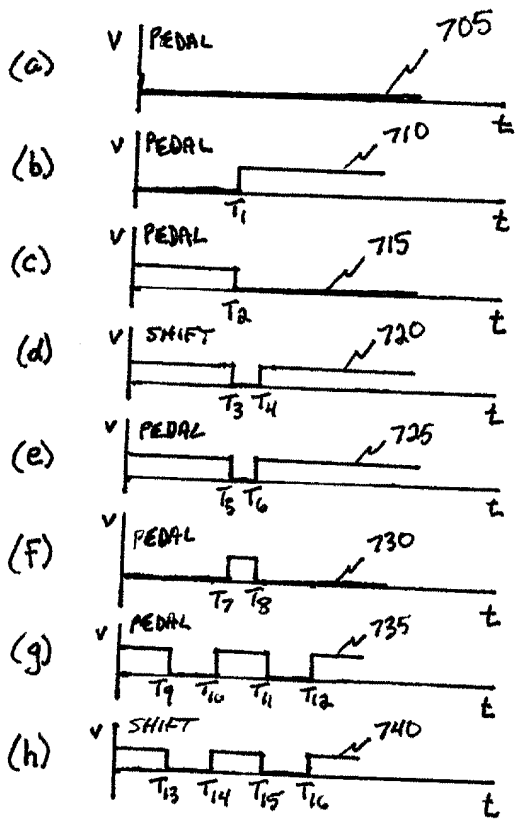


FIG. 7

800a

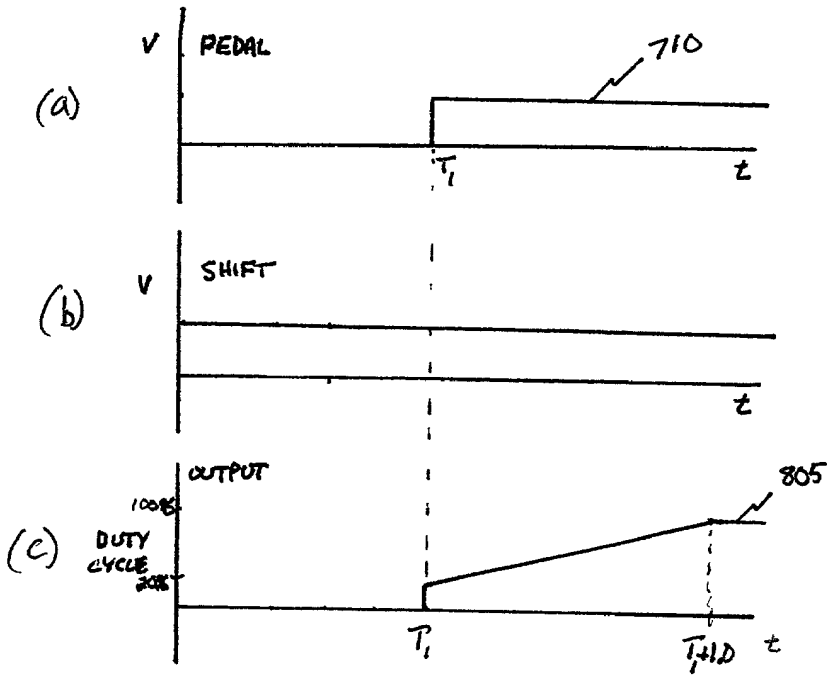


FIG. 8A

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800b

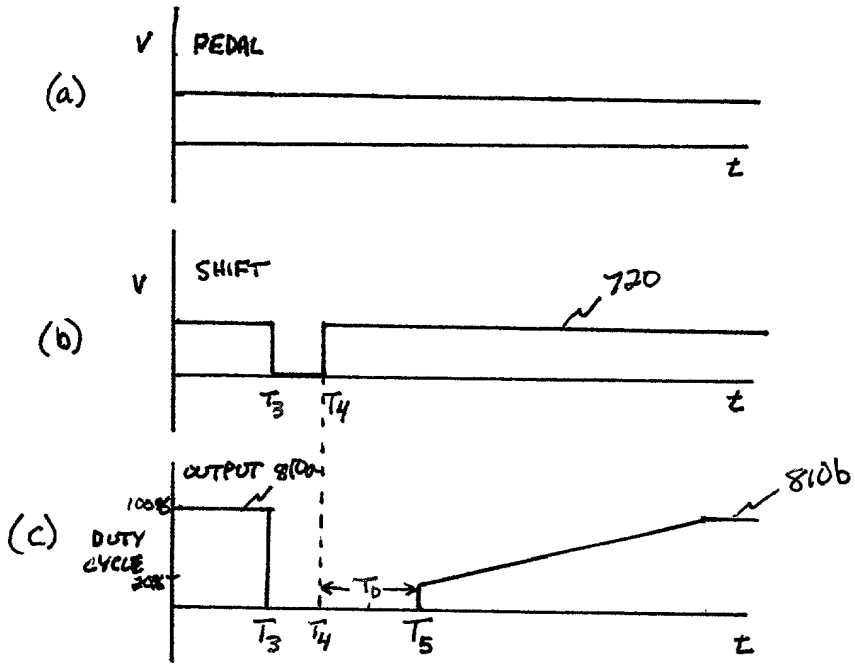


FIG. 8B

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800c

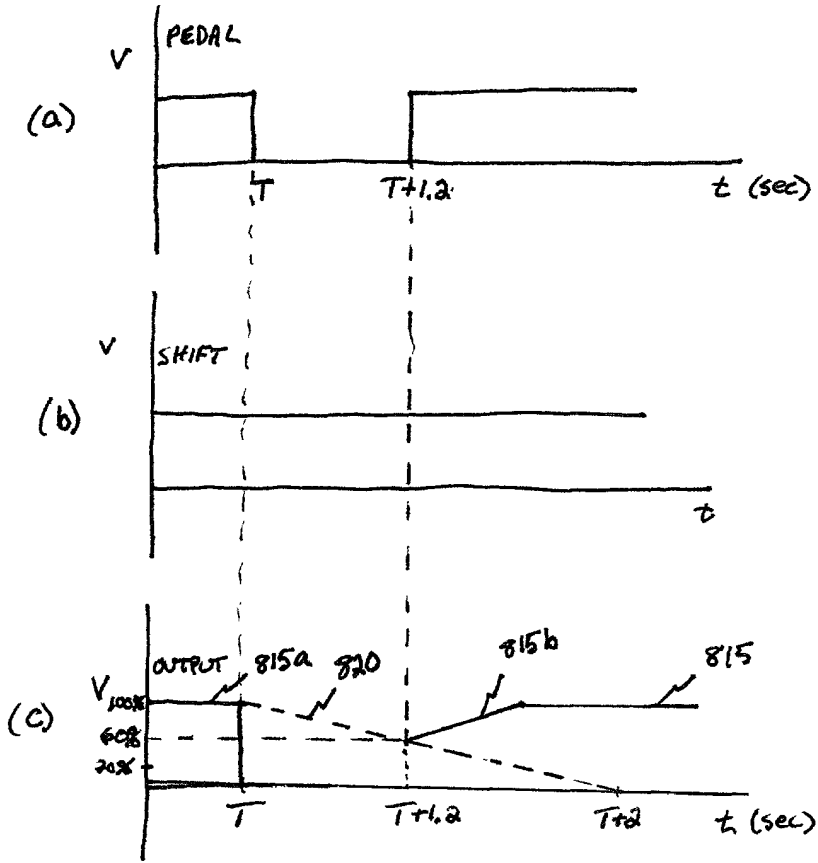


FIG. 8C

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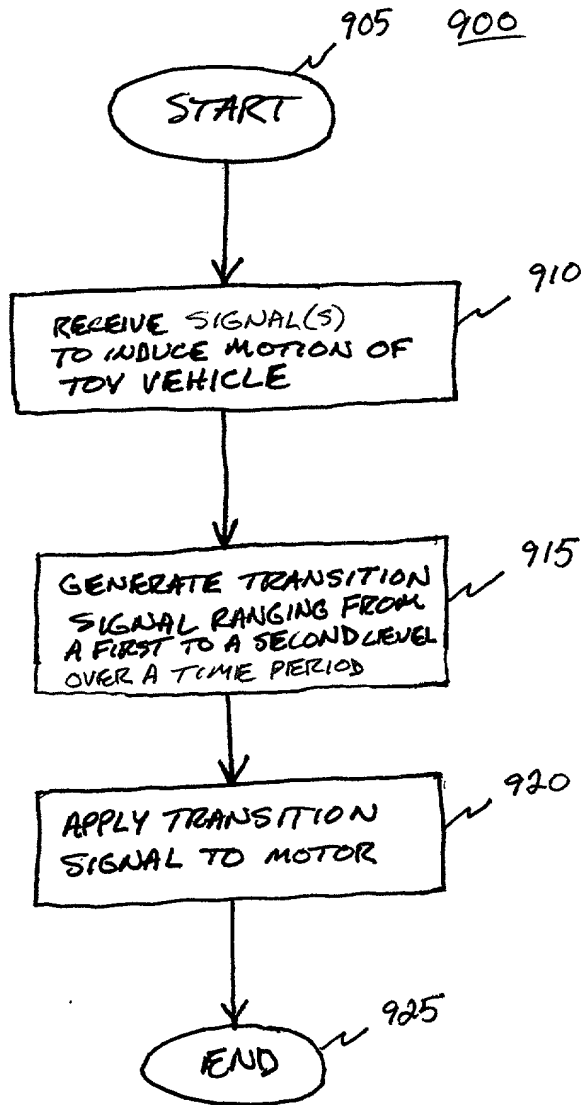


FIG. 9

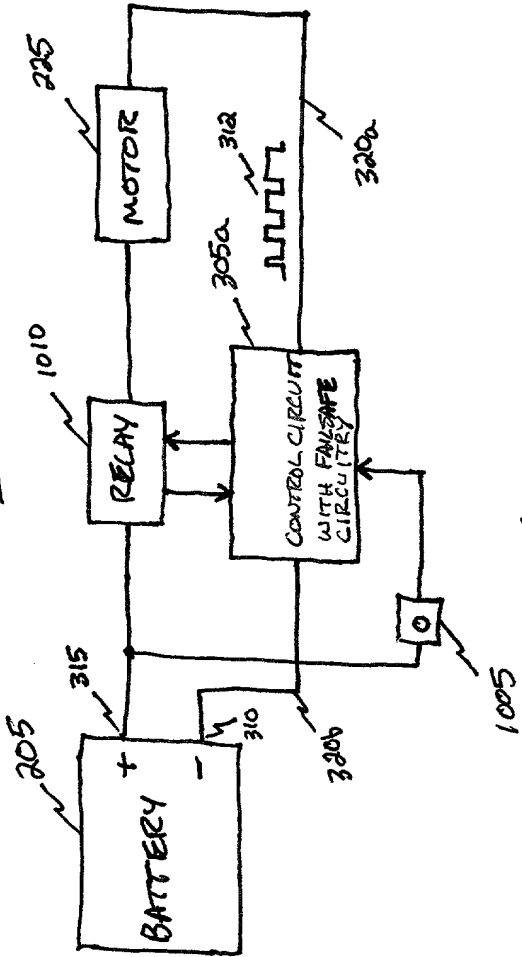


FIG. 10

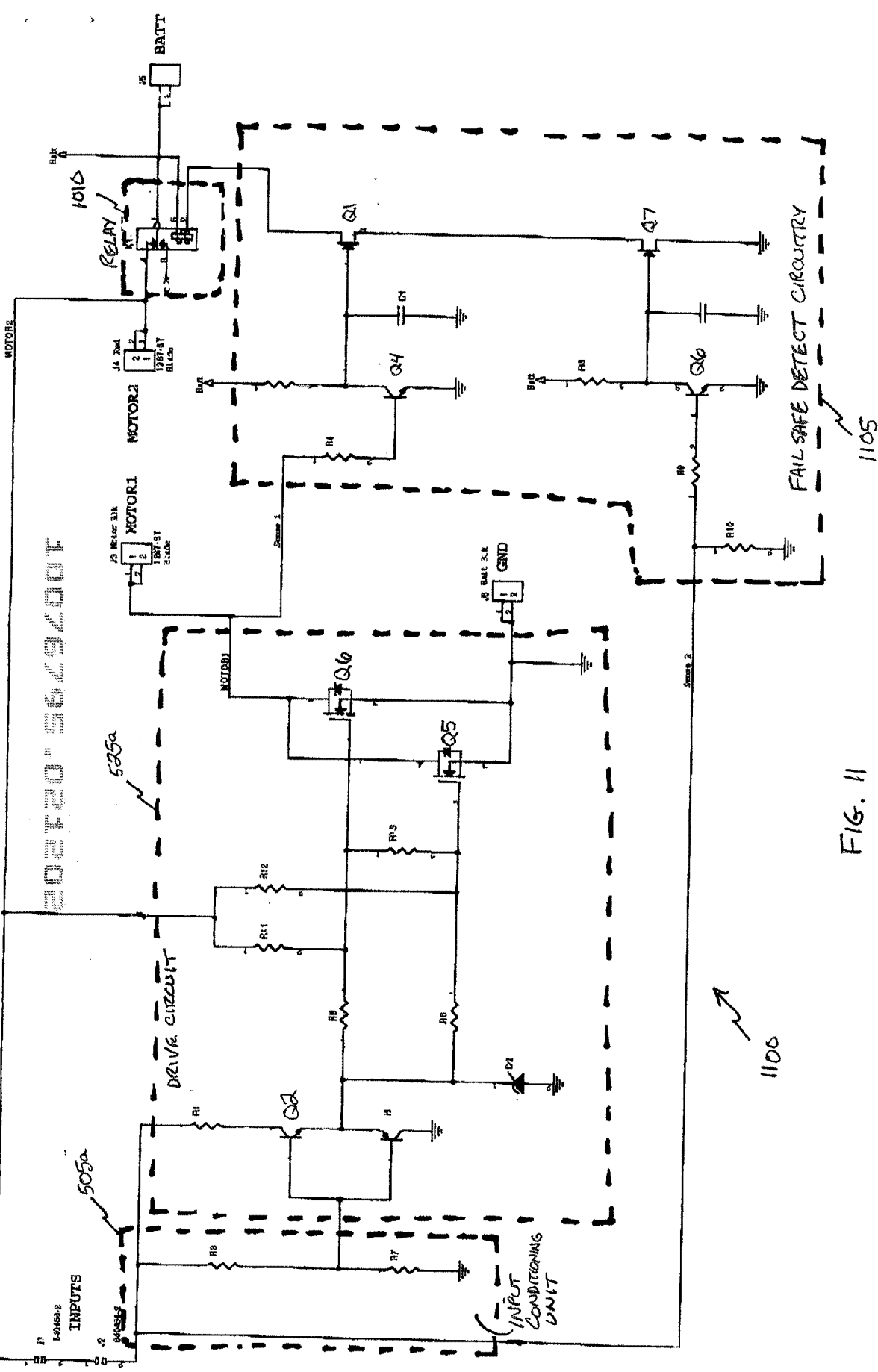


FIG. 11

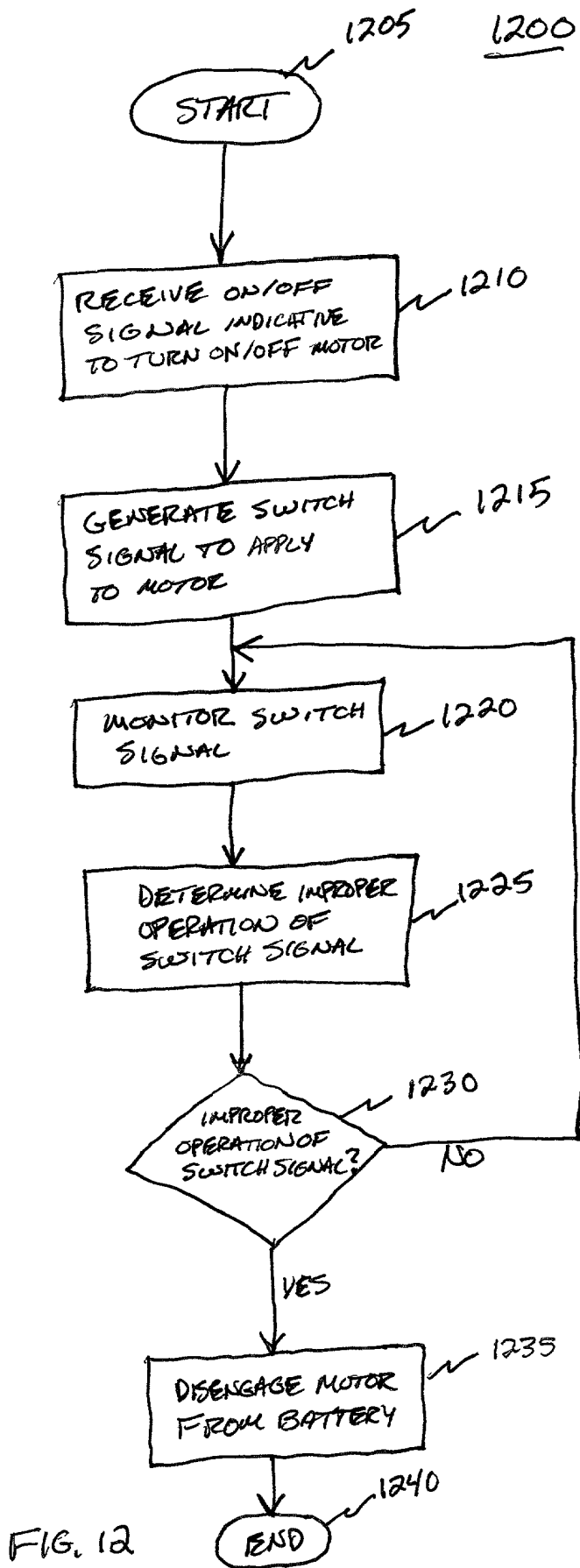


FIG. 12

**RULES 63 AND 67 (37 C.F.R. 1.63 and 1.67)
DECLARATION AND POWER OF ATTORNEY**

FOR UTILITY/DESIGN/CIP/PCT NATIONAL APPLICATIONS

As a below named inventor, I hereby declare that:

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

I believe that 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: SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE, the specification of which: (mark only one)

- x (a) is attached hereto.
 (b) was filed on _____ as Utility Application Serial No _____
 and was amended on _____ (if applicable)
 (c) was filed as PCT International Application No. PCT/ _____ on _____ and
 was amended on _____ (if applicable).
 (d) was filed on _____ as Application Serial No. _____ and was issued a Notice
 of Allowance on _____.
 (e) was filed on _____ and bearing attorney docket number _____

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 or as allowed as indicated above.

I acknowledge the duty to disclose all information known to me to be material to the patentability of this application as defined in 37 CFR § 1.56. If this is a continuation-in-part (CIP) application, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of 35 U.S.C. § 112, I acknowledge the duty to disclose to the Office all information known to me to be material to patentability of the application as defined in 37 CFR § 1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

I hereby claim foreign priority benefits under 35 U.S.C. § 119/365 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate filed by me or my assignee disclosing the subject matter claimed in this application and having a filing date (1) before that

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of the application on which my priority is claimed or, (2) if no priority is claimed, before the filing date of this application:

PRIOR FOREIGN PATENTS

<u>Number</u>	<u>Country</u>	<u>Month/Day/Year</u> <u>Filed</u>	<u>Date first</u> <u>laid-open or</u> <u>Published</u>	<u>Date</u> <u>patented</u> <u>or</u> <u>Granted</u>	<u>Priority</u> <u>Claimed</u>	
					<u>Yes</u>	<u>No</u>

NONE

I hereby claim the benefit under 35 U.S.C. § 120/365 of any United States application(s) listed below and PCT international applications listed above or below:

PRIOR U.S. OR PCT APPLICATIONS

<u>Application No. (series code/serial no.)</u>	<u>Month/Day/Year Filed</u>	<u>Status(pending,</u> <u>abandoned, patented)</u>
60/ 268,447	February 12, 2001	

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MARY JO BOLDINGH, Reg. No. 34,713	JOSHUA A. GRISWOLD, Reg. No. 46,310	STEPHEN G. RUDISILL, Reg. No. 20,087
MARGARET A. BOULWARE, Reg. No. 28,708	J. PAT HEPTIG, Reg. No. 40,643	HOLLY L. RUDNICK, Reg. No. 43,065
DANIEL J. BURNHAM, Reg. No. 39,618	SHARON A. ISRAEL, Reg. No. 41,867	J.L. JENNIE SALAZAR, Reg. No. 45,065
THOMAS L. CANTRELL, Reg. No. 20,849	JOHN R. KIRK JR., Reg. No. 24,477	JERRY R. SELINGER, Reg. No. 26,582
RONALD B. COOLLEY, Reg. No. 27,187	PAUL R. KITCH, Reg. No. 38,206	JAMES O. SKARSTEN, Reg. No. 28,346
THOMAS L. CRISMAN, Reg. No. 24,846	TIMOTHY M. KOWALSKI, Reg. No. 44,192	ZACHARY J. SMOLINSKI, Reg. No. 47,100
STUART D. DWORK, Reg. No. 31,103	HSIN-WEI LUANG, Reg. No. 44,213	GARY B. SOLOMON, Reg. No. 44,347
WILLIAM F. ESSER, Reg. No. 38,053	ROBERT W. MASON, Reg. No. 42,848	STEVE Z. SZCZEPANSKI, Reg. No. 27,957
ROGER J. FRENCH, Reg. No. 27,786	ROGER L. MAXWELL, Reg. No. 31,855	ANDRE M. SZUWALSKI, Reg. No. 35,701
JANET M. GARETTO, Reg. No. 42,568	LISA H. MEYERHOFF, Reg. No. 36,869	ALAN R. THIELE, Reg. No. 30,694
MARK GATSCHET, Reg. No. 42,569	STANLEY R. MOORE, Reg. No. 26,958	TAMSEN VALOIR, Reg. No. 41,417
JOHN C. GATZ, Reg. No. 41,774	P. WESTON MUSSELMAN JR. Reg. No. 31,644	BRIAN D. WALKER, Reg. No. 37,751
RUSSELL J. GENET, Reg. No. 42,571	RAMA B. NATH, Reg. No. 27,072	GERALD T. WELCH, Reg. No. 30,332
GERALD H. GLANZMAN, Reg. No. 25,035	DANIEL G. NGUYEN, Reg. No. 42,933	HAROLD N. WELLS, Reg. No. 26,044
LEKHA GOPALAKRISHNAN, Reg. No. 46,733	MICHAEL K. NUTTER, Reg. No. 44,979	WILLIAM D. WIESE, Reg. No. 45,217

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all of the firm of **JENKENS & GILCHRIST, a Professional Corporation**, 1445 Ross Avenue, Suite 3200, Dallas, Texas 75202-2799, as my attorneys and/or agents, with full power of substitution and revocation, to prosecute this application, provisionals thereof, continuations, continuations-in-part, divisionals, appeals, reissues, substitutions, and extensions thereof and to transact all business in the United States Patent and Trademark Office connected therewith, to appoint any individuals under an associate power of attorney and to file and prosecute any international patent application filed thereon before any international authorities, and I hereby authorize them to act and rely on instructions from and communicate directly with the person/assignee/attorney/firm/organization who/which first sent this case to them and by whom/which I hereby declare that I have consented after full disclosure to be represented unless/until I instruct them in writing to the contrary.

Please address all correspondence and direct all telephone calls to:

Gary B. Solomon, Esq.
Jenkins & Gilchrist, P.C.
1445 Ross Avenue, Suite 3200
Dallas, Texas 75202-2799
214/855-4500
214/855-4300 (fax)

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.

NAMED INVENTOR(S)

1	David A. Norman		
	Full Name	Inventor's Signature	Date
	3112 Old Mill Road Greenville, TX 75402 Residence (city, state, country)		U.S.A. Citizenship
	3112 Old Mill Road Greenville, TX 75402 Post Office Address (include zip code)		

FORM 900 56292007

2	Robert H. Mimlitch III		
	Full Name	Inventor's Signature	Date
	5606 Luna Dr. Rowlett, TX 75088 Residence (city, state, country)		U.S.A. Citizenship
	5606 Luna Dr. Rowlett, TX 75088 Post Office Address (include zip code)		

20250320 09:54:00

3	Richard Torrance		
	Full Name	Inventor's Signature	Date
	5001 Peacock Greenville, TX 75402 Residence (city, state, country)		U.S.A. Citizenship
	5001 Peacock Greenville, TX 75402 Post Office Address (include zip code)		


UNITED STATES PATENT AND TRADEMARK OFFICE

 COMMISSIONER FOR PATENTS
 UNITED STATES PATENT AND TRADEMARK OFFICE
 WASHINGTON, D.C. 20231
 www.uspto.gov

APPLICATION NUMBER	FILING/RECEIPT DATE	FIRST NAMED APPLICANT	ATTORNEY DOCKET NUMBER
10/076,795	02/12/2002	David A. Norman	50097-8USPT

CONFIRMATION NO. 3663
FORMALITIES LETTER


OC000000007765231

 Jenkens & Gilchrist, P.C.
 3200 Fountain Place
 1445 Ross Avenue
 Dallas, TX 75202-2799

Date Mailed: 04/02/2002

NOTICE TO FILE MISSING PARTS OF NONPROVISIONAL APPLICATION
FILED UNDER 37 CFR 1.53(b)
Filing Date Granted

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 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(l) of \$65 for a small entity in compliance with 37 CFR 1.27, must be submitted with the missing items identified in this letter.
- **The balance due by applicant is \$ 65.**

The application is informal since it does not comply with the regulations for the reason(s) indicated below.

The required item(s) identified below must be timely submitted to avoid abandonment:

- Substitute drawings in compliance with 37 CFR 1.84 because:
 - drawing sheets do not have the appropriate margin(s) (see 37 CFR 1.84(g)). Each sheet must include a top margin of at least 2.5 cm. (1 inch), a left side margin of at least 2.5 cm. (1 inch), a right side margin of at least 1.5 cm. (5/8 inch), and a bottom margin of at least 1.0 cm. (3/8 inch);

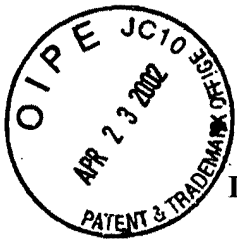
*A copy of this notice **MUST** be returned with the reply.*

Customer Service Center
Initial Patent Examination Division (703) 308-1202

PART 3 - OFFICE COPY

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re patent application of: David A. Norman et al.


Serial No. 10/076,795

Filing Date: February 12, 2002

For: System, Apparatus and Method for Providing Control of a Toy Vehicle

RECEIVED
APR 26 2002
OFFICE OF PETITIONS

Box Missing Parts
Commissioner for Patents
P. O. Box 2327
Arlington, VA 22202

Certificate of Mailing
I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to Box Missing Parts, Commissioner for Patents, P. O. Box 2327, Arlington, VA 22202
On April 17, 2002
Signature: Carol Marsteller 

Dear Sir:

RESPONSE TO NOTICE TO FILE MISSING PARTS OF APPLICATION

In response to the Notice to File Missing Parts mailed by the Application Branch on April 2, 2002, you will find enclosed a Declaration and Power of Attorney duly executed by the inventor(s) on March 4, 2002.

A check in the amount of \$130 is enclosed for a large entity surcharge as set forth in 37 CFR 1.16(e).

It is respectfully submitted that no additional parts are required to be filed with regard to the above-referenced application, and the application should therefore be processed accordingly.

Respectfully submitted,

JENKENS & GILCHRIST, P.C.



Gary B. Solomon
Registration No. 44,347

Date: April 17, 2002

1445 Ross Avenue, Suite 3200
Dallas, Texas 75202-2799
(Direct) 214/855-4188
(Fax) 214/855-4300

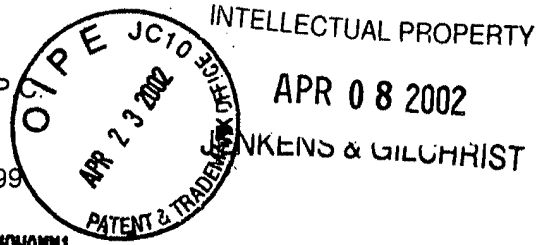


UNITED STATES PATENT AND TRADEMARK OFFICE

COMMISSIONER FOR PATENTS
UNITED STATES PATENT AND TRADEMARK OFFICE
WASHINGTON, D.C. 20231
www.uspto.gov

APPLICATION NUMBER	FILING/RECEIPT DATE	FIRST NAMED APPLICANT	ATTORNEY DOCKET NUMBER
10/076,795	02/12/2002	David A. Norman	50097-8USPT

Jenkins & Gilchrist, P
3200 Fountain Place
1445 Ross Avenue
Dallas, TX 75202-2799



CONFIRMATION NO. 3663
FORMALITIES LETTER
OC00000007765231

Adjustment date: 10/18/2002 HMOHAMMI
05/23/2002 HMOHAMMI 00000008 10076795
01 FC:205 -65.00 OP

Date Mailed: 04/02/2002

NOTICE TO FILE MISSING PARTS OF NONPROVISIONAL APPLICATION

10/18/2002 HMOHAMMI 00000003 100447 10076795
01 FC:1051 65.00 CH 65.00 OP

FILED UNDER 37 CFR 1.53(b)

Filing Date Granted

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APR 26 2002
OFFICE OF PETITIONS

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).

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- The balance due by applicant is \$ 65.**

The application is informal since it does not comply with the regulations for the reason(s) indicated below.

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 - drawing sheets do not have the appropriate margin(s) (see 37 CFR 1.84(g)). Each sheet must include a top margin of at least 2.5 cm. (1 inch), a left side margin of at least 2.5 cm. (1 inch), a right side margin of at least 1.5 cm. (5/8 inch), and a bottom margin of at least 1.0 cm. (3/8 inch);

04/26/2002 GTEFFERA 00000055 10076795
01 FC:105 130.00 OP

05/23/2002 HMOHAMMI 00000008 10076795 65.00 OP

Repln. Ref: 05/23/2002 HMOHAMMI 0013411900
DAH:100447 Name/Number:10076795 \$65.00 CR
FC: 703

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

Adjustment date: 05/23/2002 HMOHAMMI
04/26/2002 GTEFFERA 00000055 10076795
01 FC:105 -130.00 OP

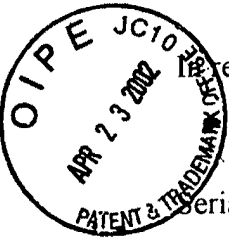
* DOCKETED
Int: [Signature] DT: 4-8-02
Action: Missing facts due 6-2-02
Date: [Signature]

Customer Service Center
Initial Patent Examination Division (703) 308-1202
PART 1 - ATTORNEY/APPLICANT COPY

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DAC
#3

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE



Application of:

Norman et al.

Serial No.: 10/076,795

Filing Date: February 12, 2002

For: SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOW
VEHICLE

US
PT
HO
US
PT
HO
US
PT
HO

Examiner: Unknown

Group Art Unit: Unknown

RECEIVED
APR 26 2002
OFFICE OF A TOW
OFFICE OF PETITIONS

Box Petitions
Commissioner for Patents
P. O. Box 2327
Arlington, VA 22202

Certificate of Mailing
I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to Commissioner for Patents, P. O. Box 2327, Arlington, VA 22202
On April 17, 2002
Signature: Carol Marsteller

05/23/2002 HHOHAAA1 00000007 10076795

01 FC:201 370.00 OP
02 FC:202 210.00 OP
03 FC:203 225.00 OP

PETITION TO EXCUSE ERROR IN STATUS AS
SMALL ENTITY UNDER 37 CFR 1.28(c)

Dear Sir:

In accordance with 37 CFR §1.28(c), Applicant respectfully requests that the Commissioner excuse the error in status as small entity. An unintentional oversight resulted in payment as a small entity for the pending Patent Application 10/076,795. By submission of this Petition, Applicants are compliant with 37 C.F.R. §1.27(2)(i). Applicants submit that the small entity status for the associated Provisional Patent Application 60/268,447 to which the pending application claims priority is/was correct.

In accordance with 37 C.F.R. §1.28(c), Applicant herein includes a deficiency calculation and payment of the deficiency for the filing fee, which was the only payment made to date for the pending application.

As calculated below, Applicant submits herewith payment of the deficiency between the amount paid and the amount due because of the failure to properly claim large entity status. The fee has been calculated as follows:

Adjustment date: 04/26/2002 GTEFFERA
02/25/2002 MBIZONES 00000054 100447 10076795
01 FC:201 370.00 CR
02 FC:203 225.00 CR
03 FC:202 210.00 CR

04/26/2002 GTEFFERA 00000054 100447 10076795
01 FC:101 740.00 OP
02 FC:102 195.00 OP
03 FC:103 225.00 CH 450.00 CH

Adjustment date: 05/23/2002 HHOHAAA1
04/26/2002 GTEFFERA 00000054 100447 10076795
01 FC:101 -740.00 OP
02 FC:102 225.00 CR -195.00 OP
03 FC:103 450.00 CR

Repln. Ref: 05/23/2002 HHOHAAA1 0013390000
PG: 40447 Made/Number: 10076795.00 CR

Filing Fee	Small Entity Fee Paid	Then-Current Large Entity Fee Due	Amount Owed (Difference)
Filing fee	\$370	\$740	\$370
Total Claims (Extra - 25)	225	450	225
Total Independent Claims (Extra - 5)	42	84	210
Petition Fee			130
Total Amount Due:			\$935

Check in the amount of \$935.00 (for deficiency) are enclosed herewith.

Applicant respectfully requests that this Petition to Excuse Error be granted.

The Commissioner is hereby authorized to charge payment of the following fees associated with this communication or credit of any over payment or underpayment to Deposit Account No. 10-0447. This sheet is attached in duplicate.

Respectfully submitted,

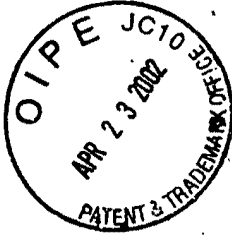
JENKENS & GILCHRIST, P.C.



Gary B. Solomon
Registration No. 44,347

Date: April 17, 2002

1445 Ross Avenue, Suite 3200
Dallas, Texas 75202-2799
(Direct) 214/855-4188
(Fax) 214/855-4300



PATENT APPLICATION
DOCKET NO.: 50097-00008USPT

**RULES 63 AND 67 (37 C.F.R. 1.63 and 1.67)
DECLARATION AND POWER OF ATTORNEY**

FOR UTILITY/DESIGN/CIP/PCT NATIONAL APPLICATIONS

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APR 26 2002
OFFICE OF PETITIONS

As a below named inventor, I hereby declare that:

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

I believe that 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: **SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE**, the specification of which: (mark only one)

- (a) is attached hereto.
 (b) was filed on 1/08/2002 as Utility Application Serial No 10/043,361 and was amended on _____ (if applicable)
 (c) was filed as PCT International Application No. PCT/_____ on _____ and was amended on _____ (if applicable).
 (d) was filed on _____ as Application Serial No. _____ and was issued a Notice of Allowance on _____.
 (e) was filed on _____ and bearing attorney docket number _____

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 or as allowed as indicated above.

I acknowledge the duty to disclose all information known to me to be material to the patentability of this application as defined in 37 CFR § 1.56. If this is a continuation-in-part (CIP) application, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of 35 U.S.C. § 112, I acknowledge the duty to disclose to the Office all information known to me to be material to patentability of the application as defined in 37 CFR § 1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

I hereby claim foreign priority benefits under 35 U.S.C. § 119/365 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate filed by me or my assignee disclosing the subject matter claimed in this application and having a filing date (1) before that of the

application on which my priority is claimed or, (2) if no priority is claimed, before the filing date of this application:

PRIOR FOREIGN PATENTS

<u>Number</u>	<u>Country</u>	<u>Month/Day/Year</u> <u>Filed</u>	<u>Date first</u> <u>laid-open or</u> <u>Published</u>	<u>Date</u> <u>patented</u> <u>or</u> <u>Granted</u>	<u>Priority</u> <u>Claimed</u> <u>Yes</u>	<u>No</u>
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NONE

I hereby claim the benefit under 35 U.S.C. § 120/365 of any United States application(s) listed below and PCT international applications listed above or below:

PRIOR U.S. OR PCT APPLICATIONS

<u>Application No. (series code/serial no.)</u>	<u>Month/Day/Year Filed</u>	<u>Status(pending,</u> <u>abandoned, patented)</u>
60/ 268,447	February 12, 2001	

I hereby appoint:

TIMOTHY G. ACKERMANN, Reg. No. 44,493	J. KEVIN GRAY, Reg. No. 37,141	SPENCER C. PATTERSON, Reg. No. 43,849
BENJAMIN J. BAI, Reg. No. 43,481	KEITH P. GRAY, Reg. No. 46,738	RUSSELL N. RIPPAMONTI, Reg. No. 39,521
JOSEPH M. BEAUCHAMP, Reg. No. 46,544	STEVEN R. GREENFIELD, Reg. No. 38,166	ROSS T. ROBINSON, Reg. No. 47,031
MARY JO BOLDINGH, Reg. No. 34,713	JOSHUA A. GRISWOLD, Reg. No. 46,310	STEPHEN G. RUDISILL, Reg. No. 20,087
MARGARET A. BOULWARE, Reg. No. 28,708	J. PAT HEPTIG, Reg. No. 40,643	HOLLY L. RUDNICK, Reg. No. 43,065
DANIEL J. BURNHAM, Reg. No. 39,618	SHARON A. ISRAEL, Reg. No. 41,867	J.L. JENNIE SALAZAR, Reg. No. 45,065
THOMAS L. CANTRELL, Reg. No. 20,849	JOHN R. KIRK JR., Reg. No. 24,477	JERRY R. SELINGER, Reg. No. 26,582
RONALD B. COOLLEY, Reg. No. 27,187	PAUL R. KITCH, Reg. No. 38,206	JAMES O. SKARSTEN, Reg. No. 28,346
THOMAS L. CRISMAN, Reg. No. 24,846	TIMOTHY M. KOWALSKI, Reg. No. 44,192	ZACHARY J. SMOLINSKI, Reg. No. 47,100
STUART D. DWORK, Reg. No. 31,103	HSIN-WEI LUANG, Reg. No. 44,213	GARY B. SOLOMON, Reg. No. 44,347
WILLIAM F. ESSER, Reg. No. 38,053	ROBERT W. MASON, Reg. No. 42,848	STEVE Z. SZCZEPANSKI, Reg. No. 27,957
ROGER J. FRENCH, Reg. No. 27,786	ROGER L. MAXWELL, Reg. No. 31,855	ANDRE M. SZUWALSKI, Reg. No. 35,701
JANET M. GARETTO, Reg. No. 42,568	LISA H. MEYERHOFF, Reg. No. 36,869	ALAN R. THIELE, Reg. No. 30,694
MARK GATSCHET, Reg. No. 42,569	STANLEY R. MOORE, Reg. No. 26,958	TAMSEN VALOIR, Reg. No. 41,417
JOHN C. GATZ, Reg. No. 41,774	P. WESTON MUSSELMAN JR. Reg. No. 31,644	BRIAN D. WALKER, Reg. No. 37,751
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GERALD H. GLANZMAN, Reg. No. 25,035	DANIEL G. NGUYEN, Reg. No. 42,933	HAROLD N. WELLS, Reg. No. 26,044
LEKHA GOPALAKRISHNAN, Reg. No. 46,733	MICHAEL K. NUTTER, Reg. No. 44,979	WILLIAM D. WIESE, Reg. No. 45,217


all of the firm of **JENKENS & GILCHRIST, a Professional Corporation**, 1445 Ross Avenue, Suite 3200, Dallas, Texas 75202-2799, as my attorneys and/or agents, with full power of substitution and revocation, to prosecute this application, provisionals thereof, continuations, continuations-in-part, divisionals, appeals, reissues, substitutions, and extensions thereof and to transact all business in the United States Patent and Trademark Office connected therewith, to appoint any individuals under an associate power of attorney and to file and prosecute any international patent application filed thereon before any international authorities, and I hereby authorize them to act and rely on instructions from and communicate directly with the person/assignee/attorney/firm/organization who/which first sent this case to them and by whom/which I hereby declare that I have consented after full disclosure to be represented unless/until I instruct them in writing to the contrary.

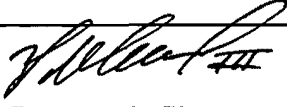
Please address all correspondence and direct all telephone calls to:

Gary B. Solomon, Esq.
 Jenkens & Gilchrist, P.C.
 1445 Ross Avenue, Suite 3200
 Dallas, Texas 75202-2799
 214/855-4500
 214/855-4300 (fax)

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.

NAMED INVENTOR(S)

1	David A. Norman		4 March 02
	Full Name	Inventor's Signature	Date
	3112 Old Mill Road Greenville, TX 75402 Residence (city, state, country)	U.S.A. Citizenship	
	3112 Old Mill Road Greenville, TX 75402 Post Office Address (include zip code)		

2	Robert H. Mimlitch III		2002-MAR-4
	Full Name	Inventor's Signature	Date
	5606 Luna Dr. Rowlett, TX 75088 Residence (city, state, country)		U.S.A. Citizenship
	5606 Luna Dr. Rowlett, TX 75088 Post Office Address (include zip code)		

3	Richard Torrance	<i>Richard Torrance</i>	<i>March 4, 2002</i>
	Full Name	Inventor's Signature	Date
	5001 Peacock Greenville, TX 75402		U.S.A.
	Residence (city, state, country)	Citizenship	
	5001 Peacock Greenville, TX 75402		
	Post Office Address (include zip code)		

13/1
U.S. PATENT AND TRADEMARK OFFICE

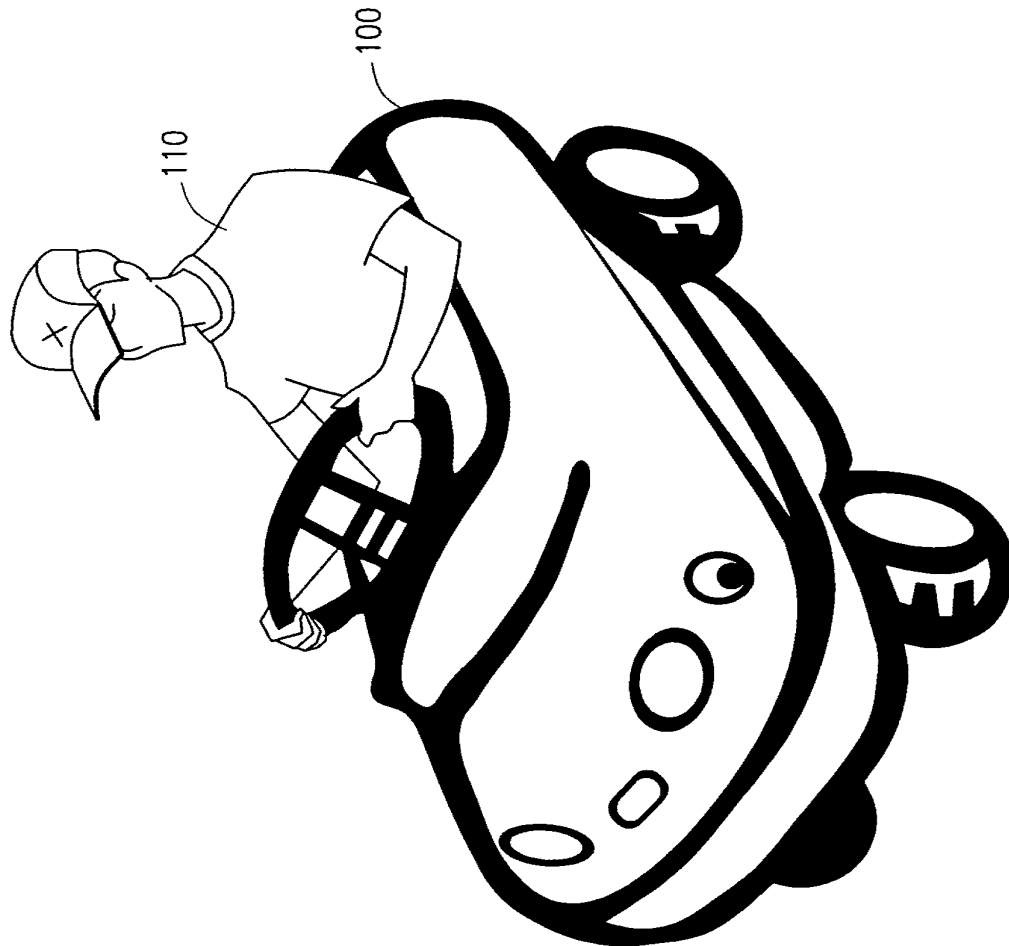


FIG. 1

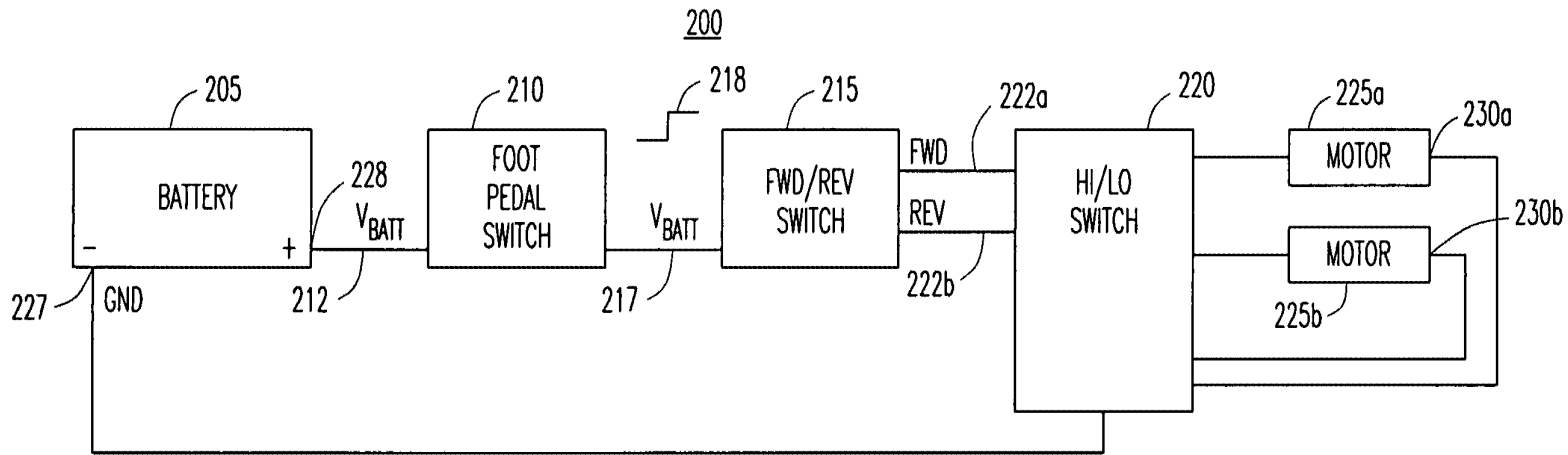


FIG. 2
(PRIOR ART)

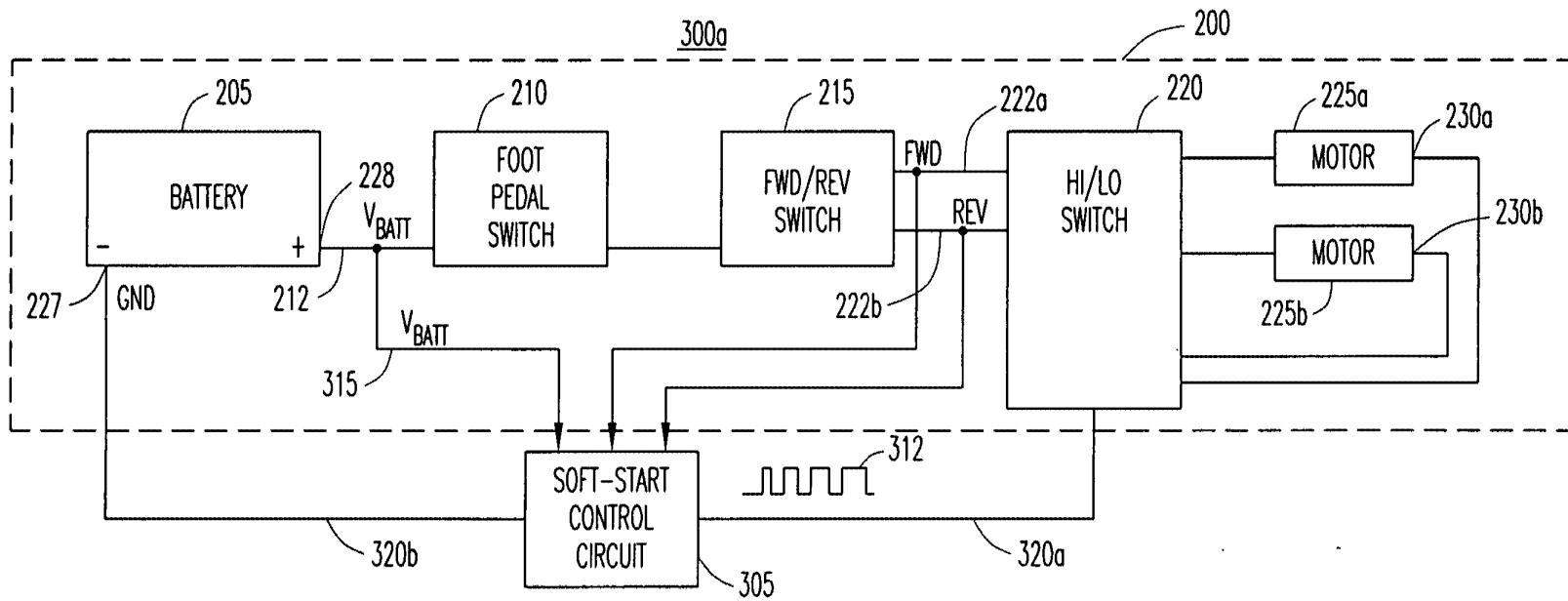


FIG. 3

2/13

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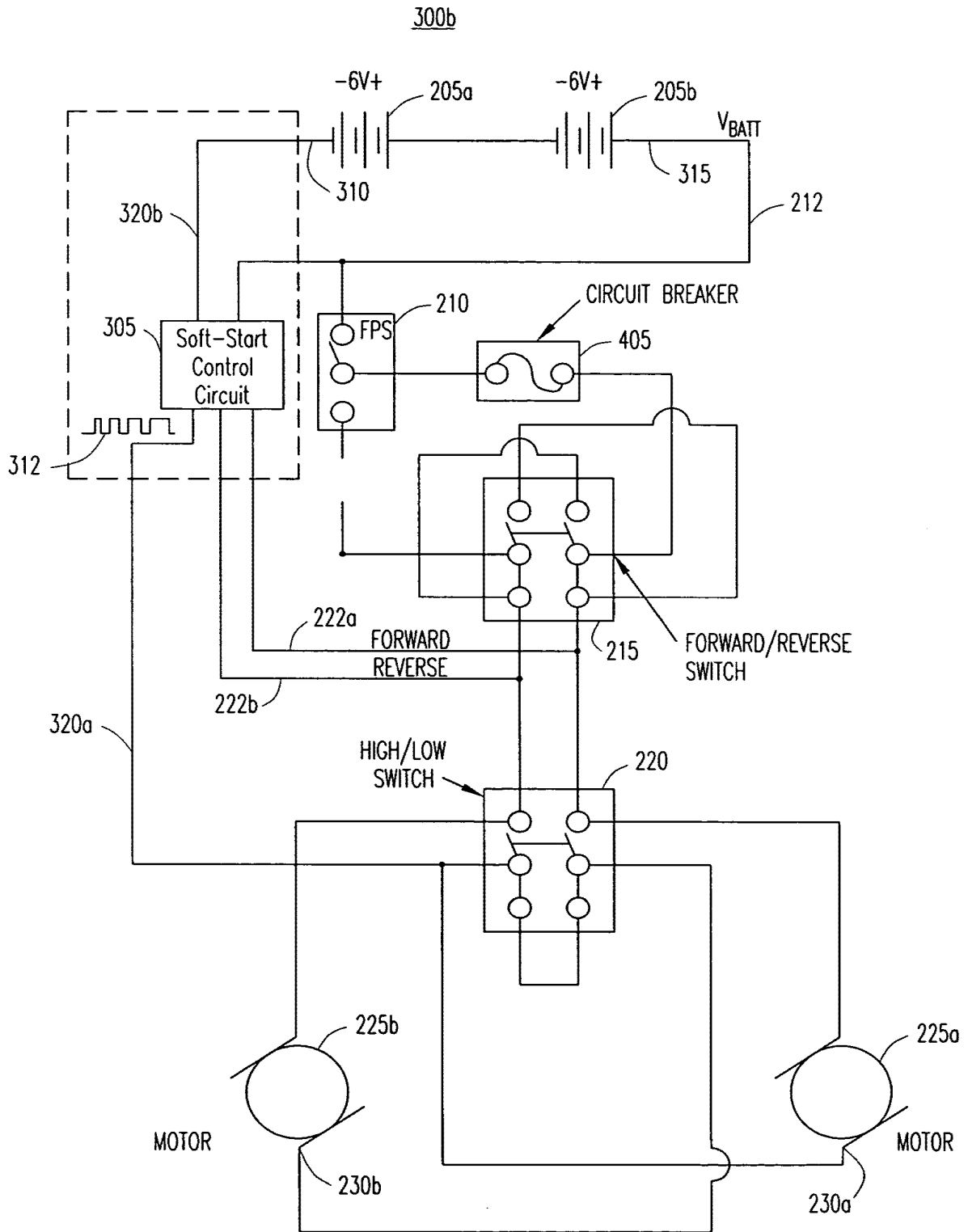


FIG. 4

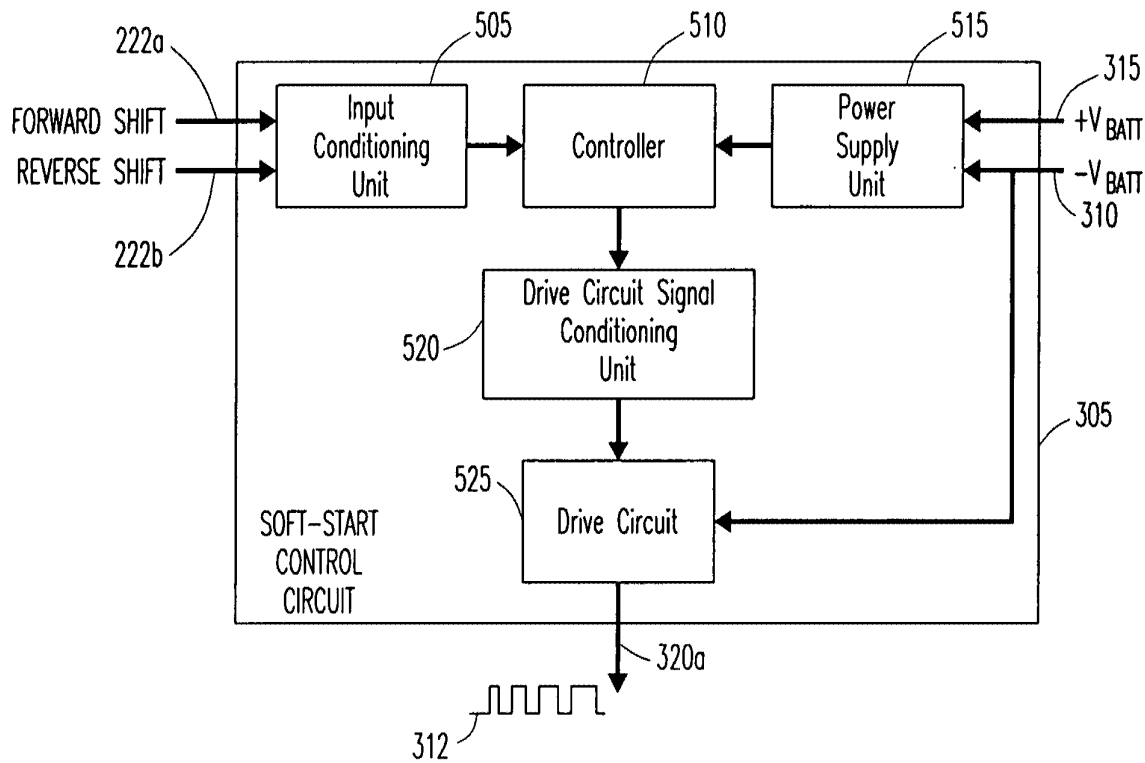


FIG. 5

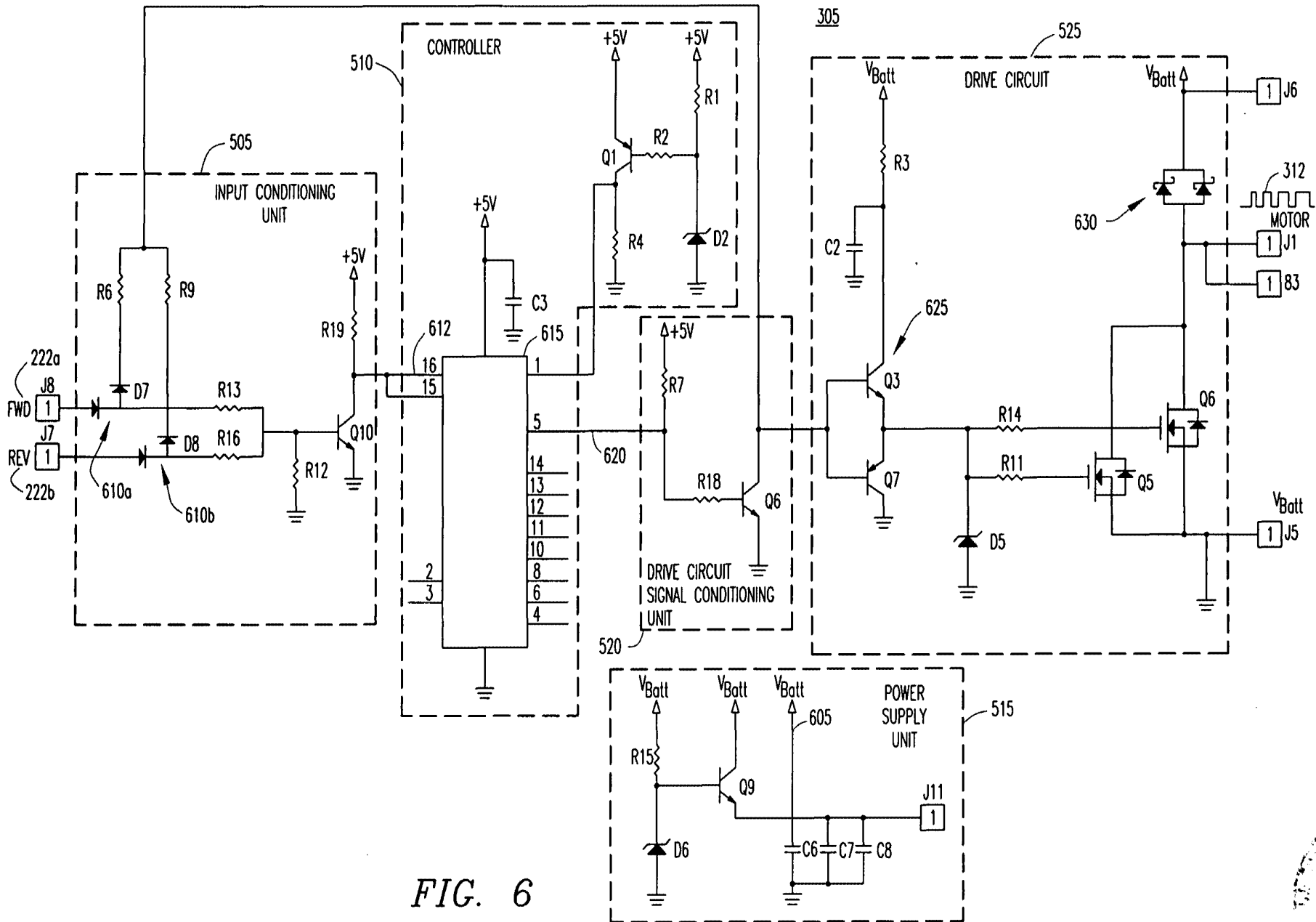


FIG. 6

5/13

10076795.042302

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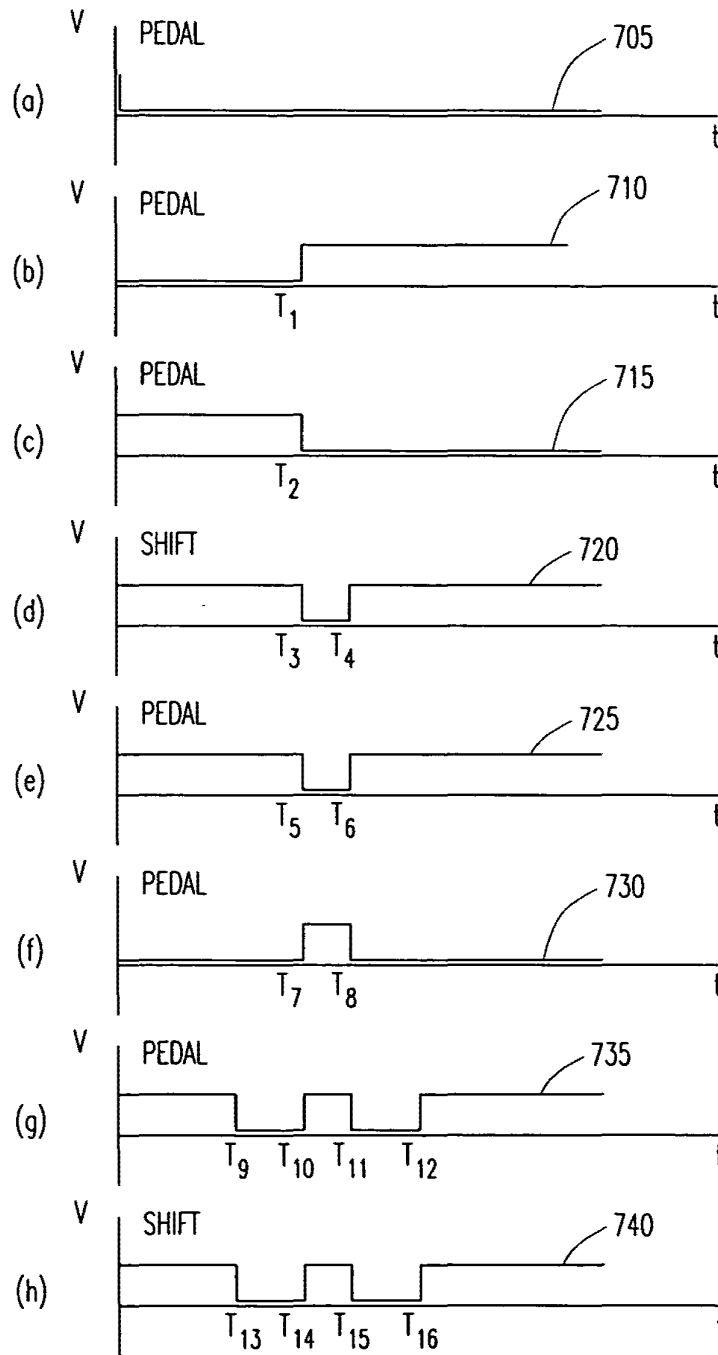
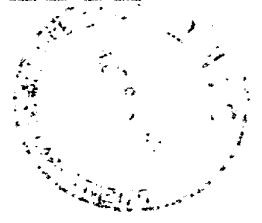


FIG. 7



7/13

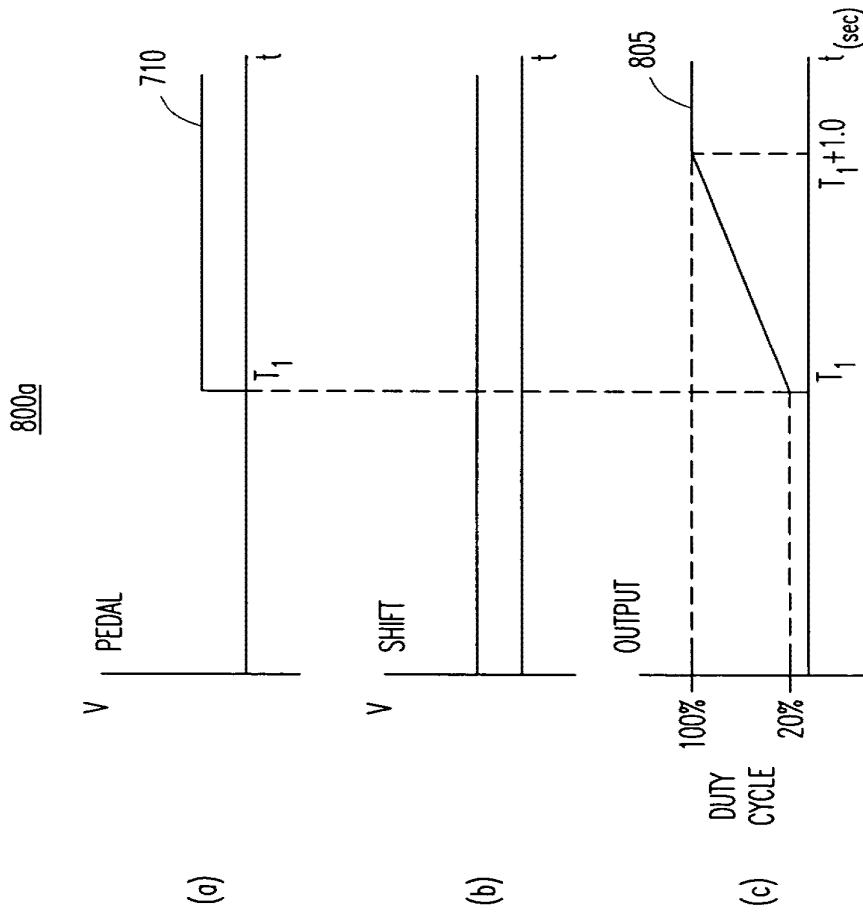


FIG. 8A

800b

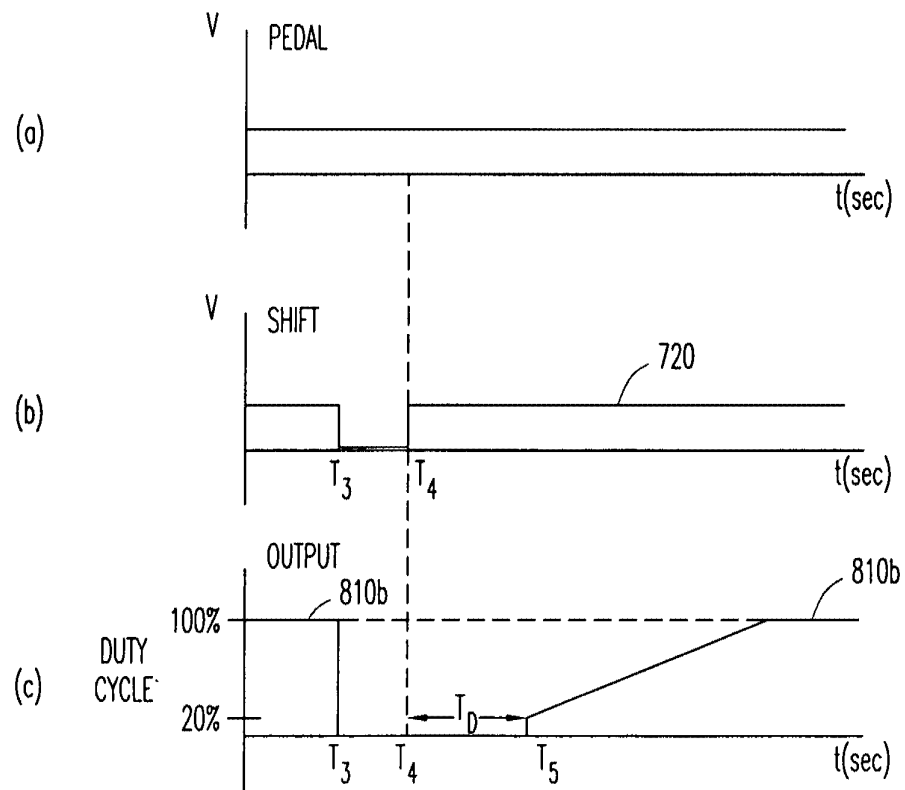


FIG. 8B

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800c

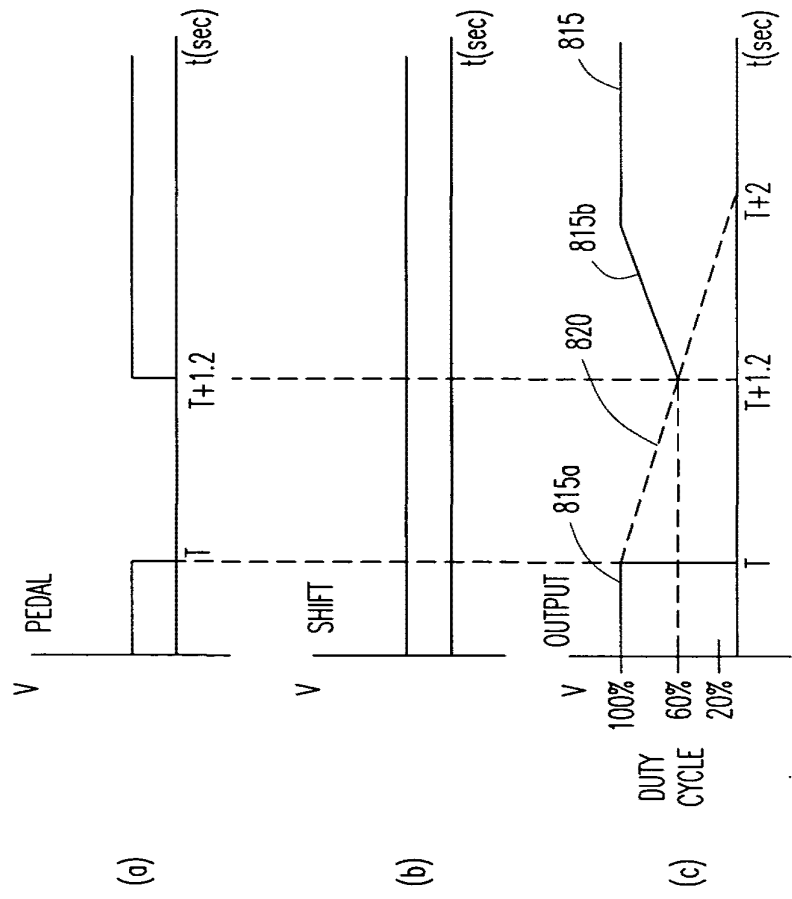


FIG. 8C

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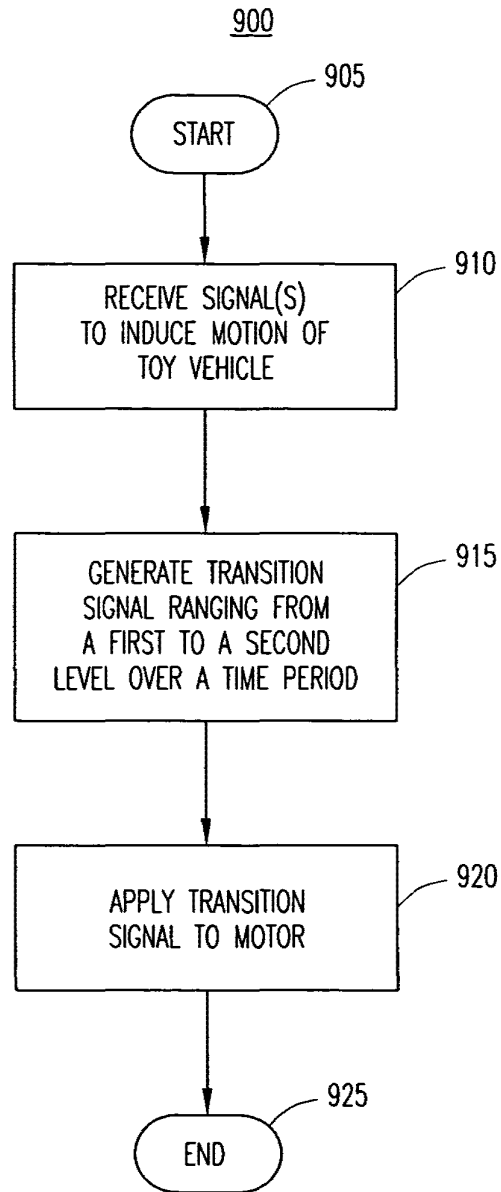


FIG. 9

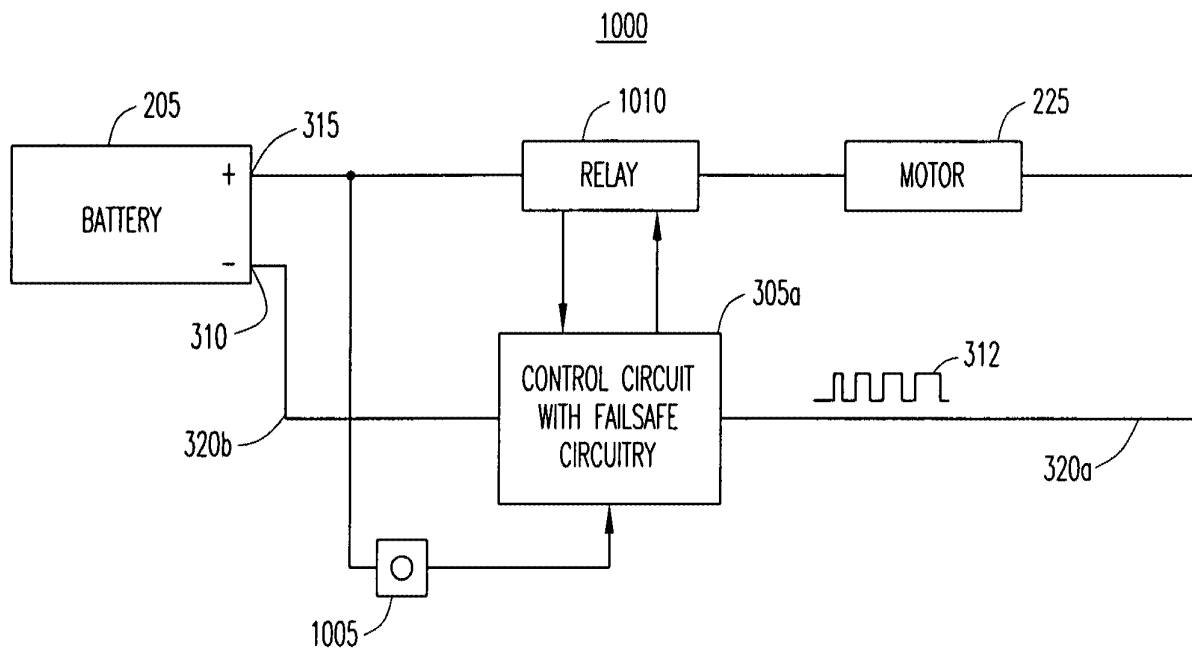
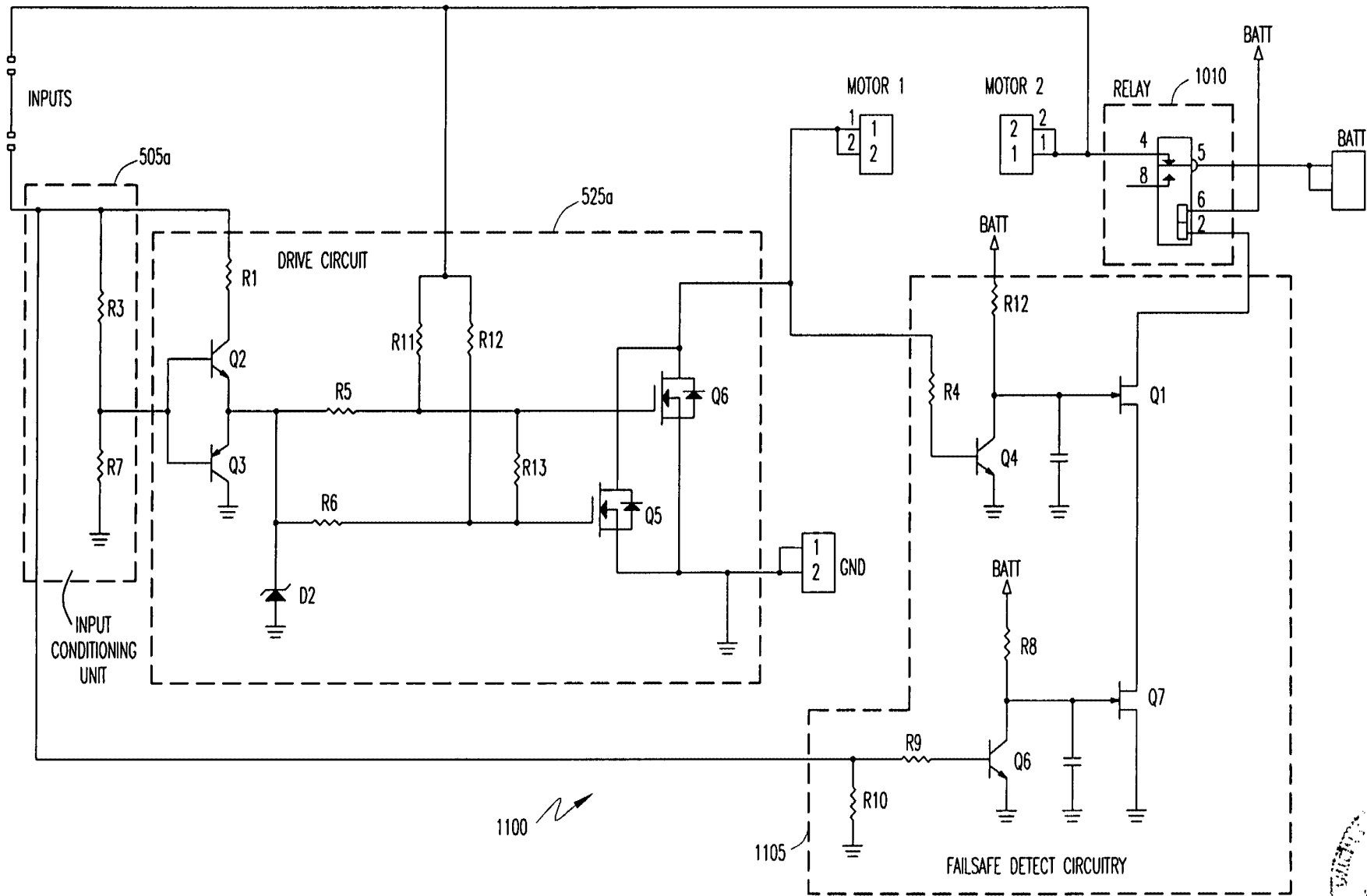


FIG. 10

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1100 ↗

FIG. 11

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1200

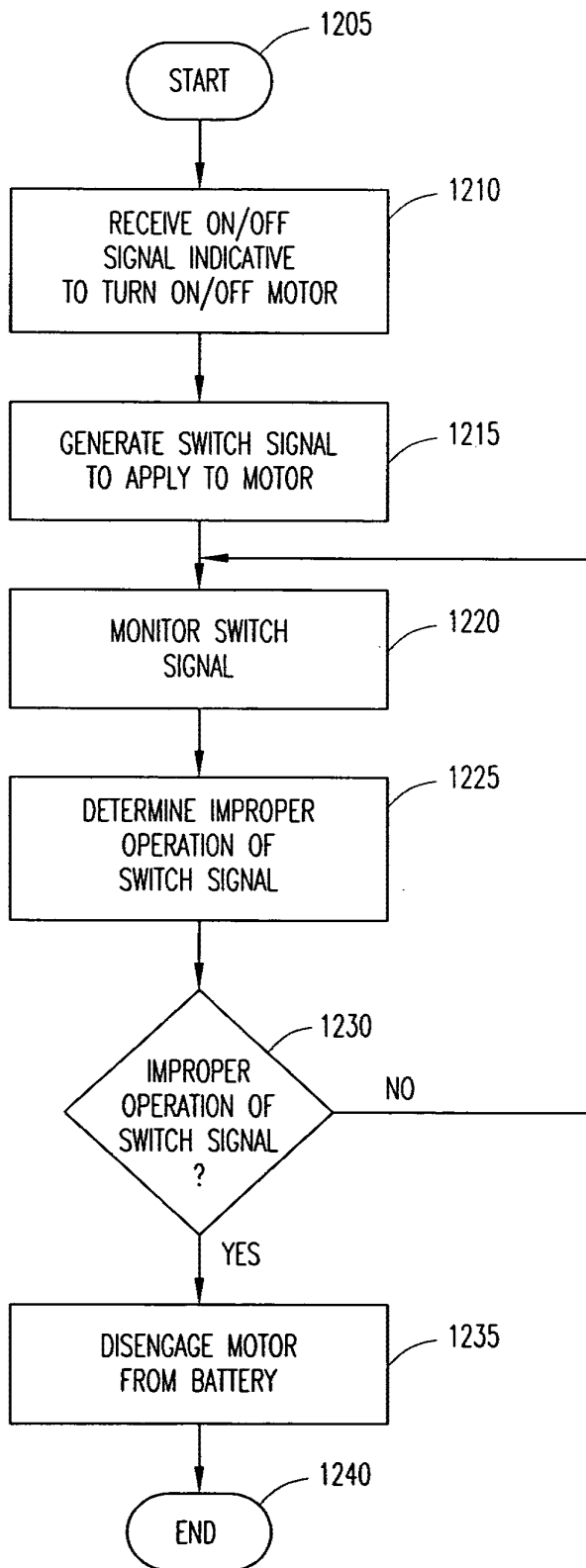


FIG. 12

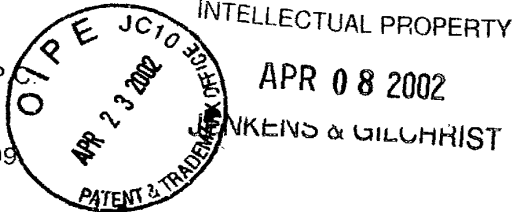


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APPLICATION NUMBER	FILING/RECEIPT DATE	FIRST NAMED APPLICANT	ATTORNEY DOCKET NUMBER
10/076,795	02/12/2002	David A. Norman	50097-8USPT

Jenkins & Gilchrist, P
3200 Fountain Place
1445 Ross Avenue
Dallas, TX 75202-2799



CONFIRMATION NO. 3663

FORMALITIES LETTER



OC000000007765231

Date Mailed: 04/02/2002

NOTICE TO FILE MISSING PARTS OF NONPROVISIONAL APPLICATION

FILED UNDER 37 CFR 1.53(b)

Filing Date Granted

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APR 26 2002
OFFICE OF PETITIONS

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 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(l) of \$65 for a small entity in compliance with 37 CFR 1.27, must be submitted with the missing items identified in this letter.
- **The balance due by applicant is \$ 65.**

The application is informal since it does not comply with the regulations for the reason(s) indicated below.

The required item(s) identified below must be timely submitted to avoid abandonment:

- Substitute drawings in compliance with 37 CFR 1.84 because:
 - drawing sheets do not have the appropriate margin(s) (see 37 CFR 1.84(g)). Each sheet must include a top margin of at least 2.5 cm. (1 inch), a left side margin of at least 2.5 cm. (1 inch), a right side margin of at least 1.5 cm. (5/8 inch), and a bottom margin of at least 1 0 cm. (3/8 inch);

04/26/2002 GTEFFERA 00000055 10076795

01 FC:105

130.00 DP

05/23/2002 HHOHHH1 00000008 10076795

65.00 DP

01 FC:205

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

Adjustment date: 05/23/2002 HHOHHH1
04/26/2002 GTEFFERA 00000055 10076795

01 FC:105

130.00 DP

* DOCKETED
Int: MD DT: 4-8-02
Action: Missing parts due 6-2-02 Date:

Rep. In. Ref: 05/23/2002 HHOHHH1 0013411900
DAH: 100447 Name/Number: 10076795 \$65.00 CR

FC: 704

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Initial Patent Examination Division (703) 308-1202
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GARY B. SOLOMON
JENKENS & GILCHRIST, P.C.
1445 ROSS AVENUE, SUITE 3200
DALLAS, TX 75202-2799

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OFFICE OF PETITIONS

In re Application of :
David A. Norman :
Application No. 10/076,795 :
Filed: February 12, 2002 :
Attorney Docket No. 50097-00008USPT :

NOTICE

This is a notice regarding your request for acceptance of a fee deficiency submission under 37 CFR 1.28. On September 1, 1998, the Court of Appeals for the Federal Circuit held that 37 CFR 1.28(c) is the sole provision governing the time for correction of the erroneous payment of the issue fee as a small entity. **See DH Technology v. Synergystex International, Inc. 154 F.3d 1333, 47 USPQ2d 1865 (Fed. Cir. Sept. 1, 1998).**

The Office no longer investigates or rejects original or reissue applications under 37 CFR 1.56. **1098 Off. Gaz. Pat. Office 502 (January 3, 1989).** Therefore, nothing in this Notice is intended to imply that an investigation was done.

Your fee deficiency submission under 37 CFR 1.28 is hereby **ACCEPTED.**

Inquiries related to this communication should be directed to the Office of Petitions Staff at (703) 305-9285.

This file is being forwarded to the Initial Patent Examination Unit.

Irvin Dingle
Petitions Examiner
Office of Petitions
Office of the Deputy Commissioner
for Patent Examination Policy

PATENT APPLICATION

Docket No. 50097-00008USPT

Filing Fee	Small Entity Fee Paid	Then-Current Large Entity Fee Due	Amount Owed (Difference)
Filing fee	\$370	\$740	\$370
Total Claims (Extra - 25)	225	450	225
Total Independent Claims (Extra - 5)	42	84	210
Petition Fee			130
Total Amount Due:			\$935

Check in the amount of \$935.00 (for deficiency) are enclosed herewith.

Applicant respectfully requests that this Petition to Excuse Error be granted.

The Commissioner is hereby authorized to charge payment of the following fees associated with this communication or credit of any over payment or underpayment to Deposit Account No. 10-0447. This sheet is attached in duplicate.

Respectfully submitted,

JENKENS & GILCHRIST, P.C.



Gary B. Solomon
Registration No. 44,347

Date: April 17, 2002

1445 Ross Avenue, Suite 3200
Dallas, Texas 75202-2799
(Direct) 214/855-4188
(Fax) 214/855-4300

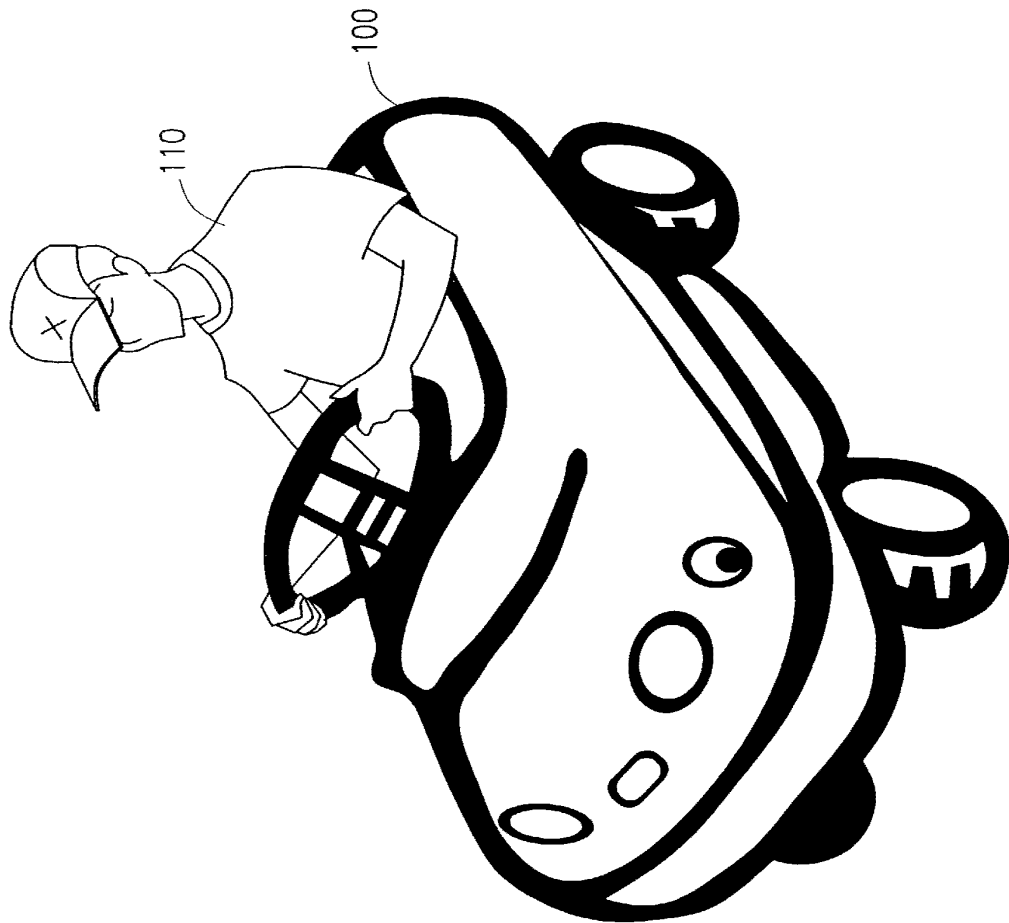
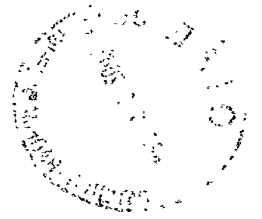


FIG. 1

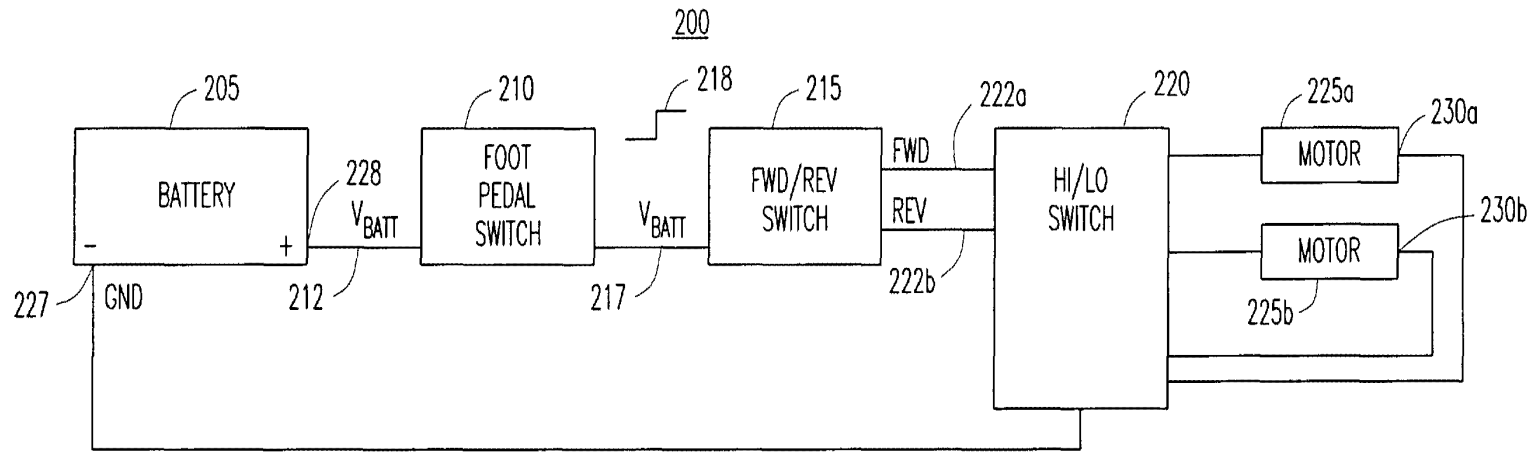


FIG. 2
(PRIOR ART)

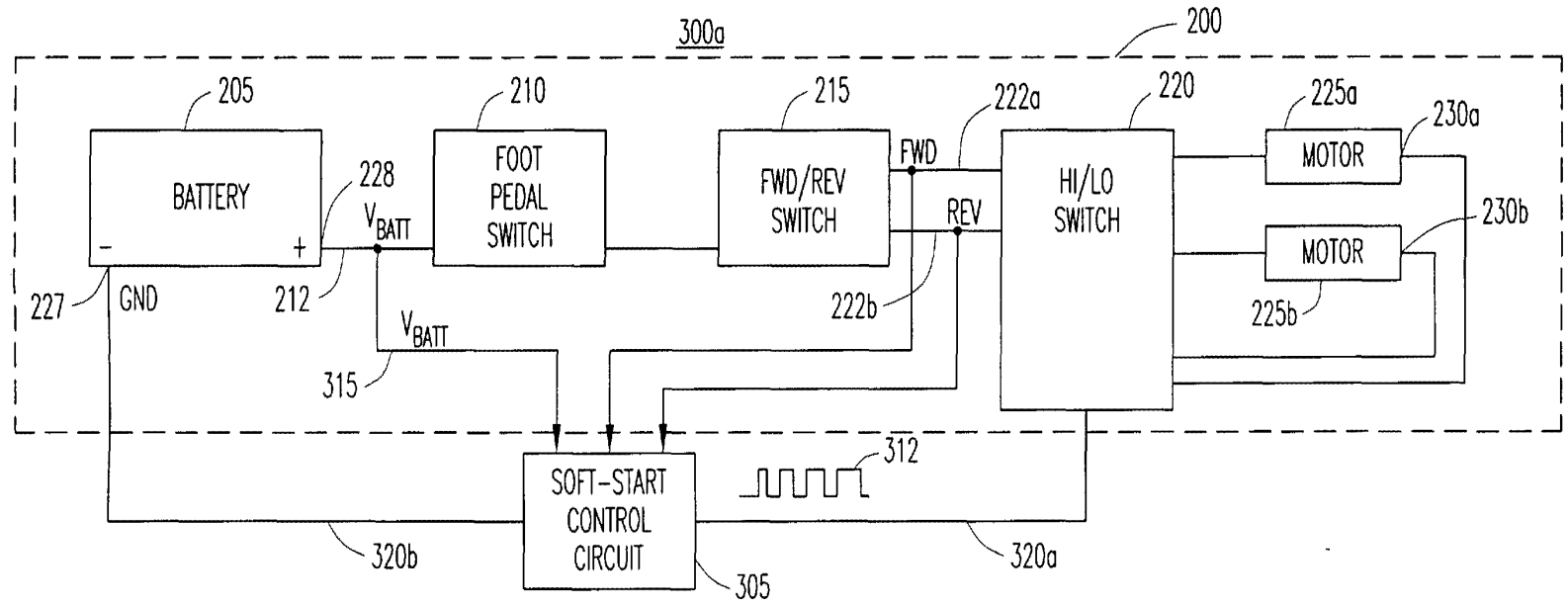
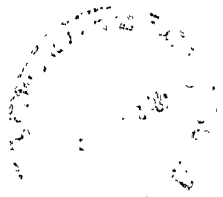


FIG. 3

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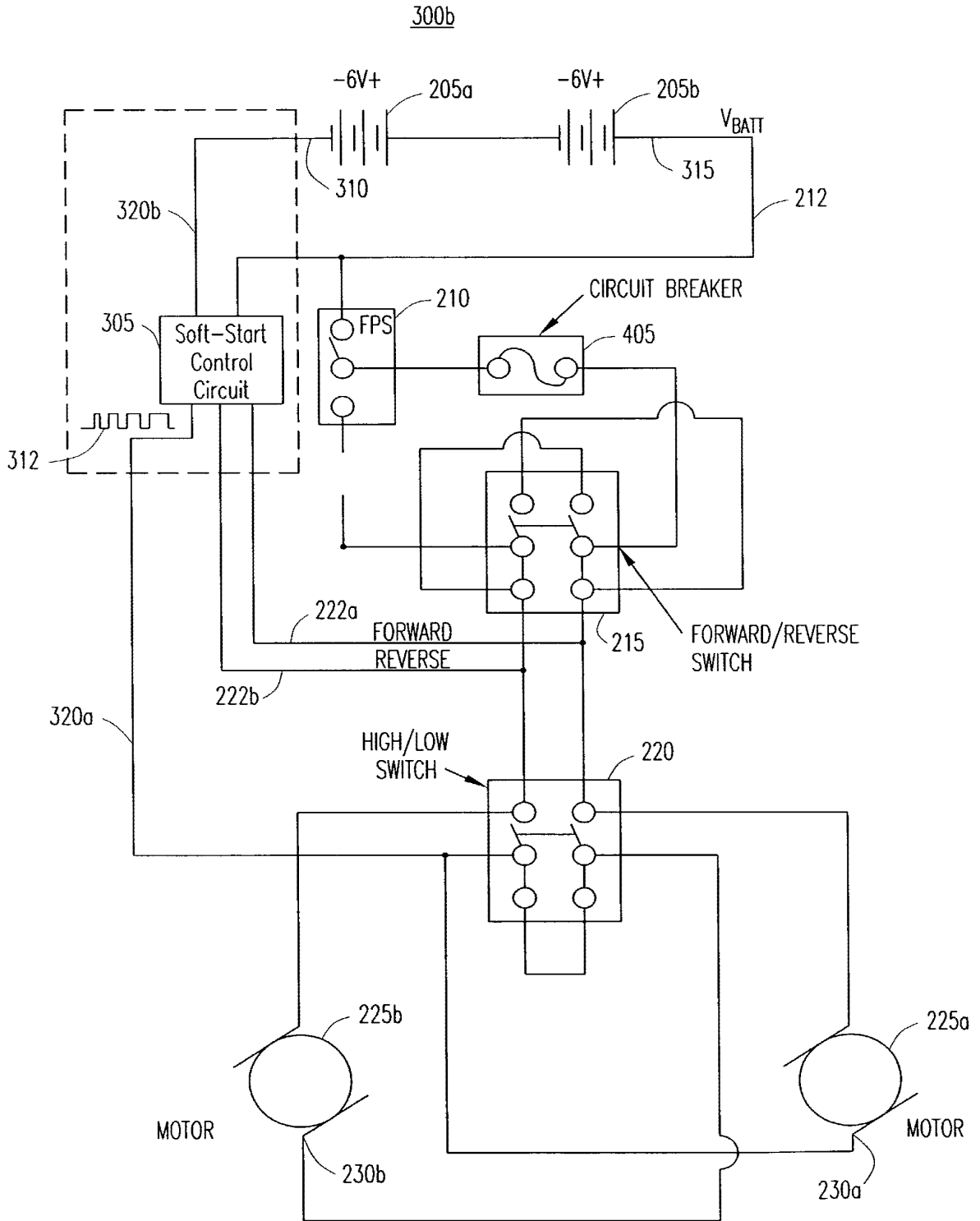
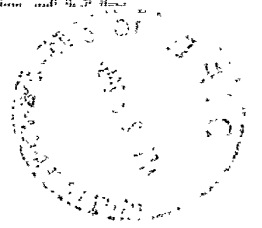


FIG. 4

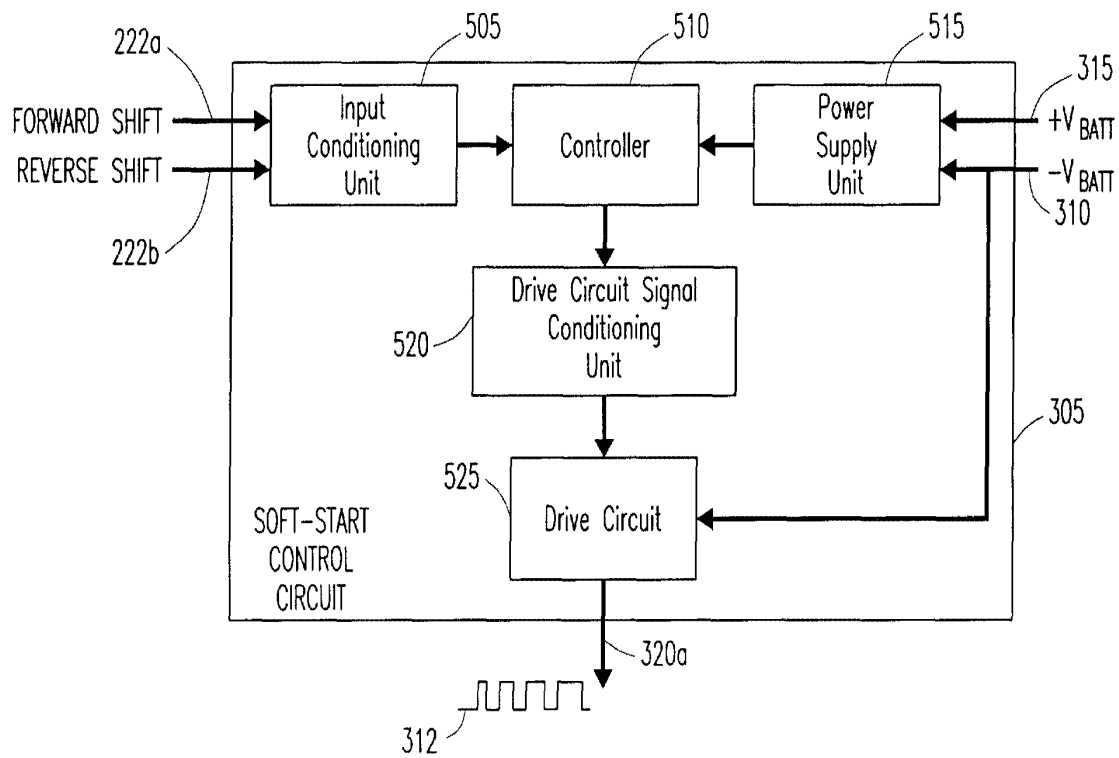


FIG. 5

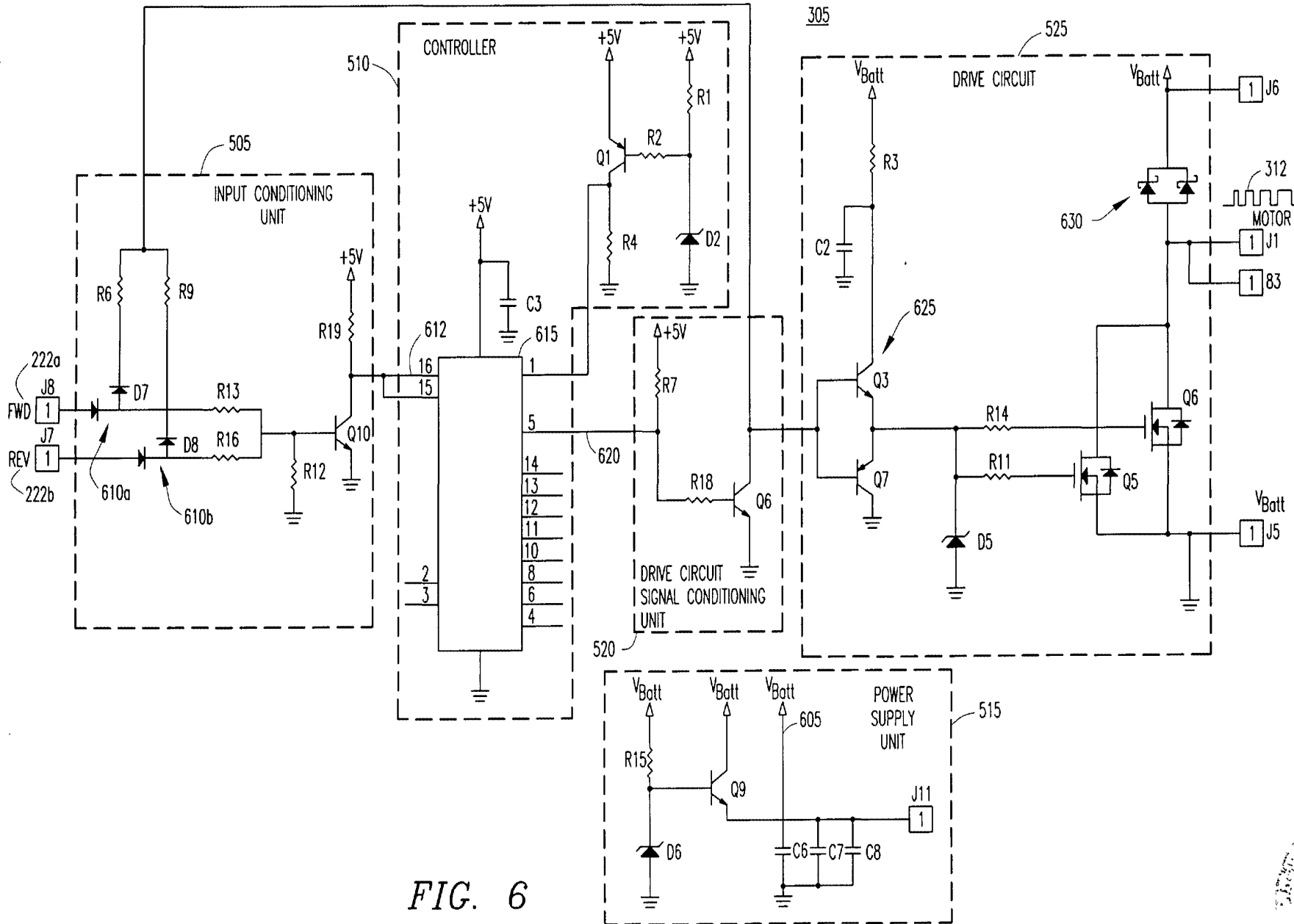


FIG. 6

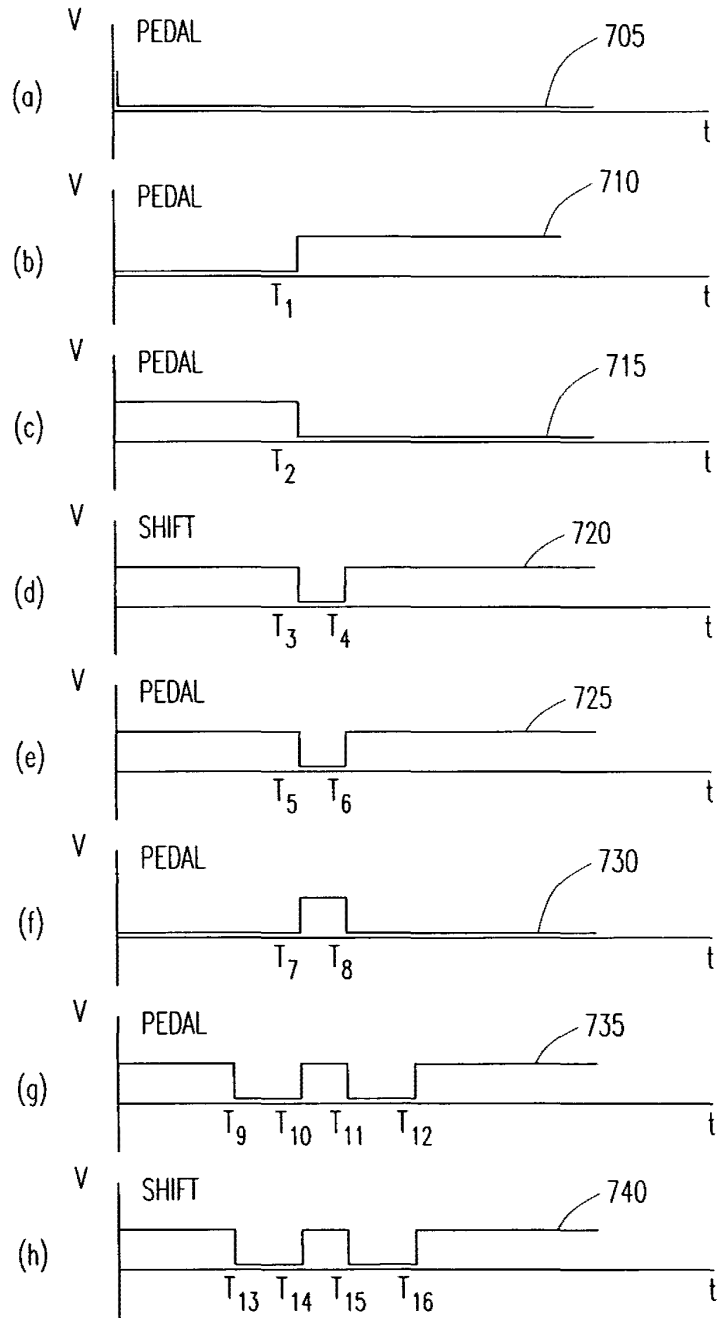
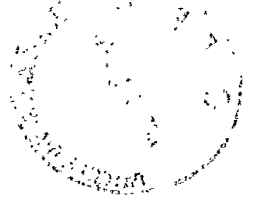
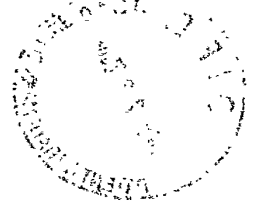


FIG. 7



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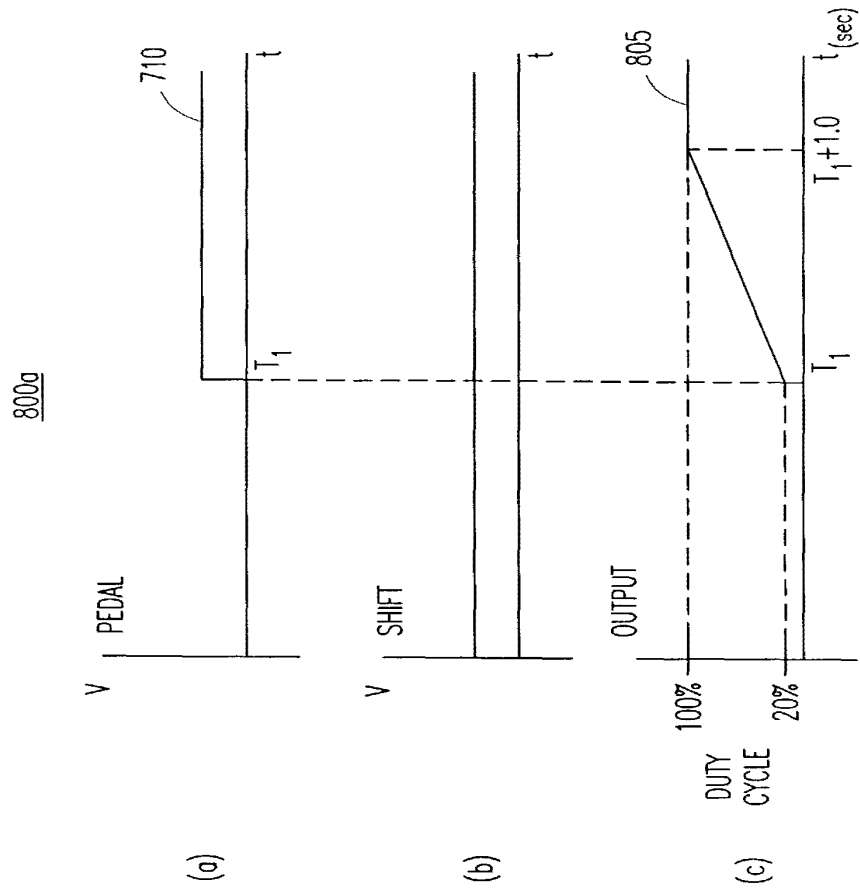


FIG. 8A

800b

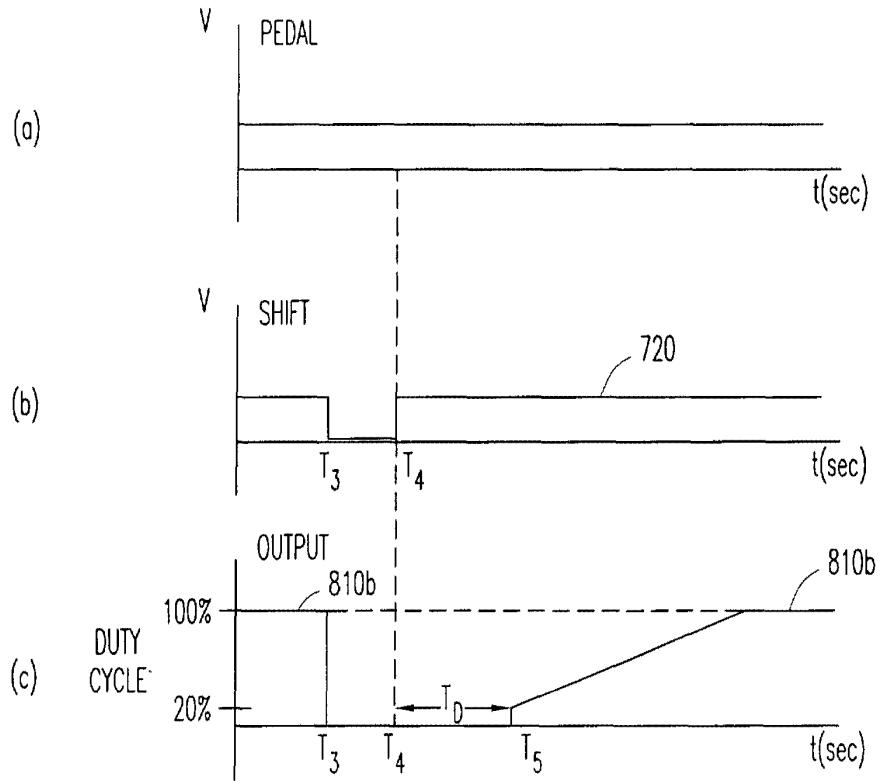


FIG. 8B

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800c

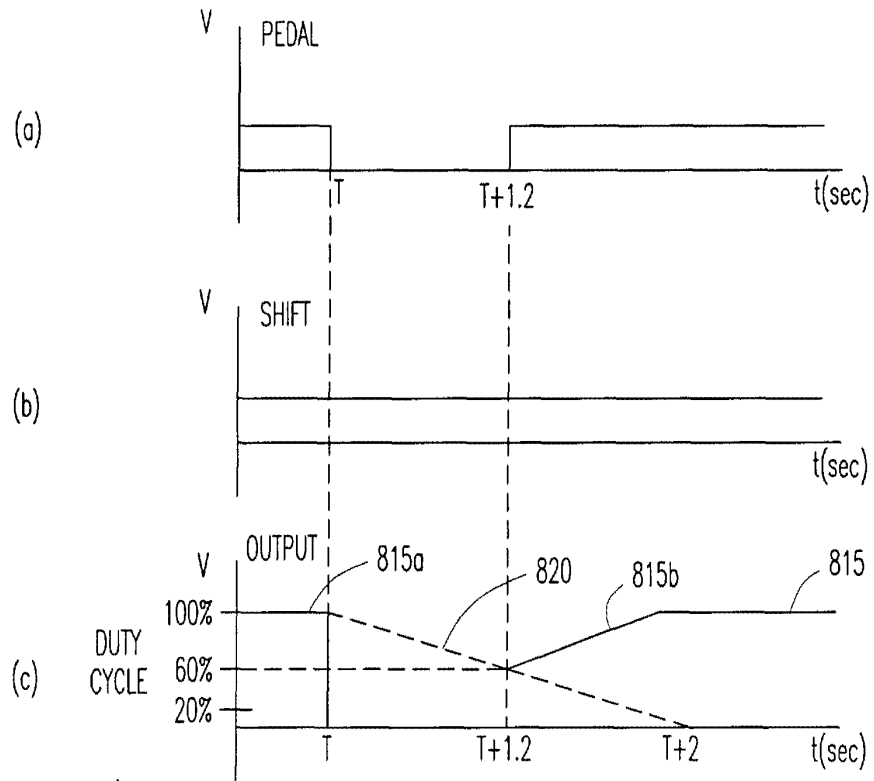


FIG. 8C

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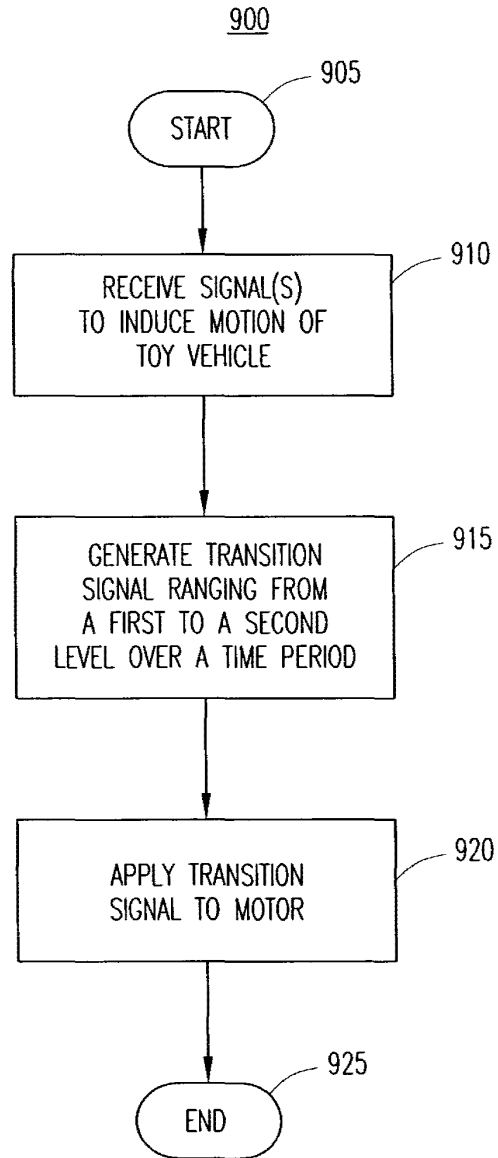
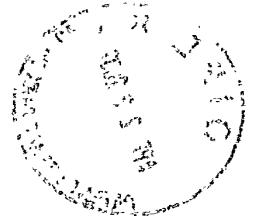


FIG. 9

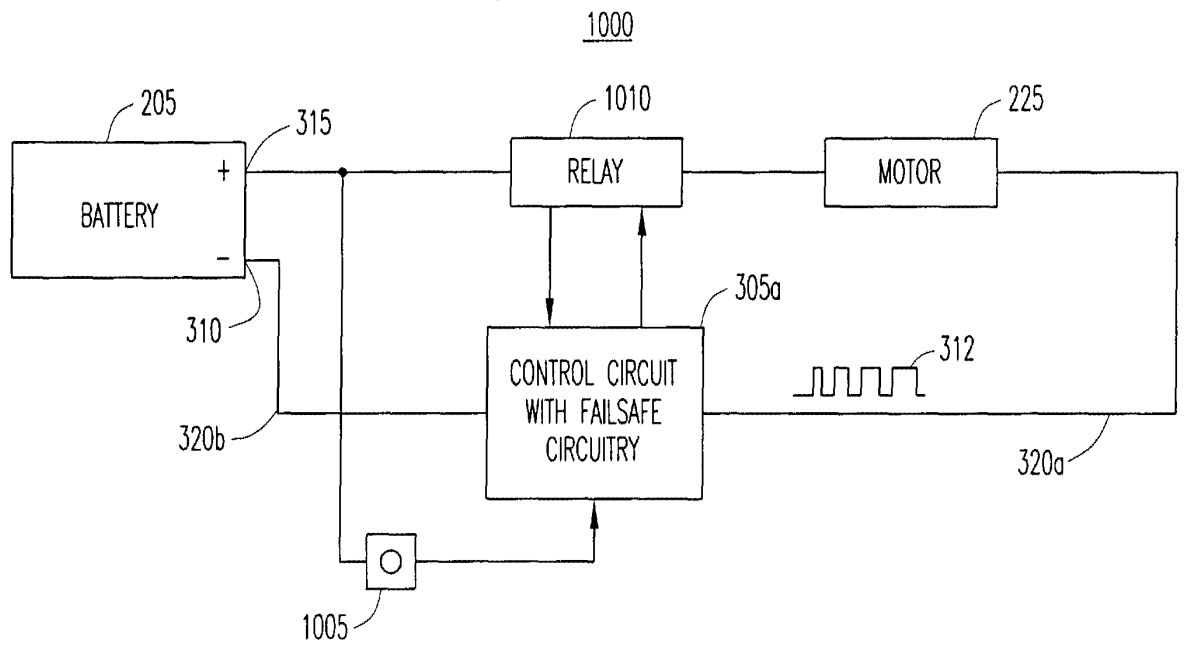
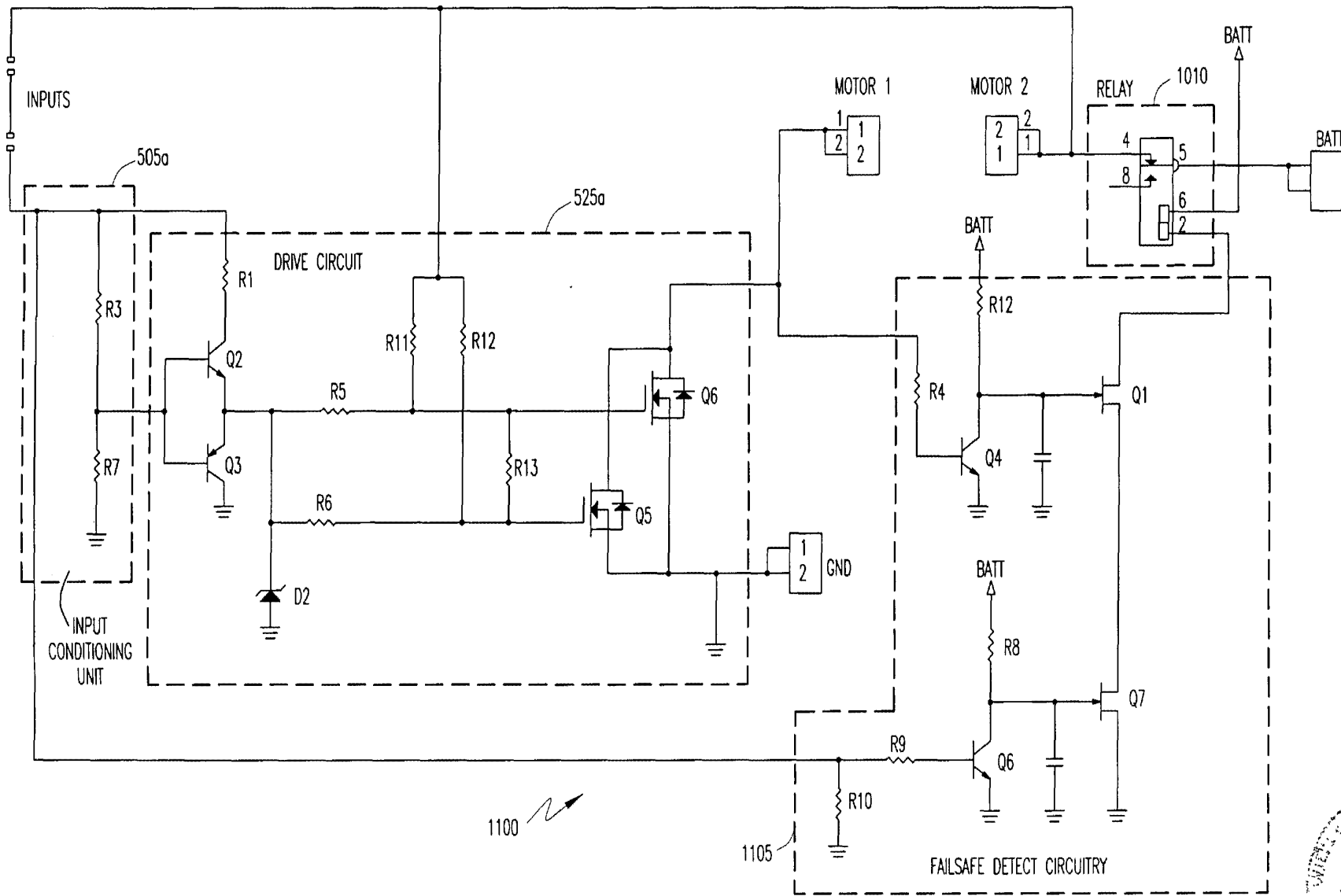


FIG. 10

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FIG. 11

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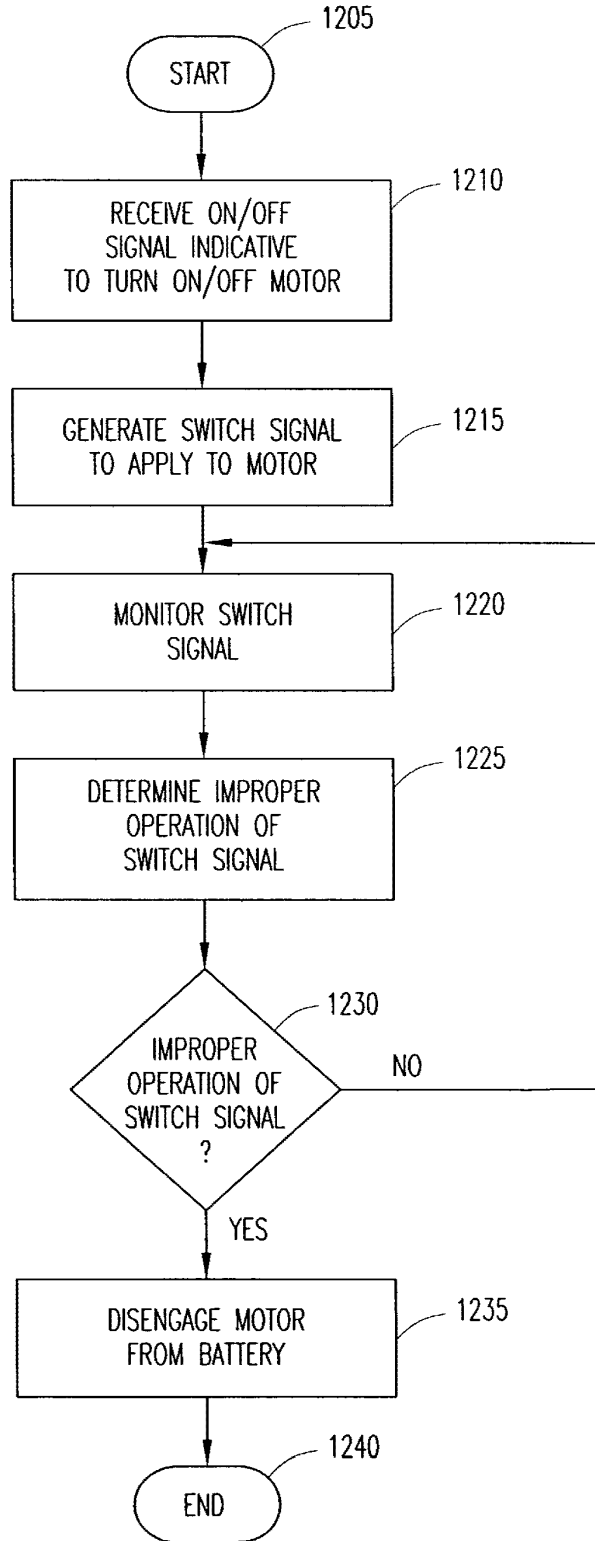
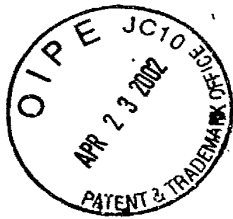


FIG. 12



PATENT APPLICATION
DOCKET NO.: 50097-00008USPT

**RULES 63 AND 67 (37 C.F.R. 1.63 and 1.67)
DECLARATION AND POWER OF ATTORNEY**

FOR UTILITY/DESIGN/CIP/PCT NATIONAL APPLICATIONS

RECEIVED
APR 26 2002
OFFICE OF PETITIONS

As a below named inventor, I hereby declare that:

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

I believe that 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: **SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE**, the specification of which: (mark only one)

- (a) is attached hereto.
 (b) was filed on 1/08/2002 as Utility Application Serial No 10/043,361 and was amended on _____ (if applicable)
 (c) was filed as PCT International Application No. PCT/_____ on _____ and was amended on _____ (if applicable).
 (d) was filed on _____ as Application Serial No. _____ and was issued a Notice of Allowance on _____.
 (e) was filed on _____ and bearing attorney docket number _____

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 or as allowed as indicated above.

I acknowledge the duty to disclose all information known to me to be material to the patentability of this application as defined in 37 CFR § 1.56. If this is a continuation-in-part (CIP) application, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of 35 U.S.C. § 112, I acknowledge the duty to disclose to the Office all information known to me to be material to patentability of the application as defined in 37 CFR § 1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

I hereby claim foreign priority benefits under 35 U.S.C. § 119/365 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate filed by me or my assignee disclosing the subject matter claimed in this application and having a filing date (1) before that of the

application on which my priority is claimed or, (2) if no priority is claimed, before the filing date of this application:

PRIOR FOREIGN PATENTS

<u>Number</u>	<u>Country</u>	<u>Month/Day/Year</u> <u>Filed</u>	<u>Date first</u> <u>laid-open or</u> <u>Published</u>	<u>Date</u> <u>patented</u> <u>or</u> <u>Granted</u>	<u>Priority</u> <u>Claimed</u>	
					<u>Yes</u>	<u>No</u>

NONE

I hereby claim the benefit under 35 U.S.C. § 120/365 of any United States application(s) listed below and PCT international applications listed above or below:

PRIOR U.S. OR PCT APPLICATIONS

<u>Application No. (series code/serial no.)</u>	<u>Month/Day/Year Filed</u>	<u>Status(pending, abandoned, patented)</u>
60/ 268,447	February 12, 2001	

I hereby appoint:

- | | | |
|---------------------------------------|---|--|
| TIMOTHY G. ACKERMANN, Reg. No. 44,493 | J. KEVIN GRAY, Reg. No. 37,141 | SPENCER C. PATTERSON, Reg. No. 43,849 |
| BENJAMIN J. BAI, Reg. No. 43,481 | KEITH P. GRAY, Reg. No. 46,738 | RUSSELL N. RIPPAMONTI, Reg. No. 39,521 |
| JOSEPH M. BEAUCHAMP, Reg. No. 46,544 | STEVEN R. GREENFIELD, Reg. No. 38,166 | ROSS T. ROBINSON, Reg. No. 47,031 |
| MARY JO BOLDINGH, Reg. No. 34,713 | JOSHUA A. GRISWOLD, Reg. No. 46,310 | STEPHEN G. RUDISILL, Reg. No. 20,087 |
| MARGARET A. BOULWARE, Reg. No. 28,708 | J. PAT HEPTIG, Reg. No. 40,643 | HOLLY L. RUDNICK, Reg. No. 43,065 |
| DANIEL J. BURNHAM, Reg. No. 39,618 | SHARON A. ISRAEL, Reg. No. 41,867 | J.L. JENNIE SALAZAR, Reg. No. 45,065 |
| THOMAS L. CANTRELL, Reg. No. 20,849 | JOHN R. KIRK JR., Reg. No. 24,477 | JERRY R. SELINGER, Reg. No. 26,582 |
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| STUART D. DWORK, Reg. No. 31,103 | HSIN-WEI LUANG, Reg. No. 44,213 | GARY B. SOLOMON, Reg. No. 44,347 |
| WILLIAM F. ESSER, Reg. No. 38,053 | ROBERT W. MASON, Reg. No. 42,848 | STEVE Z. SZCZEPANSKI, Reg. No. 27,957 |
| ROGER J. FRENCH, Reg. No. 27,786 | ROGER L. MAXWELL, Reg. No. 31,855 | ANDRE M. SZUWALSKI, Reg. No. 35,701 |
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| RUSSELL J. GENET, Reg. No. 42,571 | RAMA B. NATH, Reg. No. 27,072 | GERALD T. WELCH, Reg. No. 30,332 |
| GERALD H. GLANZMAN, Reg. No. 25,035 | DANIEL G. NGUYEN, Reg. No. 42,933 | HAROLD N. WELLS, Reg. No. 26,044 |
| LEKHA GOPALAKRISHNAN, Reg. No. 46,733 | MICHAEL K. NUTTER, Reg. No. 44,979 | WILLIAM D. WIESE, Reg. No. 45,217 |


all of the firm of **JENKENS & GILCHRIST, a Professional Corporation**, 1445 Ross Avenue, Suite 3200, Dallas, Texas 75202-2799, as my attorneys and/or agents, with full power of substitution and revocation, to prosecute this application, provisionals thereof, continuations, continuations-in-part, divisionals, appeals, reissues, substitutions, and extensions thereof and to transact all business in the United States Patent and Trademark Office connected therewith, to appoint any individuals under an associate power of attorney and to file and prosecute any international patent application filed thereon before any international authorities, and I hereby authorize them to act and rely on instructions from and communicate directly with the person/assignee/attorney/firm/organization who/which first sent this case to them and by whom/which I hereby declare that I have consented after full disclosure to be represented unless/until I instruct them in writing to the contrary.

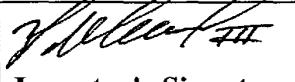
Please address all correspondence and direct all telephone calls to:

Gary B. Solomon, Esq.
 Jenkens & Gilchrist, P.C.
 1445 Ross Avenue, Suite 3200
 Dallas, Texas 75202-2799
 214/855-4500
 214/855-4300 (fax)

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.

NAMED INVENTOR(S)

1	David A. Norman		4 March 02
	Full Name	Inventor's Signature	Date
	3112 Old Mill Road Greenville, TX 75402		U.S.A.
	Residence (city, state, country)	Citizenship	
	3112 Old Mill Road Greenville, TX 75402		
	Post Office Address (include zip code)		

2	Robert H. Mimplitch III		2002-MAR-4
	Full Name	Inventor's Signature	Date
	5606 Luna Dr. Rowlett, TX 75088 Residence (city, state, country)		U.S.A. Citizenship
	5606 Luna Dr. Rowlett, TX 75088 Post Office Address (include zip code)		

3	Richard Torrance	<i>Richard Torrance</i>	March 4, 2002
	Full Name	Inventor's Signature	Date
	5001 Peacock Greenville, TX 75402		U.S.A.
	Residence (city, state, country)	Citizenship	
	5001 Peacock Greenville, TX 75402		
	Post Office Address (include zip code)		



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GARY B. SOLOMON
JENKENS & GILCHRIST, P.C.
1445 ROSS AVENUE, SUITE 3200
DALLAS, TX 75202-2799

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OFFICE OF PETITIONS

In re Application of :
David A. Norman :
Application No. 10/076,795 :
Filed: February 12, 2002 :
Attorney Docket No. 50097-00008USPT :

NOTICE

This is a notice regarding your request for acceptance of a fee deficiency submission under 37 CFR 1.28. On September 1, 1998, the Court of Appeals for the Federal Circuit held that 37 CFR 1.28(c) is the sole provision governing the time for correction of the erroneous payment of the issue fee as a small entity. See *DH Technology v. Synergystex International, Inc.* 154 F.3d 1333, 47 USPQ2d 1865 (Fed. Cir. Sept. 1, 1998).

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Your fee deficiency submission under 37 CFR 1.28 is hereby **ACCEPTED.**

Inquiries related to this communication should be directed to the Office of Petitions Staff at (703) 305-9285.

This file is being forwarded to the Initial Patent Examination Unit.

Irvin Dingle
Irvin Dingle

Petitions Examiner
Office of Petitions
Office of the Deputy Commissioner
for Patent Examination Policy

Receipt
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(202) 326-1500
AFFILIATE OFFICE
CHICAGO, ILLINOIS
(312) 425-3900

Gary B. Solomon
(214) 855-4188
gsolomon@jenkins.com

Commissioner for Patents
P.O. Box 2327
Arlington, VA 22202

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Commissioner for Patents P.O. Box 2327 Arlington, VA 22202
on 6/14/02
Carol Marsteller
Signature

Re: Applicant(s): David A. Norman, et al.
Serial No. 10/076,795
Filing Date: February 12, 2002
For: SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE
Docket No.: 50097-8USPT

Dear Sir:

Transmitted for filing with the Patent and Trademark Office are the following documents for the above-referenced patent application:

1. Request to Correct Filing Receipt;
2. Copy of Official Filing Receipt, with red-lined corrections; and
3. Postcard acknowledgment.

Please address all communications related to this to:

Gary B. Solomon
Jenkins & Gilchrist, P.C.
1445 Ross Avenue, Suite 3200
Dallas, Texas 75202-2799

In the event there is an under or over payment, please debit or credit our Deposit Account #10-0447.

Respectfully submitted,

Gary B. Solomon
Registration No. 44,347

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of: David A. Norman, et al.

Serial No. 10/076,795

Filed: February 12, 2002

Group No: 3619

Examiner: Not Yet Assigned

For: SYSTEM, APPARATUS, AND METHOD FOR PROVIDING
CONTROL OF A TOY VEHICLE



Commissioner for Patents
P.O. Box 2327
Arlington, VA 22202

CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited, postage paid, with the United States Postal Service as first class mail in an envelope addressed to: Commissioner for Patents P.O. Box 2327 Arlington, VA 22202

on

Signature:

6/14/02
Carol J. Staller

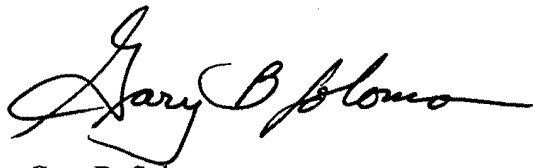
REQUEST FOR CORRECTED FILING RECEIPT

Attached is a copy of the official filing receipt received from the PTO in connection with the application identified above for which issuance of a corrected filing receipt is respectfully requested. The error(s) contained on the receipt are marked in red and summarized below. The error was incorrectly entered.

	Error In	Correct Data
1.	<input type="checkbox"/> Applicant's Name	1.
2.	<input type="checkbox"/> Applicant's Address	2.
3.	<input type="checkbox"/> Title	3.
4.	<input type="checkbox"/> Filing Date	4.
5.	<input type="checkbox"/> Application Number	5.
6.	<input type="checkbox"/> PCT Application	6.
7.	<input checked="" type="checkbox"/> Other	7. Large Entity

Applicant requests that a Corrected Filing Receipt be issued and sent to Applicant's attorney of record.

Respectfully submitted,
JENKENS & GILCHRIST, P.C.



Gary B. Solomon
Registration No. 44,347

Date: June 13, 2002

Jenkins & Gilchrist, P.C
3200 Fountain Place
1445 Ross Avenue
Dallas, Texas 75202-2799
Telephone: (214) 855-4188
Facsimile: (214) 855-4300

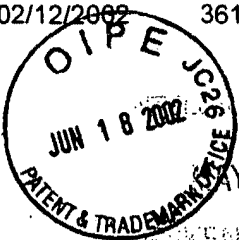


UNITED STATES PATENT AND TRADEMARK OFFICE

COMMISSIONER FOR PATENTS
 UNITED STATES PATENT AND TRADEMARK OFFICE
 WASHINGTON, D.C. 20231
 www.uspto.gov

APPLICATION NUMBER	FILING DATE	GRP ART UNIT	FIL FEE REC'D	ATTY. DOCKET NO	DRAWINGS	TOT CLAIMS	IND CLAIMS
10/076,795	02/12/2002	3619	870	50097-8USPT	13	45	8

Jenkins & Gilchrist, P.C.
 3200 Fountain Place
 1445 Ross Avenue
 Dallas, TX 75202-2799



CONFIRMATION NO. 3663
 UPDATED FILING RECEIPT



Date Mailed: 05/24/2002

Receipt is acknowledged of this nonprovisional Patent Application. It will be considered in its order and you will be notified as to the results of the examination. Be sure to provide the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION when inquiring about this application. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. If an error is noted on this Filing Receipt, please write to the Office of Initial Patent Examination's Filing Receipt Corrections, facsimile number 703-746-9195. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections (if appropriate).

Applicant(s)

David A. Norman, Greenville, TX;
 Robert H. Mimlitch III, Rowlett, TX;
 Richard Torrance, Greenville, TX;

Domestic Priority data as claimed by applicant

THIS APPLN CLAIMS BENEFIT OF 60/268,447 02/12/2001

Foreign Applications

If Required, Foreign Filing License Granted 04/01/2002

Projected Publication Date: 09/05/2002

Non-Publication Request: No

Early Publication Request: No

~~** SMALL ENTITY~~

Title

System, apparatus, and method for providing control of a toy vehicle



UNITED STATES DEPARTMENT OF COMMERCE
Patent and Trademark Office
ASSISTANT SECRETARY AND COMMISSIONER
OF PATENTS AND TRADEMARKS
Washington, D.C. 20231

#8 change of address

D. Townsend

12/30/02

CHANGE OF ADDRESS/POWER OF ATTORNEY

FILE LOCATION 36C1 SERIAL NUMBER 10076795 PATENT NUMBER

THE CORRESPONDENCE ADDRESS HAS BEEN CHANGED TO CUSTOMER # 26231

ON 11/29/02 THE ADDRESS OF RECORD FOR CUSTOMER NUMBER 26231 IS:

FISH & RICHARDSON P.C.
3300 DAIN RAUSCHER PLAZA
60 SOUTH SIXTH STREET
MINNEAPOLIS MN 55402

RECEIVED

DEC 24 2002

GROUP 3600

PTO INSTRUCTIONS: PLEASE TAKE THE FOLLOWING ACTION WHEN THE CORRESPONDENCE ADDRESS HAS BEEN CHANGED TO CUSTOMER NUMBER: RECORD, ON THE NEXT AVAILABLE CONTENTS LINE OF THE FILE JACKET, 'ADDRESS CHANGE TO CUSTOMER NUMBER'. LINE THROUGH THE OLD ADDRESS ON THE FILE JACKET LABEL AND ENTER ONLY THE 'CUSTOMER NUMBER' AS THE NEW ADDRESS. FILE THIS LETTER IN THE FILE JACKET. WHEN ABOVE CHANGES ARE ONLY TO FEE ADDRESS AND/OR PRACTITIONERS OF RECORD, FILE LETTER IN THE FILE JACKET. THIS FILE IS ASSIGNED TO GAU 3618.

3619



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al. Art Unit : 3619
Serial No. : 10/076,795 Examiner : Unknown
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

#9
Rev P/A
4-8-03
SW

Commissioner for Patents
Washington, D.C. 20231

REVOCATION AND NEW POWER OF ATTORNEY

Under 37 CFR §3.73(b) INNOVATION FIRST, INC., a corporation in the State of Delaware, certifies that it is the assignee of 100% of the right, title and interest in the patent application identified above by virtue of:

[X] An assignment from the inventors of the patent application identified above. The assignment was recorded in the Patent and Trademark Office at Reel 012818, Frame 0072 on April 23, 2002.

[] A chain of title from the inventors of the patent application identified above, to the current assignee as shown below. Copies of the assignments or other documents in the chain of title are attached.

1. From _____ to _____ recorded in the Patent and Trademark Office at Reel _____, Frame _____ on _____.

2. From _____ to _____ recorded in the Patent and Trademark Office at Reel _____, Frame _____ on _____.

The undersigned has reviewed all the documents in the chain of title of the patent application identified above and, to the best of undersigned's knowledge and belief, title is in the assignee identified above.

CERTIFICATE OF MAILING BY FIRST CLASS MAIL

I hereby certify under 37 CFR §1.8(a) that this correspondence is being deposited with the United States Postal Service as first class mail with sufficient postage on the date indicated below and is addressed to the Commissioner for Patents, Washington, D.C. 20231.

3/28/2003
Date of Deposit

Peggy C Gray
Signature

Peggy C Gray
Typed or Printed Name of Person Signing Certificate

RECEIVED
APR 0 3 2003
GROUP 3600

Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Page : 2

Attorney's Docket No.: 14489-004001

The undersigned, whose title is supplied below, is empowered to act on behalf of the assignee.

The undersigned, acting on behalf of the assignee, hereby revokes all powers of attorney previously granted in the application and appoints:

J. Kevin Gray Reg. No. 37,141
Spencer C. Patterson Reg. No. 43,849
Neil J. McNabney Reg. No. 47,786
William R. Borchers Reg. No. 44,549

with full power of substitution and revocation, to prosecute the application and to transact all business in the United States Patent and Trademark Office connected therewith.

All correspondence regarding the application should be sent to:



26231

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 patents issued thereon.

Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Page : 3

Attorney's Docket No.: 14489-004001

Respectfully submitted,

Date: 3/17/03



DAVID ANTHONY NORMAN

Title: President

Fish & Richardson P.C.
5000 Bank One Center
1717 Main Street
Dallas, Texas 75201
Telephone: (214) 292-4082
Facsimile: (214) 747-2091

90034559.doc



Commissioner for Patents
Washington, DC 20231
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APPLICATION NUMBER	FILING DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
10/076,795	02/12/2002	David A. Norman	50097-8USPT

CONFIRMATION NO. 3663

2600
FISH & RICHARDSON P.C.
3300 DAIN RAUSCHER PLAZA
60 SOUTH SIXTH STREET
MINNEAPOLIS, MN 55402



Date Mailed: 04/08/2003

NOTICE REGARDING CHANGE OF POWER OF ATTORNEY

This is a response to the Power of Attorney filed 04/02/2003.

- 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).

X. Williams

VEN. WILLIAMS
3600 308-1860

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UNITED STATES
PATENT AND
TRADEMARK OFFICE

Commissioner for Patents
Washington, DC 20231
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APPLICATION NUMBER	FILING DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
0976,795	02/12/2002	David A. Norman	50097-8USPT

CONFIRMATION NO. 3663

Filing Office:
500... Center
17... Street
Da... 5201



Date Mailed: 04/08/2003

NOTICE OF ACCEPTANCE OF POWER OF ATTORNEY

This is a response to the Power of Attorney filed 04/02/2003.

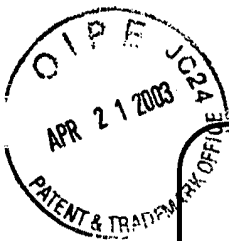
The Power of Attorney in this application is accepted. Correspondence in this application will be mailed to the address as provided by 37 CFR 1.33.

BEST AVAILABLE COPY

X Williams

V: WILLIAMS
361 8-1860

OFFICE COPY



Please type a plus sign (+) inside box

PTO/SB/122 (10-00)

3619

Approved for use through 10/31/2002. OMB 0651-0035
U.S. Patent and Trademark Office: U.S. DEPARTMENT OF COMMERCE

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

<p align="center">CHANGE OF CORRESPONDENCE ADDRESS Application</p> <p>Address to: Commissioner for Patents Washington, D.C. 20231</p>	Application Number	10/076,795
	Filing Date	February 12, 2002
	First Named Inventor	Norman et al.
	Group Art Unit	3619
	Examiner Name	
	Attorney Docket Number	14489-004001

#11
Chy gadd
5-12-03
vw

Please change the Correspondence Address for the above-identified application to



Customer No: 26231



Firm or Individual Name

Address 60 South Sixth Street
3300 Dain Rauscher Plaza
Minneapolis, MN 55402

Country United States of America

Telephone (214) 292-4082 **Fax** (214) 747-2091

This form cannot be used to change the data associated with a Customer Number. To change the data associated with an existing Customer Number use "Request for Customer Number Data Change", (PTO/SB/124).

I am the :

- Applicant/Inventor.
- Assignee of record of the entire interest.
Certificate under 37 CFR 3.73(b) is enclosed.
- Attorney or agent of record.
- Registered practitioner named in the application transmittal letter in an application without an executed oath or declaration. See 37 CFR 1.33(a)(1). Registration Number 43,849

Typed or Printed Name Spencer C. Patterson

Signature

Date 04/16/2003

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

*Total of 1 forms are submitted.

90037942.doc

Burden Hour Statement: This form is estimated to take 0.2 hours to complete. Time will vary depending upon the needs of the individual case. Any comments on the amount of time you are required to complete this form should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, Washington, DC 20231. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, Washington, DC 20231.



UNITED STATES PATENT AND TRADEMARK OFFICE

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United States Patent and Trademark Office
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Alexandria, Virginia 22313-1450
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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-8USPT	3663

26231 7590 07/15/2003
FISH & RICHARDSON P.C.
5000 BANK ONE CENTER
1717 MAIN STREET
DALLAS, TX 75201

EXAMINER

AVERY, BRIDGET D

ART UNIT PAPER NUMBER

3618

DATE MAILED: 07/15/2003

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

Office Action Summary

Application No.

10/076,795

Applicant(s)

NORMAN ET AL.

Examiner

Bridget Avery

Art Unit

3618

-- 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 30 days 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 21 April 2003.
- 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) 1-45 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) _____ is/are rejected.
- 7) Claim(s) _____ is/are objected to.
- 8) Claim(s) 1-45 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).
- 11) The proposed drawing correction filed on _____ is: a) approved b) disapproved by the Examiner.
If approved, corrected drawings are required in reply to this Office action.
- 12) The oath or declaration is objected to by the Examiner.

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

- 13) 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.
- 14) Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e) (to a provisional application).
a) The translation of the foreign language provisional application has been received.
- 15) Acknowledgment is made of a claim for domestic priority under 35 U.S.C. §§ 120 and/or 121.

Attachment(s)

- 1) Notice of References Cited (PTO-892) 4) Interview Summary (PTO-413) Paper No(s). _____
- 2) Notice of Draftsperson's Patent Drawing Review (PTO-948) 5) Notice of Informal Patent Application (PTO-152)
- 3) Information Disclosure Statement(s) (PTO-1449) Paper No(s) _____ 6) Other: _____

DETAILED ACTION

Election/Restrictions

Restriction to one of the following inventions is required under 35 U.S.C. 121:

- I. Claims 1-13 and 41, drawn to a method of controlling acceleration of a toy vehicle and method from controlling acceleration and deceleration of the vehicle, classified in class 180, subclass 167.
- II. Claims 35-40, drawn to a toy vehicle, classified in class 180, subclass 65.1.
- III. Claim 42, drawn to a method of disabling a toy vehicle, classified in class 180, subclass 65.1.
- IV. Claims 14-34 and 43-45, drawn to a toy vehicle, classified in class 180, subclass 65.1.

The inventions are distinct, each from the other because of the following reasons:

Inventions I and II are related as process and apparatus for its practice. The inventions are distinct if it can be shown that either: (1) the process as claimed can be practiced by another materially different apparatus or by hand, or (2) the apparatus as claimed can be used to practice another and materially different process. (MPEP § 806.05(e)). In this case the method of controlling acceleration of a toy vehicle can be done using mechanical elements only and without the use of software.

Art Unit: 3618

Inventions III and IV are related as process and apparatus for its practice. The inventions are distinct if it can be shown that either: (1) the process as claimed can be practiced by another materially different apparatus or by hand, or (2) the apparatus as claimed can be used to practice another and materially different process. (MPEP § 806.05(e)). In this case the method of controlling a toy vehicle can be done using mechanical elements only and without the use of software.

Inventions I and III are unrelated. Inventions are unrelated if it can be shown that they are not disclosed as capable of use together and they have different modes of operation, different functions, or different effects (MPEP § 806.04, MPEP § 808.01). In the instant case the different inventions are unrelated because Invention I does not require a method step of disengaging the motor from the battery upon determination of an improper switch signal.

Inventions I and IV are unrelated. Inventions are unrelated if it can be shown that they are not disclosed as capable of use together and they have different modes of operation, different functions, or different effects (MPEP § 806.04, MPEP § 808.01). In the instant case the different inventions are unrelated because Invention I does not require a battery.

Inventions II and III are unrelated. Inventions are unrelated if it can be shown that they are not disclosed as capable of use together and they have different modes of

Art Unit: 3618

operation, different functions, or different effects (MPEP § 806.04, MPEP § 808.01). In the instant case the different inventions are unrelated because Invention II does not require a method step of receiving an on/off signal indicative to turn on and off the motor.

Inventions II and IV are unrelated. Inventions are unrelated if it can be shown that they are not disclosed as capable of use together and they have different modes of operation, different functions, or different effects (MPEP § 806.04, MPEP § 808.01). In the instant case the different inventions are unrelated because Invention IV does not require the particulars of a third terminal electrically coupled to a device operable to produce a throttle signal.

Because these inventions are distinct for the reasons given above and have acquired a separate status in the art as shown by their different classification, restriction for examination purposes as indicated is proper.

A telephone call was made to Gary B. Solomon, Esq. on July 11, 2003 to request an oral election to the above restriction requirement, but did not result in an election being made.

Applicant is advised that the reply to this requirement to be complete must include an election of the invention to be examined even though the requirement be traversed (37 CFR 1.143).

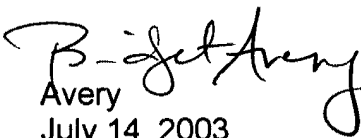
Art Unit: 3618


Applicant is reminded that upon the cancellation of claims to a non-elected invention, the inventorship must be amended in compliance with 37 CFR 1.48(b) if one or more of the currently named inventors is no longer an inventor of at least one claim remaining in the application. Any amendment of inventorship must be accompanied by a request under 37 CFR 1.48(b) and by the fee required under 37 CFR 1.17(i).

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Bridget Avery whose telephone number is 703-308-2086. The examiner can normally be reached on 7:00AM-5:30PM Monday-Thursday.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Brian Johnson can be reached on 703-308-0885. The fax phone numbers for the organization where this application or proceeding is assigned are 703-305-7687 for regular communications and 703-305-7687 for After Final communications.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is 703-308-1113.


Avery
July 14, 2003


SUPERVISOR
TECHNICAL CENTER 6500
7/14/03



#14
Elect
9-25-03
NW

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Art Unit : 3618
Examiner : Bridget D. Avery

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

RESPONSE TO RESTRICTION REQUIREMENT

Responsive to the action mailed July 15, 2003, applicant elects the invention of Group I, Claims 1-13 and 41, drawn to a method of controlling acceleration of a toy vehicle and method from controlling acceleration and deceleration of the vehicle, classified in class 180, subclass 167. The election is made without traverse.

A petition for a one-month extension and a check for the petition fee are enclosed. Please apply any other charges or credits to Deposit Account No. 06-1050.

Respectfully submitted,

Spencer C. Patterson
Reg. No. 43,849

Date: 9/10/03

Fish & Richardson P.C.
5000 Bank One Center
1717 Main Street
Dallas, Texas 75201
Telephone: (214) 292-4082
Facsimile: (214) 747-2091

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GROUP 3600

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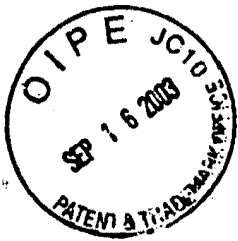
CERTIFICATE OF MAILING BY FIRST CLASS MAIL

I hereby certify under 37 CFR §1.8(a) that this correspondence is being deposited with the United States Postal Service as first class mail with sufficient postage on the date indicated below and is addressed to the Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

Date of Deposit: 09/10/2003

Signature: Peggy C. Gray

Typed or Printed Name of Person Signing Certificate: Peggy C. Gray



3618
#13
2/7/03
9-25-03
JW

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al. Art Unit : 3618
Serial No. : 10/076,795 Examiner : Bridget D. Avery
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450


PETITION FOR ONE-MONTH EXTENSION OF TIME

Pursuant to 37 CFR §1.136, applicant hereby petitions that the period for response to the action dated July 15, 2003, be extended for one month to and including September 14, 2003.

Enclosed is a check for \$110 for the required fee. Please apply any other charges or credits to Deposit Account No. 06-1050.

Respectfully submitted,

Date: 9/10/03


Spencer C. Patterson
Reg. No. 43,849

Fish & Richardson P.C.
5000 Bank One Center
1717 Main Street
Dallas, Texas 75201
Telephone: (214) 292-4082
Facsimile: (214) 747-2091

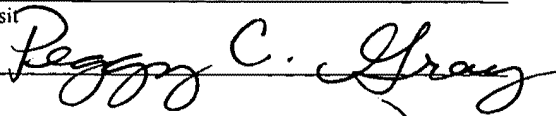
90051545.doc

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SEP 22 2003
GROUP 3600

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Date of Deposit 09/10/2003

Signature 

Peggy C. Gray
Typed or Printed Name of Person Signing Certificate

09/17/2003 CNGUYEN 00000063 10076795
01 FC:1251 110.00 OP

	Type	Hits	Search Text
1	IS&R	1	("5829948").PN.
2	BRS	26	("2050000" "2614800" "2804218" "3045847" "3176858" "3282566" "3325023" "3727773" "3822023" "3944083" "4005793" "4050599" "4219186" "4288195" "4331324" "4403680" "4421209" "4488326" "4491449" "4511110" "4708576" "4726724" "4765487" "4884454" "5156238" "5244336").PN.
3	BRS	10	5829948.URPN.
4	IS&R	0	("battery and motor and circuit and terminal").PN.
5	BRS	17398	battery and motor and circuit and terminal
6	BRS	2122	(battery and motor and circuit and terminal) and software
7	BRS	2	((battery and motor and circuit and terminal) and software) and 'throttle signal'
8	BRS	0	processor and 'throttle signal' and 'transistion signal'
9	BRS	0	motor and 'throttle signal' and 'transistion signal'
10	BRS	0	processor and motor and 'throttle signal' and 'transition signal'
11	BRS	41	processor and motor and 'throttle signal'
12	BRS	40	method with disabl? with vehicle
13	BRS	245	method with disabl\$ with vehicle
14	BRS	68	(method with disabl\$ with vehicle) and (battery and motor)
15	BRS	61	((method with disabl\$ with vehicle) and (battery and motor)) and switch
16	BRS	4	(((method with disabl\$ with vehicle) and (battery and motor)) and switch) and 'switch signal'
17	BRS	0	"20020157887"
18	BRS	2	"20020157887"
19	BRS	675	(caddy or cart) and divider

	Type	Hits	Search Text
20	BRS	270	((caddy or cart) and divider) and (channel or channels)
21	BRS	14	("3492016" "4243340" "4542777" "4793508" "4864334" "4953878" "5464237" "5570895" "5961134" "6010145" "6050660" "6073737" "6073943" "6193247").PN.
22	BRS	14	("3492016" "4243340" "4542777" "4793508" "4864334" "4953878" "5464237" "5570895" "5961134" "6010145" "6050660" "6073737" "6073943" "6193247").PN.
23	BRS	7	3492016.URPN.
24	IS&R	1	("6073943").PN.
25	BRS	0	((("6073943").PN.) and (nest or nestable or nesting or stacked or stack or stacking)
26	BRS	6	"2246545"
27	BRS	5	"2246545"

	Type	L #	Hits	Search Text	DBs	Time Stamp
1	BRS	L1	9	(throttle with signal) and motor and toy	USPA T	2003/12/01 11:47
2	BRS	L2	3	(throttle with signal) same motor and toy and "pulse width"	USPA T	2003/12/01 11:46
3	BRS	L3	0	2 and velocity	USPA T	2003/12/01 12:15
4	BRS	L4	0	(throttle with signal) same motor and toy and "pulse width" and velocity	USPA T	2003/12/01 12:14
5	BRS	L5	207	(throttle with signal) and motor and velocity and "pulse width"	USPA T	2003/12/01 11:47
6	BRS	L6	80	5 and "duty cycle"	USPA T	2003/12/01 12:09
7	BRS	L7	3	6 and "throttle signal"	USPA T	2003/12/01 11:48
8	BRS	L8	13	6 and (motor with (high or low))	USPA T	2003/12/01 11:56
9	BRS	L9	0	6 and (motor with terminal with (high or low))	USPA T	2003/12/01 11:57
10	BRS	L10	0	5 and "% duty cycle"	USPA T	2003/12/01 12:09
11	BRS	L11	20	5 and (percent with "duty cycle")	USPA T	2003/12/01 12:09
12	BRS	L12	1006	motor and "pulse width" and velocity and "duty cycle"	USPA T	2003/12/01 12:36
13	BRS	L13	58	12 and (throttle adj3 signal)	USPA T	2003/12/01 12:36
14	BRS	L14	26	13 and batter\$	USPA T	2003/12/01 12:22
15	BRS	L15	137	motor and "pulse width" and (velocity with linear) and "duty cycle"	USPA T	2003/12/01 12:36
16	BRS	L16	1	15 and (throttle adj3 signal)	USPA T	2003/12/01 12:49
17	BRS	L17	1810	"toy vehicle" or "toy car" and motor and "pulse width" and velocity and (throttle adj3 signal)	USPA T	2003/12/01 12:50

	Type	L #	Hits	Search Text	DBs	Time Stamp
18	BRS	L18	0	("toy vehicle" or "toy car") and motor and "pulse width" and velocity and (throttle adj3 signal)	USPA T	2003/12/01 12:50
19	BRS	L19	2	("toy vehicle" or "toy car") and motor and "pulse width" and (throttle adj3 signal)	USPA T	2003/12/01 12:54
20	BRS	L20	215	("toy vehicle" or "toy car") and (motor with (off or disabl\$))	USPA T	2003/12/01 12:55
21	BRS	L21	156	("toy vehicle" or "toy car") and (motor with (off or disabl\$)) and battery	USPA T	2003/12/01 12:56
22	BRS	L22	48	("toy vehicle" or "toy car") and (motor with (off or disabl\$)) and battery and signal	USPA T	2003/12/01 12:57
23	BRS	L23	16	("toy vehicle" or "toy car") and (motor adj3 (off or disabl\$)) and battery and signal	USPA T	2003/12/01 12:57



UNITED STATES PATENT AND TRADEMARK OFFICE

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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-8USPT	3663

26231 7590 12/10/2003
FISH & RICHARDSON P.C.
5000 BANK ONE CENTER
1717 MAIN STREET
DALLAS, TX 75201

EXAMINER

AVERY, BRIDGET D

ART UNIT PAPER NUMBER

3618

DATE MAILED: 12/10/2003

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

2

Office Action Summary

Application No.

10/076,795

Applicant(s)

NORMAN ET AL.

Examiner

Bridget Avery

Art Unit

3618

-- 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 16 September 2003.
- 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) 1-45 is/are pending in the application.
 - 4a) Of the above claim(s) 14-40 and 42-45 is/are withdrawn from consideration.
- 5) Claim(s) _____ is/are allowed.
- 6) Claim(s) 1-4 and 41 is/are rejected.
- 7) Claim(s) 5-13 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) Notice of References Cited (PTO-892)
- 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) Information Disclosure Statement(s) (PTO-1449) Paper No(s) _____
- 4) Interview Summary (PTO-413) Paper No(s) _____
- 5) Notice of Informal Patent Application (PTO-152)
- 6) Other:

DETAILED ACTION

Election/Restrictions

1. Applicant's election without traverse of Group I (claims 1-13 and 41) in Paper No. 14 is acknowledged.
2. Claims 14-40 and 42-45 are withdrawn from further consideration pursuant to 37 CFR 1.142(b) as being drawn to a nonelected invention, there being no allowable generic or linking claim. Election was made **without** traverse in Paper No. 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 –

(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.

3. Claims 1-4 and 41 are rejected under 35 U.S.C. 102(e) as being anticipated by Kondo (US Patent 6,287,167).

Kondo teaches a method for controlling acceleration of a toy vehicle configured to be operated by a person, the method old and well-known method comprising: a processor (10) for receiving a throttle signal (taught in column 1, lines 5-8) operable to induce motion via a motor (16) operating as a drive mechanism of the toy vehicle; generating a transition signal (pulse signal as taught in column 1, line 40) based on the

throttle signal; and applying the transition signal (pulse signal) to affect operation of the motor (16). The transition signal is a pulse width modulation signal. The pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle, as taught in column 3, lines 24-48. The motor (16) includes a high and low terminal, the transition signal being applied to the low terminal of the motor (16), as taught in column 4, lines 60-67.

Allowable Subject Matter

4. Claims 5-13 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

Conclusion

5. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

Krueger et al. shows a vehicle traction control with rough road correction.

Lee shows a toy vehicle with wireless battery switch.

Ribbe shows a speed control system for a remote control vehicle.

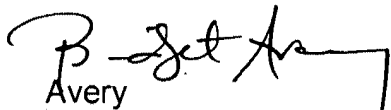
Avitan shows a regulation system for decoupled efficiency optimized operation of dc traction motors.

Kuroda shows an idle running control apparatus for internal combustion engine.


Lahti shows a simultaneous independent control system for electric motors.

Rosenhagen et al. shows a multi-vehicle multi-controller radio remote control system.

6. Any inquiry concerning this communication should be directed to Bridget Avery at telephone number 703-308-2086.


Avery

December 1, 2003


BRIAN L. JOHNSON
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 3600
12/1/03

Notice of References Cited

Application/Control No.

10/076,795

Applicant(s)/Patent Under Reexamination
NORMAN ET AL.

Examiner

Bridget Avery

Art Unit

3618

Page 1 of 1

U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
	A	US-6,287,167	09-2001	Kondo, Hirotochi	446/454
	B	US-6,591,178	07-2003	Krueger et al.	701/83
	C	US-6,468,127	10-2002	Lee, Keung	446/457
	D	US-5,994,853	11-1999	Ribbe, David J.	318/16
	E	US-5,453,672	09-1995	Avitan, Isaac	318/493
	F	US-5,172,665	12-1992	Kuroda, Toshiki	123/339.22
	G	US-4,341,982	07-1982	Lahti et al.	318/51
	H	US-4,334,221	06-1982	Rosenhagen et al.	463/6
	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.



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al. Art Unit : 3618
Serial No. : 10/076,795 Examiner : Bridget D. Avery
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

AMENDMENT IN REPLY TO ACTION OF DECEMBER 10, 2003

Applicant hereby requests a two-month extension of time to respond to the subject office action pursuant to 37 CFR § 1.136. Applicant has enclosed herewith a check for \$210.00 for the extension fee.

Please amend the above-identified application as follows:

RECEIVED
MAY 12 2004
GROUP 3600

CERTIFICATE OF MAILING BY FIRST CLASS MAIL

I hereby certify under 37 CFR §1.8(a) that this correspondence is being deposited with the United States Postal Service as first class mail with sufficient postage on the date indicated below and is addressed to the Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

05/10/2004 MBERHE 00000044 10076795
01 FC:2252 210.00 0P

May 4, 2004
Date of Deposit

Signature (Handwritten: Pat Bradford)

Pat Bradford
Typed or Printed Name of Person Signing Certificate

49

3618/16
[Handwritten signature]



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al. Art Unit : 3618
Serial No. : 10/076,795 Examiner : Bridget D. Avery
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

TRANSMITTAL LETTER FOR AMENDMENT IN REPLY TO ACTION OF
DECEMBER 10, 2003 AND PETITION FOR AUTOMATIC EXTENSION

Correspondence relating to this application is enclosed. The required fees are computed below. Please apply any charges not covered, or any credits, to Deposit Account No. 06-1050.

Total Claims	27	-	45	=	0	\$0
Independent	2	-	8	=	0	\$0
First Presentation of Multiple Dependent Claims						\$0

Applicant hereby petitions under 37 C.F.R. §1.136 for a 2 month extension of time. \$210

TOTAL FEE DUE \$210

A check for \$210 is attached.

Respectfully submitted,

[Handwritten signature]

Decker A. Cammack
Reg. No. 48,486

Date: 5/4/04

Fish & Richardson P.C.
5000 Bank One Center
1717 Main Street
Dallas, Texas 75201
Telephone: (214) 292-4049
Facsimile: (214) 747-2091
90075170.doc

RECEIVED
MAY 12 2004
GROUP 3600

CERTIFICATE OF MAILING BY FIRST CLASS MAIL

I hereby certify under 37 CFR §1.8(a) that this correspondence is being deposited with the United States Postal Service as first class mail with sufficient postage on the date indicated below and is addressed to the Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

May 4, 2004
Date of Deposit

Pat Bradford
Signature

Pat Bradford
Typed or Printed Name of Person Signing Certificate

Amendments to the Claims:

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently amended) A method for controlling acceleration of a toy vehicle configured to be operated by a person, said method comprising:

receiving a throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle;

generating a transition signal based on the throttle signal; and

applying the transition signal to affect operation of the motor, wherein the operation of the motor is a transition from a first to a second angular velocity.

2. (Original) The method according to claim 1, wherein the transition signal is a pulse width modulation signal.

3. (Original) The method according to claim 1, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

4. (Original) The method according to claim 1, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

5. (Canceled)

6. (Currently amended) The method according to ~~claim 5~~ claim 1, wherein the transition from the first to second angular velocity is substantially linear.

7. (Currently amended) The method according to ~~claim 6~~ claim 1, wherein the transition signal ramps power to the motor.

8. (Currently amended) The method according to ~~claim 5~~ claim 1, wherein the transition from the first to second angular velocity is non-linear.

9. (Currently amended) The method according to ~~claim 5~~ claim 1, wherein the transition occurs over a time span of at least one second.

10. (Original) The method according to claim 1, further comprising:
receiving a shift signal indicative of a change of direction of motion for the toy vehicle;
if power is being applied to the motor,
initiating a delay; and
applying the transition signal to the motor.

11. (Original) The method according to claim 1, further comprising:
forming a second transition signal upon the throttle signal being transitioned, the second transition signal being utilizable upon the throttle signal being re-transitioned over a predetermined time duration.

12. (Original) The method according to claim 11, further comprising:
initiating, upon the throttle signal being re-transitioned before expiration of the predetermined time duration, the transition signal at a level associated with the second transition signal.

13. (Original) The method according to claim 11, wherein the second transition signal is substantially linear.

14-40. (Canceled).

41. (Currently amended) A computer-readable medium having stored thereon sequences of instructions, wherein the sequences of instructions ~~including~~ include instructions, when executed by a processor, ~~causes~~ that cause the processor to:
receive a throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle;

generate a transition signal based on the throttle signal; and
apply the transition signal to effect operation of a motor operating within a toy vehicle, wherein the operation of the motor is a transition from a first to a second angular velocity.

42-45. (Canceled)

46. (New) The computer readable medium of claim 41, wherein the transition signal is a pulse width modulation signal.

47. (New) The computer readable medium of claim 41, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

48. (New) The computer readable medium of claim 41, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

49. (New) The computer readable medium of claim 41, wherein the transition from the first to second angular velocity is substantially linear.

50. (New) The computer readable medium of claim 41, wherein the transition signal ramps power to the motor.

51. (New) The computer readable medium of claim 41, wherein the transition from the first to second angular velocity is non-linear.

52. (New) The computer readable medium of claim 41, wherein the transition occurs over a time span of at least one second.

53. (New) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

receive a shift signal indicative of a change of direction of motion for the toy vehicle;

if power is being applied to the motor,

initiate a delay; and

apply the transition signal to the motor.

54. (New) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

form a second transition signal upon the throttle signal being transitioned, the second transition signal being utilizable upon the throttle signal being re-transitioned over a predetermined time duration.

55. (New) The computer readable medium of claim 54, wherein the instructions further cause the processor to:

initiate, upon the throttle signal being re-transitioned before expiration of the predetermined time duration, the transition signal at a level associated with the second transition signal.

56. (New) The computer readable medium of claim 54, wherein the second transition signal is substantially linear.

57. (New) The computer readable medium of claim 54, wherein the second transition signal is substantially non-linear.

58. (New) The computer readable medium of claim 41, wherein the throttle signal is received from an operator in physical contact with the toy vehicle.

59. (New) The method of claim 1, wherein the throttle signal is received from an operator in physical contact with the toy vehicle.

REMARKS

This Application has been carefully reviewed in light of the Office Action mailed on December 10, 2003. Claims 1-45 are pending in the Application. In the Office Action, claims 1-4 and 41 were rejected. Applicants cancel claims 5, 14-40 and 42-45 without prejudice or disclaimer. Claims 5-13 were objected to because they depend from a rejected base claim. Applicants have amended claims 1 and 41. Claims 46-57 have been added to the application. Based on the reasons discussed below, Applicants respectfully request favorable action in this case.

Applicants note with appreciation that claim 5 would be allowable if rewritten in independent form including all of the limitations of the base claim. Accordingly, Applicants have amended independent claim 1 to incorporate the limitation of claim 5. Similarly, though the Office Action does not specifically address the elements of independent claim 41, Applicants respectfully submit that claim 41 includes similar limitations as claim 1, which was rejected. Accordingly, Applicants have amended claim 41 to include the limitation of claim 5. Applicants respectfully submit that independent claim 41 is now allowable for the reasons discussed above with respect to claim 1. Applicants also submit that new claims 46-57, which depend from claim 41, are allowable. Accordingly, favorable action and allowance of all pending claims is requested.

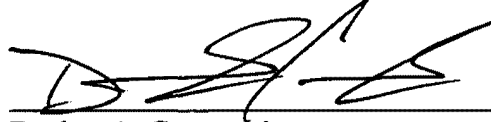
Enclosed is a \$210.00 check for the Petition for Extension of Time fee. Please apply any other charges or credits to deposit account 06-1050.

Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Page : 7 of 7

Attorney's Docket No.: 14489-004001

Respectfully submitted,

Date: 5/4/04



Decker A. Cammack
Reg. No. 48,486

Fish & Richardson P.C.
5000 Bank One Center
1717 Main Street
Dallas, Texas 75201
Telephone: (214) 292-4049
Facsimile: (214) 747-2091

90074818.doc

PATENT APPLICATION FEE DETERMINATION RECORD
Effective October 1, 2001

Application or Docket Number

10/076795
50097-805PT

CLAIMS AS FILED - PART I

(Column 1) (Column 2)

TOTAL CLAIMS	45	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	45 minus 20= *	25
INDEPENDENT CLAIMS	8 minus 3 = *	5
MULTIPLE DEPENDENT CLAIM PRESENT <input type="checkbox"/>		

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

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	* 27	Minus	** 45	=
	Independent	* 2	Minus	*** 8	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>					

SMALL ENTITY TYPE OR OTHER THAN SMALL ENTITY

RATE	FEE	OR	RATE	FEE
BASIC FEE	370.00	OR	BASIC FEE	740.00
X\$ 9=	225	OR	X\$18=	
X42=	210	OR	X84=	
+140=		OR	+280=	
TOTAL	805	OR	TOTAL	

SMALL ENTITY OR OTHER THAN SMALL ENTITY

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

Best Available Copy



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Alexandria, Virginia 22313-1450
www.uspto.gov

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-8USPT	3663

26231 7590 09/20/2004
FISH & RICHARDSON P.C.
5000 BANK ONE CENTER
1717 MAIN STREET
DALLAS, TX 75201

EXAMINER

AVERY, BRIDGET D

ART UNIT PAPER NUMBER

3618

DATE MAILED: 09/20/2004

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

Office Action Summary	Application No. 10/076,795	Applicant(s) NORMAN ET AL. ST	
	Examiner Bridget Avery	Art Unit 3618	

-- 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 07 May 2004.
- 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) 1-13,41 and 46-59 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) 1-13,41 and 46-59 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 checked="" 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

1. The amendment filed on May 7, 2004 is acknowledged and has been entered.
2. This action includes a new grounds of rejection based on a newly discovered prior art reference. The examiner regrets any inconvenience caused by the discovery.

Claim Rejections - 35 USC § 103

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

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

3. Claims 1-9, 11-13, 41-52 and 54-59 are rejected under 35 U.S.C. 103(a) as being unpatentable over Kondo (US Patent 6,287,167) in view of Porter et al. (US Patent 5,056,613).

Kondo teaches a method for controlling acceleration of a toy vehicle configured to be operated by a person, the method old and well-known method comprising: a processor (10) for receiving a throttle signal (taught in column 1, lines 5-8) operable to induce motion via a motor (16) operating as a drive mechanism of the toy vehicle; generating a transition signal (pulse signal as taught in column 1, line 40) based on the throttle signal; and applying the transition signal (pulse signal) to affect operation of the motor (16). The transition signal is a pulse width modulation signal. The pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent

Art Unit: 3618

duty cycle, as taught in column 3, lines 24-48. The motor (16) includes a high and low terminal, the transition signal being applied to the low terminal of the motor (16), as taught in column 4, lines 60-67.

Kondo lacks the teaching of transitioning the motor from a first to a second angular velocity.

Porter et al. teaches the operation of transitioning the motor from a first to a second angular velocity. The transition from the first to second angular velocity is non-linear or substantially linear. The transition signal ramps power to the motor. Porter et al. further teaches a vehicle with signals received from an operator in physical contact with the vehicle.

Based on the teachings of Porter et al., it would have been obvious to one having ordinary skill in the art, at the time the invention was made, to modify the system of Kondo to include the operation of transitioning the motor from a first to a second angular velocity to regulate the motor based on demand to prevent overrunning. With respect to claims 11-13, the system taught by the combination is capable of forming a second transition signal, upon the throttle signal being transitioned, to be utilized upon the throttle being re-transitioned over a predetermined time duration; and is capable of initiating, upon the throttle signal being re-transitioned before expiration of the predetermined time duration, the transition signal at a level associated with the second transition signal. It would have been obvious to one having ordinary skill in the art, at the time the invention was made to add the system and taught by the combination of Kondo and Porter et al. to effectively match actual motor speed to the desired motor

Art Unit: 3618

speed. The provision of transitioning over a time span of at least one second would have been obvious to one having ordinary skill in the art, at the time the invention was made, since it has been held that where the general conditions of a claim are disclosed in the prior art, discovering the optimum or workable ranges involves only routine skill in the art. See *In re Aller*, 105 USPQ 233.

4. Claims 10 and 53 are rejected under 35 U.S.C. 103(a) as being unpatentable over Kondo ('167) and Porter et al. ('613) as applied to claim 1 above, and further in view of Ishizuka et al. (US Patent 5,762,532).

The combination of Kondo and Porter et al. teach the features described above.

The combination of Kondo and Porter et al. lack the teaching of a delay.

Ishizuka et al. teaches delay circuits.

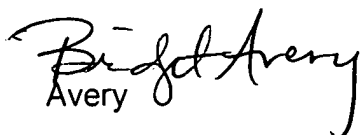
Based on the teachings of Ishizuka et al., it would have been obvious to one having ordinary skill in the art, at the time the invention was made, to modify the combination of Kondo and Porter et al. to include a delay circuit associated with the shift signal to prevent any damage of the system due to rapid change in the direction of motion.

Conclusion

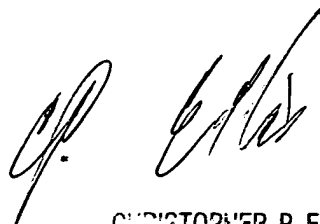
5. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

Mezzatesta, Jr. et al. shows a control system for regulating motor speed.

6. Any inquiry concerning this communication should be directed to Bridget Avery at telephone number 703-308-2086.


Avery

September 14, 2004



CHRISTOPHER P. ELLIS
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 3600

Notice of References Cited	Application/Control No. 10/076,795	Applicant(s)/Patent Under Reexamination NORMAN ET AL.	
	Examiner Bridget Avery	Art Unit 3618	Page 1 of 1

U.S. PATENT DOCUMENTS

*	Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
A	US-5,056,613	10-1991	Porter et al.	180/178
B	US-5,762,532	06-1998	Ishizuka et al.	446/457
C	US-5,349,276	09-1994	Mezzatesta et al.	318/268
D	US-			
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.

Search Notes



Application No.

10/076,795

Applicant(s)

NORMAN ET AL.

Examiner

Bridget Avery

Art Unit

3618

SEARCHED

Class	Subclass	Date	Examiner
search	updated	9/7/2004	BA

**SEARCH NOTES
(INCLUDING SEARCH STRATEGY)**

	DATE	EXMR

INTERFERENCE SEARCHED

Class	Subclass	Date	Examiner

Amendments to the Claims:

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) A method for controlling acceleration of a toy vehicle configured to be operated by a person, said method comprising:
detecting a change in a throttle signal from a first level to a second level, the receiving a throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle;

generating a transition signal based on the change in the throttle signal, the transition signal comprising at least one signal level intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level, wherein a transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level; and

applying the transition signal to affect operation of the motor, wherein the operation of the motor is a transition from a first to a second angular velocity.

2. (Currently Amended) The method according to claim 1, wherein the transition signal comprises is a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle comprising a signal level of the transition signal.

3. (Original) The method according to claim 1, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

4. (Original) The method according to claim 1, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

5. (Canceled)

6. (Currently Amended) The method according to claim 1, wherein the operation of the motor comprises a substantially linear transition from a first angular velocity to a second angular velocity~~the transition from the first to second angular velocity is substantially linear.~~

7. (Previously Presented) The method according to claim 1, wherein the transition signal ramps power to the motor.

8. (Currently Amended) The method according to claim 1, wherein the operation of the motor comprises a non-linear transition from a~~the~~ first angular velocity to a second angular velocity~~is non-linear.~~

9. (Currently Amended) The method according to claim 1, wherein the change in the throttle signal from the first level to the second level comprises a binary step function and the transition of the transition signal occurs over a time span of at least one second.

10. (Currently Amended) The method according to claim 1, further comprising:
receiving a shift signal indicative of an activation of a control for changing a
~~change of~~ direction of motion for the toy vehicle;
if power is being applied to the motor,
initiating a delay; and
applying the transition signal to the motor.

11-40. (Canceled).

41. (Currently Amended) A computer-readable medium having stored thereon sequences of instructions, wherein the sequences of instructions include instructions, when executed by a processor, that cause the processor to:

detect a change in ~~receive~~ a throttle signal from a first level to a second level, the throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy

vehicle;

generate a transition signal based on the change in the throttle signal, the transition signal comprising at least one signal level intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level, wherein a transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level; and

apply the transition signal to effect operation of a motor operating within a toy vehicle, ~~wherein the operation of the motor is a transition from a first to a second angular velocity.~~

42-45. (Canceled)

46. (Currently Amended) The computer readable medium of claim 41, wherein the transition signal comprises ~~is~~ a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle comprising a signal level of the transition signal.

47. (Previously Presented) The computer readable medium of claim 41, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

48. (Previously Presented) The computer readable medium of claim 41, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

49. (Currently Amended) The computer readable medium of claim 41, wherein the operation of the motor comprises a substantially linear transition from a ~~the~~ first angular velocity to a second angular velocity ~~is substantially linear.~~

50. (Previously Presented) The computer readable medium of claim 41, wherein the transition signal ramps power to the motor.

51. (Currently Amended) The computer readable medium of claim 41, wherein the operation of the motor comprises a non-linear transition from a the first angular velocity to a second angular velocity-is non-linear.

52. (Currently Amended) The computer readable medium of claim 41, wherein the change in the throttle signal from the first level to the second level comprises a binary step function and the transition of the transition signal occurs over a time span of at least one second.

53. (Currently Amended) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

receive a shift signal indicative of an activation of a control for changing a echange
of direction of motion for the toy vehicle;

if power is being applied to the motor,

initiate a delay; and

apply the transition signal to the motor.

54-57. (Canceled)

58. (Previously Presented) The computer readable medium of claim 41, wherein the throttle signal is received from an operator in physical contact with the toy vehicle.

59. (Previously Presented) The method of claim 1, wherein the throttle signal is received from an operator in physical contact with the toy vehicle.

60. (New) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

detect a change in the throttle signal from the second level to the first level followed by a second change in the throttle signal from the first level to the second level within a predetermined time;

generate a second transition signal in response to detecting the second change within the predetermined time of detecting the change from the second level to the first level, the second transition signal operable to ramp up power to the motor starting from a power level that depends on a time duration between the change from the second level to the first level and the second change.

61. (New) The computer readable medium of claim 60, wherein the power to the motor is ramped up by increasing a duty cycle of a pulse width modulation.

62. (New) A method for controlling acceleration of a toy vehicle configured to be operated by a person, the method comprising:

detecting a binary throttle signal, the binary throttle signal operable to induce motion using a motor operating as a drive mechanism of the toy vehicle;

generating a transition signal based on the binary throttle signal to cause a delay in applying to the motor a power level associated with the binary throttle signal; and

applying power to the motor in accordance with the transition signal.

63. (New) The method of claim 62 wherein the binary throttle signal is generated by a binary switch.

64. (New) The method of claim 62 wherein the power level associated with the binary throttle signal comprises a second power level and generating a transition signal comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the second power level.

65. (New) The method of claim 64 wherein the transition signal comprises a pulse width modulated signal.

66. (New) The method of claim 65 wherein the first power level corresponds to a twenty percent duty cycle level of the transition signal and the second power level corresponds to a one hundred percent duty cycle level of the transition signal.

67. (New) The method of claim 62 wherein generating a transition signal comprises delaying applying power to the motor in response to a shift signal for changing a direction of motion for the toy vehicle.

68. (New) The method of claim 62 wherein:

detecting the binary throttle signal comprises detecting a change, within a predetermined time period, from a high signal to a low signal followed by a change from the low signal to the high signal, the low signal operable to remove power from the motor;

the power level associated with the binary throttle signal comprises a second power level and the second power level is associated with the high signal; and

generating a transition signal comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the second power level, wherein the first power level depends upon an amount of time between the change from the high signal to the low signal and the change from the low signal to the high signal.

69. (New) The method of claim 68 wherein the first power level is determined in accordance with an algorithm that decreases the first power level with increasing amounts of time between the change from the high signal to the low signal and the change from the low signal to the high signal.

70. (New) The method of claim 69 wherein the algorithm calculates the first power level using a linear decay from a one hundred percent duty cycle to a twenty percent duty cycle.

71. (New) The method of claim 62 wherein the power level associated with the binary throttle signal comprises a voltage with a one hundred percent duty cycle.

72. (New) An article comprising a machine-readable medium storing instructions for causing data processing apparatus to perform operations comprising:

detecting an activation level of a binary throttle signal, the activation level of the binary throttle signal operable to induce motion using a motor operating as a drive mechanism of a toy vehicle;

generating a transition signal in response to detecting the activation level of the binary throttle signal to cause a delay in applying to the motor a maximum power level associated with the activation level of the binary throttle signal; and

applying power to the motor in accordance with the transition signal.

73. (New) The article of claim 72 wherein the binary throttle signal is generated by a binary switch.

74. (New) The article of claim 72 wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the maximum power level.

75. (New) The article of claim 74 wherein the transition signal comprises a pulse width modulated signal.

76. (New) The article of claim 72 wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises delaying applying power to the motor in response to a shift signal operable to effect a change in a direction of motion for the toy vehicle.

77. (New) The article of claim 72 wherein the instructions further cause data processing apparatus to perform operations comprising:

detecting a change in the binary throttle signal from the activation level to a deactivation level followed, within a predetermined time period, by a change from the deactivation level to the activation level, the deactivation level operable to remove power from the motor; and

wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the maximum power level, wherein the first power level depends upon an amount of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

78. (New) The article of claim 77 wherein the first power level is determined in accordance with an algorithm that provides a decreasing first power level with increasing amounts of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

79. (New) The article of claim 78 wherein the algorithm provides a linearly decreasing first power level with increasing amounts of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

80. (New) The method of claim 72 wherein:

the power level associated with the activation level of the binary throttle signal comprises a direct current voltage; and

applying power to the motor in accordance with the transition signal comprises applying a pulse width modulated voltage with an increasing duty cycle to the motor.

REMARKS

Claims 1-13, 41, and 46-59 were previously pending in the application, and new claims 60-80 have been added. Claims 11-13 and 54-57 are canceled, and claims 1, 2, 6, 8-10, 41, 46, 49, and 51-53 are amended as set forth above. Accordingly, claims 1-10, 41, 46-53, and 58-80 are pending in the application. The Applicant respectfully requests reconsideration of the application in accordance with the following remarks.

In the Office Action dated September 20, 2004, the Examiner rejected claim 1-9, 11-13, 41-52, and 54-59 under 35 U.S.C. § 103(a) as being unpatentable over Kondo, U.S. Patent No. 6,287,167, in view of Porter et al., U.S. Patent No. 5,056,613. Kondo discloses a drive circuit for a toy car to control a driving motor based on a throttle open degree (See col. 1, lines 5-8; col. 2, lines 55-63). In particular, Kondo teaches a pulse signal from a driving circuit for driving a motor. The driving circuit produces a pulse signal with an increasing pulse frequency and an increasing pulse width as the throttle open degree is increased (See col. 3, lines 5-48). Porter et al. discloses a speed control system having phasing circuitry which provides a sequence of electrical phase steps in response to a comparison of actual vehicle speed to desired vehicle speed.

In accordance with some aspects of the present application, a transition signal is generated based on a change in a throttle signal from a first level to a second level. For example, the transition signal is generated as a result of the throttle signal changing from 0 volts to 6 volts. The transition signal can include one or more signal levels intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level. For example, the third signal level may be a zero percent duty cycle signal, which corresponds to the zero voltage of the throttle signal; the fourth signal level may be a one hundred percent duty cycle signal, which corresponds to the 6 volt throttle signal; and an intermediate signal level may include a fifty percent duty cycle signal. A transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level. For example, the change of the throttle signal from 0 volts to 6 volts may be a step

function, while the transition from the zero percent duty cycle signal to the fifty percent duty cycle signal to the one hundred percent duty cycle signal may occur over one second.

With respect to independent claim 1, the Kondo reference fails to teach or suggest generating a transition signal based on a change in a throttle signal from a first level to a second level, wherein the transition signal comprises at least one signal level intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level, and wherein a transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level. Furthermore, Porter et al. fails to remedy the deficiencies in the Kondo reference. Accordingly, claim 1 and its dependent claims are allowable over the cited references.

Independent claim 41 includes similar limitations to the limitations found in claim 1 and discussed above. Accordingly, claim 41 and its dependent claims are allowable for at least the same reasons as discussed above with respect to claim 1.

New independent claims 62 and 72 have been added. Among other things, new claim 62 recites generating a transition signal based on a binary throttle signal to cause a delay in applying to a motor a power level associated with the binary throttle signal, and applying power to the motor in accordance with the transition signal. For example, a binary throttle signal of 6 volts may be associated with a power level having a one hundred percent duty cycle, and a transition signal based on the binary throttle signal may cause a delay in applying the one hundred percent duty cycle to the motor. The delay may be accompanied by, for example, ramping up a duty cycle, and/or delaying applying any power to the motor following a direction shift. Also among other things, new claim 72 recites generating a transition signal in response to detecting an activation level of a binary throttle signal to cause a delay in applying to a motor a maximum power level associated with the activation level of the binary throttle signal, and applying power to the motor in accordance with the transition signal. The cited references fail to disclose or teach the features of new claims 62 and 72. Accordingly, new claims 62 and 72 and their respective dependent claims are allowable over the cited references.

Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Page : 12 of 12

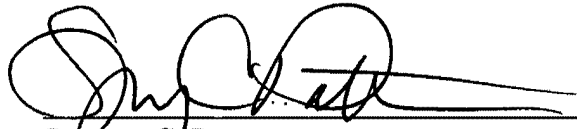
Attorney's Docket No.: 14489-004001

It is believed that all of the pending claims have been addressed. However, the absence of a reply to a specific rejection, issue or comment does not signify agreement with or concession of that rejection, issue, or comment. In addition, because the arguments made above may not be exhaustive, there may be reasons for patentability of any or all pending claims (or other claims) that have not been expressed. Finally, nothing in this paper should be construed as an intent to concede any issue with regard to any claim, except as specifically stated in this paper, and the amendment of any claim does not necessarily signify concession of unpatentability of the claim prior to its amendment.

Enclosed is a check in the amount of \$1020.00 for payment of the Extension of Time fee. Please apply any other charges or credits to deposit account 06-1050.

Respectfully submitted,

Date: 3/18/05



Spencer C. Patterson
Reg. No. 43,849

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3-21-05

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\$

Attorney's Docket No.: 14489-004001



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al. Art Unit : 3618
Serial No. : 10/076,795 Examiner : Bridget D. Avery
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

PETITION FOR THREE-MONTH EXTENSION OF TIME

Pursuant to 37 CFR §1.136, applicant hereby petitions that the period for response to the action dated September 20, 2004, be extended for three months to and including March 20, 2005.

Enclosed is a check in the amount of \$1020.00 for the required fee. Please apply any other charges or credits to Deposit Account No. 06-1050.

Respectfully submitted,

Spencer C. Patterson
Reg. No. 43,849

Date: 3/18/05

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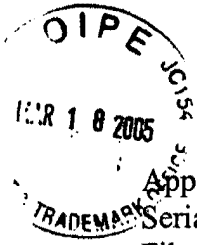
03/22/2005 BABRAHA1 00000044 061050 10076795

01 FC:1253 1020.00 0P

CERTIFICATE OF MAILING BY EXPRESS MAIL

Express Mail Label No. EV 325808848 US

Date of Deposit 03/18/2005



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al. Art Unit : 3618
Serial No. : 10/076,795 Examiner : Bridget D. Avery
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

PAYMENT OF FEE DEFICIENCY

In connection with a response to an office action filed on May 4, 2004, Applicant petitioned for a two month extension of time and paid an extension of time fee in the amount of \$210.00, which corresponds to the then-current small entity extension of time fee for a response filed within the second month. Applicant did not, however, assert an entitlement to be accorded small entity status in filing the response. In addition, Applicant established itself as a non-small entity by way of a petition filed April 17, 2002, which was granted in a decision mailed May 3, 2002. Accordingly, the U.S. Patent and Trademark Office should have deducted \$210.00 from Deposit Account Number 06-1050 as authorized in the petition for extension of time filed on May 4, 2004.

Enclosed is a check in the amount of \$210.00 for payment of the fee deficiency discussed above. No other fees are believed to be due at this time. However, if Applicant is incorrect, please apply any charges or credits to Deposit Account Number 06-1050 referencing the Attorney Docket Number listed above.

Adjustment date: 03/22/2005 BABRAHA1
05/10/2004 HIBERNE 00000044 10076795
01 FC:2252 -210.00 OP

03/22/2005 BABRAHA1 00000044 061050 10076795
02 FC:1252 30.00 DA 420.00 OP

CERTIFICATE OF MAILING BY EXPRESS MAIL

Express Mail Label No. EV 325808848 US

March 18, 2005
Date of Deposit

Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Page : 2 of 2

Attorney's Docket No.: 14489-004001

Respectfully submitted,

Date: 3/18/05



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90116278.doc

PATENT APPLICATION FEE DETERMINATION RECORD
Effective October 1, 2001

Application or Docket Number
10/076795
50097-80587

CLAIMS AS FILED - PART I

	(Column 1)	(Column 2)
TOTAL CLAIMS	45	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	45 minus 20=	* 25
INDEPENDENT CLAIMS	8 minus 3 =	* 5
MULTIPLE DEPENDENT CLAIM PRESENT	<input type="checkbox"/>	

SMALL ENTITY TYPE OR

OTHER THAN SMALL ENTITY

RATE	FEE
BASIC FEE	370.00
X\$ 9=	225
X42=	210
+140=	
TOTAL	805

RATE	FEE
BASIC FEE	740.00
X\$18=	
X84=	
+280=	
TOTAL	

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

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	* 41	Minus	** 41	=
	Independent	* 3	Minus	*** 8	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>					

SMALL ENTITY OR

OTHER THAN SMALL ENTITY

RATE	ADDITIONAL FEE
X\$ 9=	
X42=	
+140=	
TOTAL ADDIT. FEE	

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

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

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
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.



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-8USPT	3663

26231 7590 06/29/2005
FISH & RICHARDSON P.C.
1717 MAIN STREET
SUITE 5000
DALLAS, TX 75201

EXAMINER

AVERY, BRIDGET D

ART UNIT	PAPER NUMBER
3618	

3618

DATE MAILED: 06/29/2005

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

Office Action Summary	Application No. 10/076,795	Applicant(s) NORMAN ET AL.	
	Examiner Bridget Avery	Art Unit 3618	

-- 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 13 April 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) 1-4, 6-10, 41, 46-53 and 58-80 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) 1-4, 6-10, 41, 46-53 and 58-80 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: _____ |

8

DETAILED ACTION

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.

1. Claims 1, 2, 4, 7, 9, 10, 41, 46, 48, 50, 52, 53, 60-65, 67-69 and 71-80 are rejected under 35 U.S.C. 102(b) as being anticipated by Mezzatesta, Jr. et al. (US Patent 5,349,276).

Mezzatesta, Jr. et al. teaches a method for controlling acceleration of a toy vehicle similar to applicant's, the method including:

- Detecting a change in a throttle/speed monitor signal from a first level to a second level (i.e. either high or low), the throttle signal being operable to induce motion via a motor (14), as taught in column 6, lines 27-68
- Generating a transition/command signal based on the change in the throttle signal, as taught in column 3, lines 8, lines 6-25
- The transition/command signal including at least one signal level intermediate to a third signal level (high or low at full speed or jog speed) corresponding to the first level (i.e. either high or low)
- A fourth signal level corresponding to the second level (inherent since each of the three monitor signals change state, changes from low to high or an error is indicated)

Art Unit: 3618

- Transition from the third signal level to at least one intermediate level to the fourth signal level occurs over a significantly longer time period than a time period for change in the throttle signal from the first level to the second level, as clearly taught in Figure 2.
- The transition signal is a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle including a signal level of the transition signal, see column 5, lines 33-37
- The motor includes a high and low terminal, as defined by the high and low output
- The transition/command signal ramps power to the motor, as taught in column 7, lines 28-61
- Regarding claim 9, applicant's attention is directed to column 5, lines 6-19
- Regarding claim 10, applicant's attention is directed to column 7, lines 62-68 and column 8, lines 1-25
- A binary switch/contacter (22)
- Regarding claim 61, applicant's attention is directed to column 5, lines 33-37
- Regarding claim 71, applicant's attention is directed to column 4, lines 23-43.

Claim Rejections - 35 USC § 103

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

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the

Art Unit: 3618

invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

2. Claims 3, 47, 66 and 70 are rejected under 35 U.S.C. 103(a) as being unpatentable over Mezzatesta, Jr. et al. ('276).

Mezzatesta, Jr. et al. teaches the claimed invention except for a pulse width modulation range from approximately a 20 percent to approximately a 100 percent duty cycle.

It would have been obvious to one having ordinary skill in the art at the time the invention was made to provide a pulse width modulation range from approximately a 20 percent to approximately a 100 percent duty cycle, since it has been held that where the general conditions of a claim are disclosed in the prior art, discovering the optimum or workable ranges involves only routine skill in the art.

3. Claims 6, 8, 49, 51, 58, 59 and 70 are rejected under 35 U.S.C. 103(a) as being unpatentable over Mezzatesta, Jr. et al. ('276) in view of Porter et al. (US Patent 5,056,613).

Mezzatesta, Jr. et al. lacks the teaching of transitioning the motor from a first to a second angular velocity.

Porter et al. teaches the operation of transitioning the motor from a first to a second angular velocity. The transition from the first to the second angular velocity is non-linear or substantially linear. The transition signal ramps power to the motor.

Porter et al. further teaches a vehicle with signals received from an operator in physical contact with the vehicle.

Based on the teachings of Porter et al., it would have been obvious to one having ordinary skill in the art, at the time the invention was made, to modify the system of Mezzatesta, Jr. et al. to include the operation of transitioning the motor from a first to a second angular velocity to regulate the motor based on demand to prevent overrunning. It would have been obvious to one having ordinary skill in the art, at the time the invention was made, to receive signals from an operator in physical contact with the vehicle to base vehicle output demand on rider/user input.

Response to Arguments

4. Applicant's arguments have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

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

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any

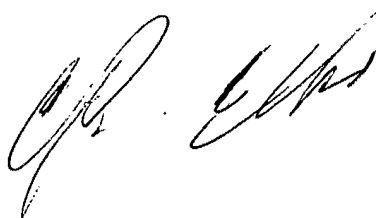
Art Unit: 3618

extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Any inquiry concerning this communication should be directed to Bridget Avery at telephone number 571-272-6691.


Avery

June 9, 2005



Search Notes



Application/Control No.

10/076,795

Examiner

Bridget Avery

Applicant(s)/Patent under Reexamination

NORMAN ET AL.

Art Unit

3618

SEARCHED			
Class	Subclass	Date	Examiner
search	updated	6/9/2005	BA

SEARCH NOTES (INCLUDING SEARCH STRATEGY)		
	DATE	EXMR

INTERFERENCE SEARCHED			
Class	Subclass	Date	Examiner

ISSUE SLIP STAPLE AREA (for additional cross-references)

ORIGINAL		CROSS REFERENCE(S)					
CLASS	SUBCLASS	CLASS	SUBCLASS (ONE SUBCLASS PER BLOCK)				
INTERNATIONAL CLASSIFICATION							
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^ Continued on Issue Slip Inside File Jacket

INDEX OF CLAIMS

✓ Rejected - (Through numeral) ... Canceled N Non-elected A Appeal
 = Allowed + Restricted I Interference O Objected

Claim	Date
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If more than 150 claims or 9 actions staple additional sheet her

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Bib Data Sheet

CONFIRMATION NO. 3663

SERIAL NUMBER 10/076,795	FILING DATE 02/12/2002 RULE	CLASS 180	GROUP ART UNIT 3618	ATTORNEY DOCKET NO. 50097-8USPT
------------------------------------	---	---------------------	-------------------------------	---

APPLICANTS
 David A. Norman, Greenville, TX;
 Robert H. Mimiitch III, Rowlett, TX;
 Richard Torrance, Greenville, TX;

**** CONTINUING DATA ******* *yes P/A*
 This appin claims benefit of 60/268,447 02/12/2001

**** FOREIGN APPLICATIONS ******* *none P/A*

IF REQUIRED, FOREIGN FILING LICENSE GRANTED.
**** 04/01/2002**

Foreign Priority claimed <input type="checkbox"/> yes <input checked="" type="checkbox"/> no	STATE OR COUNTRY TX	SHEETS DRAWING 13	TOTAL CLAIMS 45	INDEPENDENT CLAIMS 8
35 USC 119 (a-d) conditions met <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> Met after Allowance				
Verified and Acknowledged <i>B. Arvey</i> Examiner's Signature	Initials			

ADDRESS
 26231

TITLE
 System, apparatus, and method for providing control of a toy vehicle

FILING FEE RECEIVED 1740	FEEs: Authority has been given in Paper No. _____ to charge/credit DEPOSIT ACCOUNT No. _____ for following:	<input type="checkbox"/> All Fees <input type="checkbox"/> 1.16 Fees (Filing) <input type="checkbox"/> 1.17 Fees (Processing Ext. of time) <input type="checkbox"/> 1.18 Fees (Issue) <input type="checkbox"/> Other _____ <input type="checkbox"/> Credit
------------------------------------	---	---

The reference, therefore, fails to teach or suggest all of the claim limitations, and claim 1 as well as its dependent claims are allowable over the cited reference.

Independent claim 41 similarly recites instructions that cause a processor to detect a change in a throttle signal from a first level to a second level. The throttle signal is operable to induce motion via a motor operating as a drive mechanism of the toy vehicle. Independent claim 62 recites detecting a binary throttle signal. The binary throttle signal is operable to induce motion using a motor operating as a drive mechanism of the toy vehicle. Independent claim 72 recites detecting an activation level of a binary throttle signal. The activation level of the binary throttle signal is operable to induce motion using a motor operating as a drive mechanism of a toy vehicle. Accordingly, claims 41, 62, and 72 and their respective dependent claims are allowable for the same reasons stated in connection with claim 1.

Claims 6, 8, 49, 51, 58, 59, and 70 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Mezzatesta, Jr. et al. in view of Porter et al., U.S. Patent No. 5,056,613. The Porter et al. reference, however, fails to remedy the deficiencies of the Mezzatesta reference because, for example, there is simply no teaching or suggestion in the combination of references to detect a change in a throttle signal, as recited and defined in claim 1, and to generate a transition signal based on the change in the throttle signal, as recited and defined in claim 1.

Furthermore, it is insufficient to merely assert some alleged motivation to combine the references. Instead, there must be a motivation or suggestion for one of ordinary skill in the art to combine the references in a manner that meets the claim limitations. The Office Action fails to recite any such motivation. For example, the Office Action reads “[i]t would have been obvious to one having ordinary skill in the art . . . to receive signals from an operator in physical contact with the vehicle.” There is no basis, however, to equate any teaching or suggestion in the Porter reference of signals received from an operator with the speed monitoring signals taught in Mezzatesta, which are alleged to correspond to the throttle signal of the claims. Accordingly, the Porter reference fails to remedy the deficiencies of the Mezzatesta reference, and the claims are allowable over the cited art.

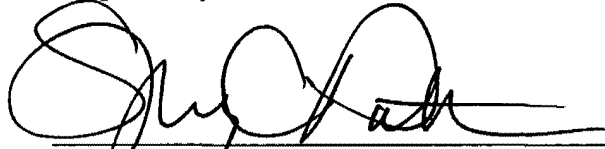
Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Page : 3 of 3

Attorney's Docket No.: 14489-004001

It is believed that all of the pending claims have been addressed. However, the absence of a reply to a specific rejection, issue or comment does not signify agreement with or concession of that rejection, issue, or comment. In addition, because the arguments made above may not be exhaustive, there may be reasons for patentability of any or all pending claims (or other claims) that have not been expressed. Finally, nothing in this paper should be construed as an intent to concede any issue with regard to any claim, except as specifically stated in this paper, and the amendment of any claim does not necessarily signify concession of unpatentability of the claim prior to its amendment.

Applicant believes that no fee is due at this time. Please apply any charges or credits, however, to deposit account 06-1050.

Respectfully submitted,



Spencer C. Patterson
Reg. No. 43,849

Date: 8/26/05

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EA



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-8USPT	3663

26231 7590 09/14/2005

FISH & RICHARDSON P.C.
1717 MAIN STREET
SUITE 5000
DALLAS, TX 75201

EXAMINER

AVERY, BRIDGET D

ART UNIT	PAPER NUMBER
3618	

3618

DATE MAILED: 09/14/2005

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

**Advisory Action
Before the Filing of an Appeal Brief**

Application No. 10/076,795	Applicant(s) NORMAN ET AL.	
Examiner Bridget Avery	Art Unit 3618	

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

THE REPLY FILED 26 August 2005 FAILS TO PLACE THIS APPLICATION IN CONDITION FOR ALLOWANCE.

1. The reply was filed after a final rejection, but prior to or on the same day as filing a Notice of Appeal. To avoid abandonment of this application, applicant must timely file one of the following replies: (1) an amendment, affidavit, or other evidence, which places the application in condition for allowance; (2) a Notice of Appeal (with appeal fee) in compliance with 37 CFR 41.31; or (3) a Request for Continued Examination (RCE) in compliance with 37 CFR 1.114. The reply must be filed within one of the following time periods:

- a) The period for reply expires _____ 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.

Examiner Note: If box 1 is checked, check either box (a) or (b). ONLY CHECK BOX (b) 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).

NOTICE OF APPEAL

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

AMENDMENTS

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

NOTE: _____. (See 37 CFR 1.116 and 41.33(a)).

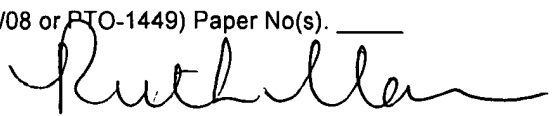
4. The amendments are not in compliance with 37 CFR 1.121. See attached Notice of Non-Compliant Amendment (PTOL-324).
 5. Applicant's reply has overcome the following rejection(s): _____.
 6. Newly proposed or amended claim(s) _____ would be allowable if submitted in a separate, timely filed amendment canceling the non-allowable claim(s).
 7. For purposes of appeal, the proposed amendment(s): a) will not be entered, or b) will be entered and an explanation of how the new or amended claims would be rejected is provided below or appended.
 The status of the claim(s) is (or will be) as follows:
 Claim(s) allowed: _____.
 Claim(s) objected to: _____.
 Claim(s) rejected: 1-4, 6-10, 41, 46-53 and 58-80.
 Claim(s) withdrawn from consideration: _____.

AFFIDAVIT OR OTHER EVIDENCE

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

REQUEST FOR RECONSIDERATION/OTHER

11. The request for reconsideration has been considered but does NOT place the application in condition for allowance because:
See Continuation Sheet.
 12. Note the attached Information Disclosure Statement(s). (PTO/SB/08 or PTO-1449) Paper No(s). _____
 13. Other: _____.


RUTH LAN
 PRIMARY EXAMINER 9/8/05

Continuation of 11. does NOT place the application in condition for allowance because: Contrary to applicant's remarks, the drive signals (not the speed monitoring signals) operate the same as applicant's claimed "throttle signal". The drive signals control operation of the motor as described in column 4, lines 1-22.

B. Lavery
BRIDGET AVERY
PATENT EXAMINER 9/08/05

Search Notes



Application/Control No.

10/076,795

Examiner

Bridget Avery

Applicant(s)/Patent under Reexamination

NORMAN ET AL.

Art Unit

3618

SEARCHED

Class	Subclass	Date	Examiner
search	updated	9/7/2005	BA

**SEARCH NOTES
(INCLUDING SEARCH STRATEGY)**

	DATE	EXMR

INTERFERENCE SEARCHED

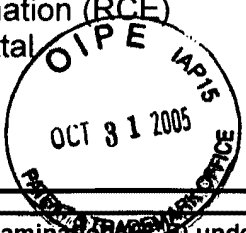
Class	Subclass	Date	Examiner

11-02-05

RCE

✓ JPW

Request For Continued Examination (RCE) Transmittal Address to: Mail Stop RCE Commissioner for Patents P.O. Box 1450 Alexandria, VA 22313-1450	Application Number	10/076,795
	Filing Date	February 12, 2002
	First Named Inventor	Norman et al.
	Group Art Unit	3618
	Examiner Name	Bridget D. Avery
	Attorney Docket Number	14489-004001



This is a Request for Continued Examination (RCE) under 37 C.F.R. §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 C.F.R. §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 amendment 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 Reply to Final Office Action of June 29, 2005 filed August 26, 2005

b. Enclosed

i. Amendment/Reply

ii. Affidavit(s)/Declaration(s)

iii. Information Disclosure Statement (IDS)

iv. Other Petition for One-Month Extension and Acknowledgement Postcard

2. **Miscellaneous**

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

b. Other _____

3. **Fee** The RCE fee under 37 C.F.R. §1.17(e) is required by 37 C.F.R. §1.114 when the RCE is filed.

a. The Director is hereby authorized to charge the following fees, or credit any overpayments, to Deposit Account No. 06-1050

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

ii. Extension of time fee (37 CFR 1.136 and 1.17)

iii. Other Any deficiencies

b. Check in the amount of \$790.00 for RCE filing fee and \$120.00 for extension fee enclosed

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

SIGNATURE OF APPLICANT, ATTORNEY OR AGENT REQUIRED

Name (Print/Type)	Spencer C. Patterson	Registration No. (Attorney/Agent)	43,849
Signature		Date	October 31, 2005

CERTIFICATE OF MAILING OR TRANSMISSION

I hereby certify that this correspondence is being deposited with the United States Postal Service as express mail No. EV718964667US in an envelope addressed to Mail Stop RCE, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 or facsimile transmitted to the U.S. Patent and Trademark Office on the date shown below.

Name (Print/Type)	Pat Bradford
Signature	
Date	October 31, 2005



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Norman et al. Art Unit : 3618
Serial No. : 10/076,795 Examiner : Bridget D. Avery
Filed : February 12, 2002
Title : SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

PETITION FOR ONE-MONTH EXTENSION OF TIME

Pursuant to 37 CFR §1.136, applicant hereby petitions that the period for response to the action dated June 29, 2005, be extended to and including October 31, 2005.

Enclosed is a check for \$120 for the required fee. Please apply any deficiencies or any other required fees or any credits to deposit account 06-1050, referencing the attorney docket number shown above.

Respectfully submitted,

Spencer C. Patterson
Reg. No. 43,849

Date: October 31, 2005

Fish & Richardson P.C.
1717 Main Street
Suite 5000
Dallas, Texas 75201
Telephone: (214) 292-4082
Facsimile: (214) 747-2091

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11/03/2005 SSITHIB1 00000014 10076795

02 FC:1251

120.00 OP

CERTIFICATE OF MAILING BY EXPRESS MAIL

Express Mail Label No. EV718964667US

October 31, 2005
Date of Deposit

PATENT APPLICATION FEE DETERMINATION RECORD
Effective October 1, 2001

Application or Docket Number
10/076795
50097-805PT

CLAIMS AS FILED - PART I

	(Column 1)	(Column 2)
TOTAL CLAIMS	45	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	45 minus 20=	* 25
INDEPENDENT CLAIMS	8 minus 3 =	* 5
MULTIPLE DEPENDENT CLAIM PRESENT <input type="checkbox"/>		

SMALL ENTITY TYPE OR

OTHER THAN SMALL ENTITY

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BASIC FEE	370.00
X\$ 9=	225
X42=	210
+140=	
TOTAL	805

RATE	FEE
BASIC FEE	740.00
X\$18=	
X84=	
+280=	
TOTAL	

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

CLAIMS AS AMENDED - PART II

10-31-05

	(Column 1)	(Column 2)	(Column 3)
AMENDMENT A	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
Total	* 41	Minus ** 41	=
Independent	* 3	Minus *** 8	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

SMALL ENTITY OR

OTHER THAN SMALL ENTITY

RATE	ADDITIONAL FEE
X\$ 9=	
X42=	
+140=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
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"/>			

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X\$ 9=	
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+140=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
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"/>			

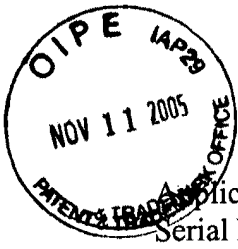
RATE	ADDITIONAL FEE
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+140=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
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.

11-14-05

3618
TFW



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant :	Norman et al.	Art Unit :	3618
Serial No. :	10/076,795	Examiner :	Bridget D. Avery
Filed :	February 12, 2002		
Title :	SYSTEM, APPARATUS AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE		

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

AMENDMENT IN REPLY TO ACTIONS OF JUNE 29 AND SEPTEMBER 14, 2005

Please amend the above-identified application as follows:

CERTIFICATE OF MAILING BY EXPRESS MAIL

Express Mail Label No. EV 718964018 US

Date of Deposit November 11, 2005

Amendments to the Claims:

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) A method for controlling acceleration of a toy vehicle configured to be operated by a person, said method comprising:

detecting a change in a throttle signal from a first level to a second level, the throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle in response to a throttle switch controlled by a person;

generating a transition signal based on the change in the throttle signal, the transition signal comprising at least one signal level intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level, wherein a transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level; and

applying the transition signal to affect operation of the motor.

2. (Previously Presented) The method according to claim 1, wherein the transition signal comprises a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle comprising a signal level of the transition signal.

3. (Original) The method according to claim 1, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

4. (Original) The method according to claim 1, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

5. (Canceled)

6. (Previously Presented) The method according to claim 1, wherein the operation of the motor comprises a substantially linear transition from a first angular velocity to a second angular velocity.

7. (Previously Presented) The method according to claim 1, wherein the transition signal ramps power to the motor.

8. (Previously Presented) The method according to claim 1, wherein the operation of the motor comprises a non-linear transition from a first angular velocity to a second angular velocity.

9. (Previously Presented) The method according to claim 1, wherein the change in the throttle signal from the first level to the second level comprises a binary step function and the transition of the transition signal occurs over a time span of at least one second.

10. (Currently Amended) The method according to claim 1, further comprising:
receiving a shift signal indicative of an activation of a control for changing a direction of motion for the toy vehicle;
responsive to the shift signal and if power is being applied to the motor,
initiating a delay; and
applying the transition signal to the motor.

11-40. (Canceled).

41. (Currently Amended) A computer-readable medium having stored thereon sequences of instructions, wherein the sequences of instructions include instructions, when executed by a processor, that cause the processor to:

detect a change in a throttle signal from a first level to a second level, the throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle

in response to a switch controlled by a person;

generate a transition signal based on the change in the throttle signal, the transition signal comprising at least one signal level intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level, wherein a transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level; and

apply the transition signal to effect operation of a motor operating within a toy vehicle.

42-45. (Canceled)

46. (Previously Presented) The computer readable medium of claim 41, wherein the transition signal comprises a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle comprising a signal level of the transition signal.

47. (Previously Presented) The computer readable medium of claim 41, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

48. (Previously Presented) The computer readable medium of claim 41, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

49. (Previously Presented) The computer readable medium of claim 41, wherein the operation of the motor comprises a substantially linear transition from a first angular velocity to a second angular velocity.

50. (Previously Presented) The computer readable medium of claim 41, wherein the transition signal ramps power to the motor.

51. (Previously Presented) The computer readable medium of claim 41, wherein the operation of the motor comprises a non-linear transition from a first angular velocity to a second angular velocity.

52. (Previously Presented) The computer readable medium of claim 41, wherein the change in the throttle signal from the first level to the second level comprises a binary step function and the transition of the transition signal occurs over a time span of at least one second.

53. (Previously Presented) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

receive a shift signal indicative of an activation of a control for changing a direction of motion for the toy vehicle;

if power is being applied to the motor,

initiate a delay; and

apply the transition signal to the motor.

54-57. (Canceled)

58. (Previously Presented) The computer readable medium of claim 41, wherein the throttle signal is received from an operator in physical contact with the toy vehicle.

59. (Previously Presented) The method of claim 1, wherein the throttle signal is received from an operator in physical contact with the toy vehicle.

60. (Previously Presented) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

detect a change in the throttle signal from the second level to the first level followed by a second change in the throttle signal from the first level to the second level within a predetermined time;

generate a second transition signal in response to detecting the second change within the predetermined time of detecting the change from the second level to the first level, the second transition signal operable to ramp up power to the motor starting from a power level that depends on a time duration between the change from the second level to the first level and the second change.

61. (Previously Presented) The computer readable medium of claim 60, wherein the power to the motor is ramped up by increasing a duty cycle of a pulse width modulation.

62. (Currently Amended) A method for controlling acceleration of a toy vehicle configured to be operated by a person, the method comprising:

detecting a binary throttle signal produced in response to a throttle switch controlled by a person, the binary throttle signal operable to induce motion using a motor operating as a drive mechanism of the toy vehicle;

generating a transition signal based on the binary throttle signal to cause a delay in applying to the motor a power level associated with the binary throttle signal; and

applying power to the motor in accordance with the transition signal.

63. (Previously Presented) The method of claim 62 wherein the binary throttle signal is generated by a binary switch.

64. (Previously Presented) The method of claim 62 wherein the power level associated with the binary throttle signal comprises a second power level and generating a transition signal comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the second power level.

65. (Previously Presented) The method of claim 64 wherein the transition signal comprises a pulse width modulated signal.

66. (Previously Presented) The method of claim 65 wherein the first power level corresponds to a twenty percent duty cycle level of the transition signal and the second power level corresponds to a one hundred percent duty cycle level of the transition signal.

67. (Previously Presented) The method of claim 62 wherein generating a transition signal comprises delaying applying power to the motor in response to a shift signal for changing a direction of motion for the toy vehicle.

68. (Previously Presented) The method of claim 62 wherein:

detecting the binary throttle signal comprises detecting a change, within a predetermined time period, from a high signal to a low signal followed by a change from the low signal to the high signal, the low signal operable to remove power from the motor;

the power level associated with the binary throttle signal comprises a second power level and the second power level is associated with the high signal; and

generating a transition signal comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the second power level, wherein the first power level depends upon an amount of time between the change from the high signal to the low signal and the change from the low signal to the high signal.

69. (Previously Presented) The method of claim 68 wherein the first power level is determined in accordance with an algorithm that decreases the first power level with increasing amounts of time between the change from the high signal to the low signal and the change from the low signal to the high signal.

70. (Previously Presented) The method of claim 69 wherein the algorithm calculates the first power level using a linear decay from a one hundred percent duty cycle to a twenty percent duty cycle.

71. (Previously Presented) The method of claim 62 wherein the power level associated with the binary throttle signal comprises a voltage with a one hundred percent duty cycle.

72. (Previously Presented) An article comprising a machine-readable medium storing instructions for causing data processing apparatus to perform operations comprising:

detecting an activation level of a binary throttle signal produced in response to a throttle switch controlled by a person, the activation level of the binary throttle signal operable to induce motion using a motor operating as a drive mechanism of a toy vehicle;

generating a transition signal in response to detecting the activation level of the binary throttle signal to cause a delay in applying to the motor a maximum power level associated with the activation level of the binary throttle signal; and

applying power to the motor in accordance with the transition signal.

73. (Previously Presented) The article of claim 72 wherein the binary throttle signal is generated by a binary switch.

74. (Previously Presented) The article of claim 72 wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the maximum power level.

75. (Previously Presented) The article of claim 74 wherein the transition signal comprises a pulse width modulated signal.

76. (Previously Presented) The article of claim 72 wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises delaying applying power to the motor in response to a shift signal operable to effect a change in a direction of motion for the toy vehicle.

77. (Previously Presented) The article of claim 72 wherein the instructions further cause data processing apparatus to perform operations comprising:

detecting a change in the binary throttle signal from the activation level to a deactivation level followed, within a predetermined time period, by a change from the deactivation level to the activation level, the deactivation level operable to remove power from the motor; and

wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the maximum power level, wherein the first power level depends upon an amount of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

78. (Previously Presented) The article of claim 77 wherein the first power level is determined in accordance with an algorithm that provides a decreasing first power level with increasing amounts of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

79. (Previously Presented) The article of claim 78 wherein the algorithm provides a linearly decreasing first power level with increasing amounts of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

80. (Previously Presented) The method of claim 72 wherein:
the power level associated with the activation level of the binary throttle signal comprises a direct current voltage; and

applying power to the motor in accordance with the transition signal comprises applying a pulse width modulated voltage with an increasing duty cycle to the motor.

81. (New) The method of claim 1 wherein activation and deactivation of the throttle are each determined by actions of a person.

REMARKS

Claims 1-4, 6-10, 41, 46-53, and 58-80 are pending in the application and were rejected in an Office Action dated June 29, 2005. Claims 1, 10, 41, and 62 have been amended, and new claim 81 is added. Applicant respectfully requests reconsideration of the rejections in view of the following remarks.

Claims 1, 2, 4, 7, 9, 10, 41, 46, 48, 50, 52, 53, 60-65, 67-69, and 71-80 stand rejected under 35 U.S.C. § 102(b) as being anticipated by Mezzatesta, Jr. et al., U.S. Patent No. 5,349,276. The Mezzatesta reference teaches a motor control system for controlling the operation of a motor in an amusement park ride in accordance with a predetermined speed profile (see col. 1, lines 16-48; col. 4, lines 19-20). The described system includes a relatively complex assembly of a speed monitoring interface unit, a ride control computer, and a variable frequency drive signal generator (VFD) (see col. 3, line 66, to col. 4, line 22). The speed monitoring interface unit monitors the motor speed and compares it against a motor speed profile to determine if there are discrepancies (see col. 4, lines 7-11). The ride control computer provides motor command signals to the VFD, receives speed monitor signals from the speed monitoring interface unit, and checks for the occurrence of unexpected combinations of signal values for purposes of ensuring that the motor operates in accordance with the predetermined motor speed profile (see col. 4, lines 2-22).

Claim 1 has been amended to draw further attention to the recitation of the throttle signal being operable to induce motion of a toy vehicle in response to a throttle controlled by a person. Similarly, the claim recites a method for controlling acceleration of a toy vehicle configured to be operated by a person. The Mezzatesta reference is unrelated to such techniques, and the reference fails to teach or suggest controlling motion of a toy vehicle operated by a person. Instead, the reference describes a complex control system for a computer-controlled amusement park ride. In the Advisory Action dated September 14, 2005, the Examiner asserts that the drive signals of the Mezzatesta reference operate the same as the claimed throttle signal. Contrary to this assertion, the drive signals are not produced in response to a throttle controlled by a person,

nor are they for operating a toy vehicle. Accordingly, claim 1 and its dependent claims are allowable over the cited art.

Furthermore, claim 2 recites that the transition signal comprises a pulse width modulation signal having a plurality of different duty cycles, and each different duty cycle comprises a signal level of the transition signal. The Examiner asserts that the Mezzatesta reference teaches this limitation because the reference mentions pulse-width signals at col. 5, lines 33-37. The reference, however, does not teach or suggest different duty cycles or pulse width modulation. Instead, the reference teaches pulse-width signals having a varying frequency (e.g., the signals are produced by a variable frequency drive signal generator). Accordingly, claim 2 is further allowable over the cited art.

Claim 4 recites that the motor includes a high and low terminal with the transition signal being applied to the low terminal of the motor. The reference does not teach or suggest applying a transition signal to a low terminal of a motor, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such a limitation. Accordingly, claim 4 is further allowable over the cited art.

Claim 10 recites receiving a shift signal indicative of an activation of a control for changing a direction of motion for a toy vehicle; responsive to the shift signal and if power is being applied to the motor, a delay is initiated, and a transition signal is applied to the motor. The Examiner cites the Mezzatesta reference, at col. 7, line 62, to col. 8, line 25, as teaching the limitations of claim 10. However, neither the cited portions of the reference nor any other part of the reference teach or suggest, among other things, receiving a shift signal indicative of an activation of a control for changing a direction of motion for a toy vehicle or initiating a delay in response to the shift signal. Accordingly, claim 10 is further allowable over the cited art.

Independent claims 41, 62, and 72 recite limitations similar to that of claim 1. In particular, the claims recite a switch controlled by a person that is used to produce a throttle signal and that the throttle signal is operable to induce motion via a motor operating as a drive mechanism of a toy vehicle. Accordingly, for reasons stated above in connection with claim 1, claims 41, 62, and 72 and their respective dependent claims are also allowable over the cited art.

Claim 46 includes limitations similar to those of claim 2 and is further allowable over the cited art for the reasons discussed above in connection with claim 2.

Claim 48 includes limitations similar to those of claim 4 and is further allowable over the cited art for the reasons discussed above in connection with claim 4.

Claim 53 includes limitations similar to those of claim 10 and is further allowable over the cited art for the reasons discussed above in connection with claim 10.

Claim 60, which depends from claim 41, recites instructions that cause a processor to detect a change in the throttle signal from the second level to the first level followed by a second change in the throttle signal from the first level to the second level within a predetermined time. A second transition signal is generated in response to detecting the second change within the predetermined time of detecting the change from the second level to the first level, and the second transition signal is operable to ramp up power to the motor starting from a power level that depends on a time duration between the change from the second level to the first level and the second change. The reference does not teach or suggest the limitations of claim 60, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 60 is further allowable over the cited art.

Claim 61, which depends from claim 60, recites that power to the motor is ramped up by increasing a duty cycle of a pulse width modulation. The Examiner asserts that the Mezzatesta reference teaches this limitation because the reference mentions pulse-width signals at col. 5, lines 33-37. The reference, however, does not teach or suggest increasing a duty cycle or a pulse width modulation. Instead, the reference teaches pulse-width signals having a varying frequency (e.g., the signals are produced by a variable frequency drive signal generator). Accordingly, claim 61 is further allowable over the cited art.

Claim 63 recites that the binary throttle signal is generated by a binary switch. The Examiner apparently asserts that the contactor 22 of the Mezzatesta reference corresponds to the binary switch recited in the claim. However, the disclosed contactor does not generate the signal that the Examiner asserts is the throttle signal, as recited in claim 63. Accordingly, claim 63 is further allowable over the cited art.

Claim 67 includes a limitation similar to some of the limitations of claim 10 and is further allowable over the cited art for the reasons discussed above in connection with claim 10.

Claim 68 includes limitations similar to those of claim 60 and is further allowable over the cited art for the reasons discussed above in connection with claim 60.

Claim 69 is dependent on claim 68 and recites that the first power level is determined in accordance with an algorithm that decreases the first power level with increasing amounts of time between the change from the high signal to the low signal and the change from the low signal to the high signal. The reference does not teach or suggest such a technique, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such a limitation. Accordingly, claim 69 is further allowable over the cited art.

Claim 73 includes a limitation similar to the limitation of claim 63 and is further allowable over the cited art for the reasons discussed above in connection with claim 63.

Claim 76 includes a limitation similar to some of the limitations of claim 10 and is further allowable over the cited art for the reasons discussed above in connection with claim 10.

Claim 77 includes limitations similar to the limitations of claim 60 and is further allowable over the cited art for the reasons discussed above in connection with claim 60.

Claim 78 includes limitations similar to the limitations of claim 69 and is further allowable over the cited art for the reasons discussed above in connection with claim 69.

Claims 6, 8, 49, 51, 58, 59, and 70 stand rejected under 35 U.S.C. § 103(a) as being anticipated by Mezzatesta in view of Porter et al., U.S. Patent No. 5,056,613. The Porter reference discloses a vehicle speed control system (i.e., for a vehicle cruise control) for reducing audible gear chatter. As such, the Porter reference is entirely unrelated to the Mezzatesta reference. The Office Action asserts that it would have been obvious to one having ordinary skill in the art, at the time the invention was made, to combine the references to reach the limitations of certain claims. There is no motivation or suggestion to combine the references, however, and the reasons provided in the Office Action constitute an improper hindsight reconstruction of the invention. Accordingly, claims 6, 8, 49, 51, 58, 59, and 70 are allowable over the cited art.

Applicant : Norman et al.
Serial No. : 10/076,795
Filed : February 12, 2002
Page : 15 of 15

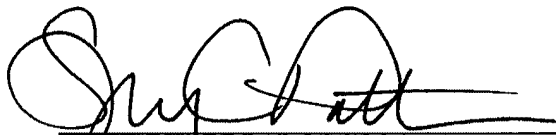
Attorney Docket No.: 14489-004001

It is believed that all of the pending claims have been addressed. However, the absence of a reply to a specific rejection, issue or comment does not signify agreement with or concession of that rejection, issue, or comment. In addition, because the arguments made above may not be exhaustive, there may be reasons for patentability of any or all pending claims (or other claims) that have not been expressed. Finally, nothing in this paper should be construed as an intent to concede any issue with regard to any claim, except as specifically stated in this paper, and the amendment of any claim does not necessarily signify concession of unpatentability of the claim prior to its amendment.

No fee is believed to be due at this time. However, if Applicant is incorrect, please apply any charges or credits to deposit account 06-1050.

Respectfully submitted,

Date: 11/11/05



Spencer C. Patterson
Reg. No. 43,849

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1717 Main Street
Suite 5000
Dallas, Texas 75201
Telephone: (214) 292-4082
Facsimile: (214) 747-2091

90149733.doc

PATENT APPLICATION FEE DETERMINATION RECORD

Effective October 1, 2001

Application or Docket Number

10/076795
50097-805PT

CLAIMS AS FILED - PART I

(Column 1) (Column 2)

TOTAL CLAIMS	45	
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	45 minus 20=	25
INDEPENDENT CLAIMS	8 minus 3=	5
MULTIPLE DEPENDENT CLAIM PRESENT <input type="checkbox"/>		

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

CLAIMS AS AMENDED - PART II

(Column 1) (Column 2) (Column 3)

AMENDMENT A	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
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	Independent	3	8	/
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

SMALL ENTITY TYPE OR

OTHER THAN SMALL ENTITY

RATE	FEE
BASIC FEE	370.00
X\$ 9=	225
X42=	210
+140=	
TOTAL	805

RATE	FEE
BASIC FEE	740.00
X\$18=	
X84=	
+280=	
TOTAL	

SMALL ENTITY OR

OTHER THAN SMALL ENTITY

RATE	ADDITIONAL FEE
X\$ 9=	/
X42=	/
+140=	/
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
TOTAL ADDIT. FEE	

11/11/05

(Column 1) (Column 2) (Column 3)

AMENDMENT B	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
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	Independent	4	8	/
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X42=	/
+140=	/
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
TOTAL ADDIT. FEE	

(Column 1) (Column 2) (Column 3)

AMENDMENT C	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
	Total			=
	Independent			=
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>			

RATE	ADDITIONAL FEE
X\$ 9=	
X42=	
+140=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$18=	
X84=	
+280=	
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.



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-BUSPT	3663

26231 7590 03/08/2006
FISH & RICHARDSON P.C.
P.O. BOX 1022
MINNEAPOLIS, MN 55440-1022

EXAMINER

AVERY, BRIDGET D

ART UNIT PAPER NUMBER

3618

DATE MAILED: 03/08/2006

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

Office Action Summary	Application No. 10/076,795	Applicant(s) NORMAN ET AL.	
	Examiner Bridget Avery	Art Unit 3618	

-- 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 11 November 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) 1-4, 6-10, 41, 46-53 and 58-80 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) 1-4, 6-10, 41, 46-53 and 58-80 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) Notice of References Cited (PTO-892)
- 2) Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)
Paper No(s)/Mail Date _____.
- 4) Interview Summary (PTO-413)
Paper No(s)/Mail Date. _____.
- 5) Notice of Informal Patent Application (PTO-152)
- 6) Other: _____.

DETAILED ACTION

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.

1. Claims 1-4, 7, 9, 10, 41, 46-48, 50, 52, 53 and 60-80 are rejected under 35 U.S.C. 102(b) as being anticipated by Ribbe (US Patent 5,994,853).

Ribbe teaches a method for controlling acceleration of a toy vehicle similar to applicant's, the method including:

- Detecting a change in a throttle/speed monitor signal from a first level to a second level (see column 3, lines 28-33 and column 4, lines 52-63), the throttle signal being operable to induce motion via a motor (14), as taught in column 6, lines 15-48
- Generating a transition/command signal based on the change in the throttle signal, as taught in column 6, lines 15-48
- The transition/command signal including at least one signal level intermediate to a third signal level corresponding to the first level
- A fourth signal level corresponding to the second level
- Transition from the third signal level to at least one intermediate level to the fourth signal level occurs over a significantly longer time period than a time

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period for change in the throttle signal from the first level to the second level, as taught in column 6, lines 49-65

- The transition signal is a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle including a signal level of the transition signal, see column 6, lines 15-48
- The motor includes a high and low terminal, as defined by the high and low output
- The transition/command signal ramps power to the motor, as taught in column 6, lines 66-67 and column 7, lines 1-8
- Regarding claim 9, applicant's attention is directed to column 5, lines 6-19
- Regarding claim 10, applicant's attention is directed to column 6, lines 49-54
- A binary switch/contact (22)
- Regarding claim 61, applicant's attention is directed to column 5, lines 33-37
- Regarding claim 71, applicant's attention is directed to column 4, lines 23-43.

2. Claims 1-4, 7, 9, 10, 41, 46, 48, 50, 52, 53, 58-65, 67-69 and 71-80 are rejected under 35 U.S.C. 102(b) as being anticipated by Berman et al. (US Patent 3,732,751).

Berman et al. teaches a method for controlling acceleration of a toy vehicle similar to applicant's, the method including:

- Detecting a change in a throttle/speed monitor signal from a first level to a second level (see column 3, lines 1-9 and column 4, lines 48-68), the throttle

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signal being operable to induce motion via a motor (14), as taught in column 6, lines 13-25

- Generating a transition/command signal based on the change in the throttle signal
- The transition/command signal including at least one signal level intermediate to a third signal level corresponding to the first level
- A fourth signal level corresponding to the second level
- The transition signal is a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle including a signal level of the transition signal
- The motor includes a high and low terminal, as defined by the high and low output
- The transition/command signal ramps power to the motor
- Re claim 58 and 59, see column 10, lines 64-67

Claim Rejections - 35 USC § 103

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

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

3. Claims 6, 8, 49 and 51 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ribbe ('853) in view of Porter et al. (US Patent 5,056,613).

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Ribbe lacks the teaching of transitioning the motor from a first to a second angular velocity.

Porter et al. teaches the operation of transitioning the motor from a first to a second angular velocity. The transition from the first to the second angular velocity is non-linear or substantially linear. The transition signal ramps power to the motor.

Based on the teachings of Porter et al., it would have been obvious to one having ordinary skill in the art, at the time the invention was made, to modify the system of Ribbe to include the operation of transitioning the motor from a first to a second angular velocity to regulate the motor based no demand to prevent overrunning.

4. Claims 6, 8, 49, 51 and 70 are rejected under 35 U.S.C. 103(a) as being unpatentable over Berman et al.('751) in view of Porter et al. (US Patent 5,056,613).

Berman et al. lacks the teaching of transitioning the motor from a first to a second angular velocity.

Porter et al. teaches the operation of transitioning the motor from a first to a second angular velocity. The transition from the first to the second angular velocity is non-linear or substantially linear. The transition signal ramps power to the motor.

Based on the teachings of Porter et al., it would have been obvious to one having ordinary skill in the art, at the time the invention was made, to modify the system of Berman et al. to include the operation of transitioning the motor from a first to a second angular velocity to regulate the motor based no demand to prevent overrunning.

Response to Arguments


5. Applicant's arguments have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

6. Any inquiry concerning this communication should be directed to Bridget Avery at telephone number 571-272-6691.


Avery

March 3, 2006

 3/6/06
PAUL N. DICKSON
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 3600

Notice of References Cited	Application/Control No. 10/076,795	Applicant(s)/Patent Under Reexamination NORMAN ET AL.	
	Examiner Bridget Avery	Art Unit 3618	Page 1 of 1

U.S. PATENT DOCUMENTS

*	Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
*	A US-3,732,751	05-1973	Berman et al.	475/2
*	B US-5,762,532	06-1998	Ishizuka et al.	446/457
*	C US-5,951,362	09-1999	Siu, Wai-Hung	446/462
	D US-			
	E US-			
	F US-			
	G US-			
	H US-			
	I US-			
	J US-			
	K US-			
	L US-			
	M US-			

FOREIGN PATENT DOCUMENTS

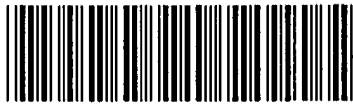
*	Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	Classification
	N				
	O				
	P				
	Q				
	R				
	S				
	T				

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/Control No.

10/076,795

Examiner

Bridget Avery

Applicant(s)/Patent under Reexamination

NORMAN ET AL.

Art Unit

3618

✓	Rejected
=	Allowed

-	(Through numeral) Cancelled
+	Restricted

N	Non-Elected
I	Interference

A	Appeal
O	Objected

Claim		Date	
Final	Original		
		3/3/06	
	1	✓	
	2	✓	
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Claim		Date	
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		8/29/06	
	51	✓	
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Amendments to the Claims

Please cancel claims 58 and 59 without prejudice.

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) A method for controlling acceleration of a toy vehicle configured to be operated by a person, said method comprising:

detecting a change in a throttle signal from a first level to a second level or from the second level to the first level, the throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle in response to a throttle switch controlled by a person in physical contact with the toy vehicle, wherein the first level corresponds to the throttle signal produced when the person engages the throttle switch, and wherein the second level corresponds to the throttle signal produced when the person disengages the throttle switch;

generating a transition signal based on the change in the throttle signal, the transition signal comprising at least one signal level intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level, wherein a transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level; and

applying the transition signal to affect operation of the motor.

2. (Previously Presented) The method according to claim 1, wherein the transition signal comprises a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle comprising a signal level of the transition signal.

3. (Currently Amended) The method according to claim ~~1~~2, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

4. (Original) The method according to claim 1, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

5. (Canceled)

6. (Previously Presented) The method according to claim 1, wherein the operation of the motor comprises a substantially linear transition from a first angular velocity to a second angular velocity.

7. (Previously Presented) The method according to claim 1, wherein the transition signal ramps power to the motor.

8. (Previously Presented) The method according to claim 1, wherein the operation of the motor comprises a non-linear transition from a first angular velocity to a second angular velocity.

9. (Previously Presented) The method according to claim 1, wherein the change in the throttle signal from the first level to the second level comprises a binary step function and the transition of the transition signal occurs over a time span of at least one second.

10. (Previously Presented) The method according to claim 1, further comprising:
receiving a shift signal indicative of an activation of a control for changing a direction of motion for the toy vehicle;
responsive to the shift signal and if power is being applied to the motor,
initiating a delay; and
applying the transition signal to the motor.

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Filed : February 12, 2002
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Attorney's Docket No.: 14489-004001

11-40. (Canceled)

41. (Currently Amended) A computer-readable medium having stored thereon sequences of instructions, wherein the sequences of instructions include instructions, when executed by a processor, that cause the processor to:

detect a change in a throttle signal from a first level to a second level or a second level to a first level, the throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle in response to a switch controlled by a person in physical contact with the toy vehicle, wherein the first level corresponds to the throttle signal produced when the person engages the throttle switch, and wherein the second level corresponds to the throttle signal produced when the person disengages the throttle switch;

generate a transition signal based on the change in the throttle signal, the transition signal comprising at least one signal level intermediate to a third signal level corresponding to the first level and a fourth signal level corresponding to the second level, wherein a transition from the third signal level to the at least one intermediate signal level to the fourth signal level occurs over a significantly longer time period than a time period for the change in the throttle signal from the first level to the second level; and

apply the transition signal to effect operation of a motor operating within a toy vehicle.

42-45. (Canceled)

46. (Previously Presented) The computer readable medium of claim 41, wherein the transition signal comprises a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle comprising a signal level of the transition signal.

47. (Currently Amended) The computer readable medium of claim ~~41~~46, wherein the pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle.

48. (Previously Presented) The computer readable medium of claim 41, wherein the motor includes a high and low terminal, the transition signal being applied to the low terminal of the motor.

49. (Previously Presented) The computer readable medium of claim 41, wherein the operation of the motor comprises a substantially linear transition from a first angular velocity to a second angular velocity.

50. (Previously Presented) The computer readable medium of claim 41, wherein the transition signal ramps power to the motor.

51. (Previously Presented) The computer readable medium of claim 41, wherein the operation of the motor comprises a non-linear transition from a first angular velocity to a second angular velocity.

52. (Previously Presented) The computer readable medium of claim 41, wherein the change in the throttle signal from the first level to the second level comprises a binary step function and the transition of the transition signal occurs over a time span of at least one second.

53. (Previously Presented) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

 receive a shift signal indicative of an activation of a control for changing a direction of motion for the toy vehicle;

 if power is being applied to the motor,

 initiate a delay; and

 apply the transition signal to the motor.

54-59. (Canceled)

60. (Previously Presented) The computer readable medium of claim 41, wherein the instructions further cause the processor to:

detect a change in the throttle signal from the second level to the first level followed by a second change in the throttle signal from the first level to the second level within a predetermined time;

generate a second transition signal in response to detecting the second change within the predetermined time of detecting the change from the second level to the first level, the second transition signal operable to ramp up power to the motor starting from a power level that depends on a time duration between the change from the second level to the first level and the second change.

61. (Previously Presented) The computer readable medium of claim 60, wherein the power to the motor is ramped up by increasing a duty cycle of a pulse width modulation.

62. (Currently Amended) A method for controlling acceleration of a toy vehicle configured to be operated by a person, the method comprising:

detecting a binary throttle signal produced ~~in response to a throttle switch controlled by~~ when a person in physical contact with the toy vehicle engages a throttle switch, wherein the binary throttle signal is not produced when the person disengages the throttle switch, and wherein the binary throttle signal is operable to induce motion using a motor operating as a drive mechanism of the toy vehicle;

generating a transition signal based on the binary throttle signal to cause a delay in applying to the motor a power level associated with the binary throttle signal; and

applying power to the motor in accordance with the transition signal.

63. (Previously Presented) The method of claim 62 wherein the binary throttle signal is generated by a binary switch.

64. (Previously Presented) The method of claim 62 wherein the power level associated with the binary throttle signal comprises a second power level and generating a transition signal comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the second power level.

65. (Previously Presented) The method of claim 64 wherein the transition signal comprises a pulse width modulated signal.

66. (Previously Presented) The method of claim 65 wherein the first power level corresponds to a twenty percent duty cycle level of the transition signal and the second power level corresponds to a one hundred percent duty cycle level of the transition signal.

67. (Previously Presented) The method of claim 62 wherein generating a transition signal comprises delaying applying power to the motor in response to a shift signal for changing a direction of motion for the toy vehicle.

68. (Previously Presented) The method of claim 62 wherein:
detecting the binary throttle signal comprises detecting a change, within a predetermined time period, from a high signal to a low signal followed by a change from the low signal to the high signal, the low signal operable to remove power from the motor;
the power level associated with the binary throttle signal comprises a second power level and the second power level is associated with the high signal; and
generating a transition signal comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the second power level, wherein the first power level depends upon an amount of time between the change from the high signal to the low signal and the change from the low signal to the high signal.

69. (Previously Presented) The method of claim 68 wherein the first power level is determined in accordance with an algorithm that decreases the first power level with increasing amounts of time between the change from the high signal to the low signal and the change from the low signal to the high signal.

70. (Previously Presented) The method of claim 69 wherein the algorithm calculates the first power level using a linear decay from a one hundred percent duty cycle to a twenty percent duty cycle.

71. (Previously Presented) The method of claim 62 wherein the power level associated with the binary throttle signal comprises a voltage with a one hundred percent duty cycle.

72. (Currently Amended) An article comprising a machine-readable medium storing instructions for causing data processing apparatus to perform operations comprising:

detecting an activation ~~level~~ of a binary throttle signal produced ~~in response to a throttle switch controlled by~~ when a person in physical contact with the toy vehicle engages a throttle switch, wherein the binary throttle signal is not produced when the person disengages the throttle switch, and wherein the activation ~~level~~ of the binary throttle signal is operable to induce motion using a motor operating as a drive mechanism of a toy vehicle;

generating a transition signal in response to detecting the activation level of the binary throttle signal to cause a delay in applying to the motor a maximum power level associated with the activation level of the binary throttle signal; and

applying power to the motor in accordance with the transition signal.

73. (Previously Presented) The article of claim 72 wherein the binary throttle signal is generated by a binary switch.

74. (Previously Presented) The article of claim 72 wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the maximum power level.

75. (Previously Presented) The article of claim 74 wherein the transition signal comprises a pulse width modulated signal.

76. (Previously Presented) The article of claim 72 wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises delaying applying power to the motor in response to a shift signal operable to effect a change in a direction of motion for the toy vehicle.

77. (Previously Presented) The article of claim 72 wherein the instructions further cause data processing apparatus to perform operations comprising:

detecting a change in the binary throttle signal from the activation level to a deactivation level followed, within a predetermined time period, by a change from the deactivation level to the activation level, the deactivation level operable to remove power from the motor; and

wherein generating a transition signal to cause a delay in applying to the motor a maximum power level comprises generating a transition signal operable to increase power applied to the motor over a period of time from a first power level to the maximum power level, wherein the first power level depends upon an amount of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

78. (Previously Presented) The article of claim 77 wherein the first power level is determined in accordance with an algorithm that provides a decreasing first power level with increasing amounts of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

79. (Previously Presented) The article of claim 78 wherein the algorithm provides a linearly decreasing first power level with increasing amounts of time between the change from the activation level to the deactivation level and the change from the deactivation level to the activation level.

80. (Previously Presented) The method of claim 72 wherein:
the power level associated with the activation level of the binary throttle signal comprises a direct current voltage; and
applying power to the motor in accordance with the transition signal comprises applying a pulse width modulated voltage with an increasing duty cycle to the motor.

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Filed : February 12, 2002
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Attorney's Docket No.: 14489-004001

81. (Previously Presented) The method of claim 1 wherein activation and deactivation of the throttle are each determined by actions of a person.

REMARKS

Claims 1-4, 6-10, 41, 46-53 and 60-81 are pending in the application and were rejected in an Office Action dated March 8, 2006 ("Office Action"). Claims 1, 3, 41, 47, 62, and 72 were amended. No new matter has been added with the amendments. Claims 58 and 59 were cancelled. Applicant respectfully requests reconsideration of the rejections in view of the following remarks.

Section 102 Rejections

Claims 1-4, 7, 9, 10, 41, 46-48, 50, 52, 53, and 60-80 stand rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 5,994,853 ("*Ribbe*"). The *Ribbe* reference teaches a remote-control toy vehicle that includes a battery electronically coupled to a motor through a speed control system (*Ribbe*, col. 3, lines 13-15). The described remote-control toy vehicle includes an antenna that receives a digital speed control signal from an operator-controlled transmitter unit and delivers the received signal to the speed control system (*Ribbe*, column 3, lines 23-25). The speed control system decodes the received signal to identify which one of a multiplicity of possible speed control states is being requested by the operator (*Ribbe*, column 3, lines 23-27).

Claim 1 recites a method for controlling acceleration of a toy vehicle. Toy vehicles, as described in the Applicant's Specification, generally include ride-on and ride-in vehicles, including but not limited to, automobiles, trucks, boats, airplanes, scooters, etc. (Applicant's Specification, page 2, lines 10-14). Claim 1 has been amended to further draw attention to the recitation of a toy vehicle that uses a throttle switch controlled by a person in physical contact with the toy vehicle. Claim 1 also recites:

detecting a change in a throttle signal from a first level to a second level or from the second level to the first level, the throttle signal operable to induce motion via a motor operating as a drive mechanism of the toy vehicle in response to a throttle switch controlled by a person in physical contact with the toy vehicle, wherein the first level corresponds to the throttle signal produced when the person engages the

throttle switch, and wherein the second level corresponds to the throttle signal produced when the person disengages the throttle switch; and
generating a transition signal based on the change in the throttle signal.

The *Ribbe* reference does not teach methods of controlling acceleration of a toy vehicle and/or a throttle signal in response to a throttle switch controlled by a person in physical contact with a toy vehicle. Instead, the *Ribbe* reference teaches remotely controlling a toy.

Furthermore, claim 1 recites a first level corresponds to a throttle signal produced when a person engages a throttle switch and a second level corresponds to a throttle signal produced when a person disengages a throttle switch. The *Ribbe* reference teaches a remote controlled vehicle with multiple possible speed control states.

The toy industry and makers of toy vehicles are very cost sensitive due to consumer pricing demands and productions costs. (Applicant's Specification, page 4, lines 20-22). Thus, to reduce costs and meet pricing demands, it is desirable to produce toy vehicles in which engaging a throttle switch causes a signal at a first level (e.g., a vehicle receives power corresponding to a first level when a throttle switch is engaged). When a toy vehicle is only provided with one signal level produced when a throttle switch is engaged, as in claim 1, safety issues for a person operating a toy vehicle and wear on mechanical parts of a toy vehicle are concerns.

Safety is a concern when a toy vehicle is provided with one power level. Since people are in physical contact with toy vehicles, as opposed to the remote control vehicles described in the *Ribbe* reference, it is important to reduce the chance that a toy vehicle might flip. Toy vehicles may flip or turnover due to excessive acceleration when a power level is suddenly delivered to a toy vehicle that is not moving (Applicant's Specification, page 6, lines 3-5). By generating a transition signal that is an intermediate signal, as in claim 1, excessive acceleration can be reduced.

Additionally, excessive acceleration may cause wheels of a toy vehicle to lose traction, especially on wet surfaces. Toy manufacturers have also been developing toy vehicles with more speed and power thereby resulting in the exacerbation of these problems (Applicant's Specification, page 6, lines 6-12). Wheel traction for a toy vehicle is an important safety concern since a loss in traction may also result in a toy vehicle becoming uncontrollable for an operator and passengers. By generating a transition signal, as in claim 1, excessive acceleration of a toy vehicle with one signal level produced by engaging a throttle switch can be reduced.

Sudden changes in power level caused by a person engaging a throttle switch that produces a signal at one level, can also wear out motors, gears, and other mechanical parts of a toy vehicle (see Applicant's Specification, page 5, line 5-page 6, line 2). By generating a transition signal, as in claim 1, that is an intermediate signal, wear on mechanical parts can be reduced.

Accordingly, safety and mechanical wearing concerns exist for toy vehicles in which engaging a throttle switch produces a signal level. Due to cost demands of the industry, increasing safety and lifespan of toy vehicles within the context of less expensive switches are desirable, as opposed to the more expensive variable speed control systems as described by the *Ribbe* reference, and thus solutions provided for variable speed systems are not applicable. Accordingly, claim 1 and the claims dependent thereon are allowable over the cited art.

Claim 4 recites a motor includes a high and low terminal and a transition signal is applied to a low terminal of a motor. The *Ribbe* reference does not teach or suggest applying a transition signal to a low terminal of a motor, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such a limitation. Accordingly, claim 4 is further allowable over the cited art.

Claim 10 recites receiving a shift signal indicative of an activation of a control for changing a direction of motion for a toy vehicle, and responsive to a shift signal, and if power is being applied to the motor, initiating a delay and applying a transition signal to a motor. *Ribbe*

does not teach or suggest initiating a delay in response to a shift signal indicating a change of direction of motion for a toy vehicle. *Ribbe* teaches using a filter to prevent switching between multiple (e.g., three or more) consecutive speed control states (e.g., a PWM signal has a duty cycle of about 100 percent in response to a full forward throttle speed control state, a PWM signal has a duty cycle of about 80 percent in response to a medium forward speed control state, and a PWM signal has a duty cycle of about 40 percent in response to a minimum forward speed control state) too quickly (*Ribbe*, column 6, lines 49-51). Accordingly, claim 10 is further allowable over the cited art.

Independent claims 41, 62, and 72 recite limitations similar to that of claim 1. In particular, the claims recite a throttle signal in response to a throttle switch controlled by a person in physical contact with the toy vehicle. Accordingly, for reasons stated above in connection with claim 1, claims 41, 62, and 72 and their respective dependent claims are also allowable over the cited art.

Claim 48 includes similar limitations to those of claim 4 and is further allowable over the cited art for the reasons discussed above in connection with claim 4.

Claim 53 includes similar limitations to those of claim 10 and is further allowable over the cited art for the reasons discussed above in connection with claim 10.

Claim 60, which depends from claim 41, recites instructions that cause a processor to detect a change in a throttle signal from a second level to a first level followed by a second change in a throttle signal from a first level to a second level within a predetermined time. Claim 60 also recites, a second transition signal is generated in response to detecting a second change within a predetermined time of detecting a change from a second level to a first level, and a second transition signal is operable to ramp up power to a motor starting from a power level that depends on a time duration between the change from the second level to the first level and the second change. The *Ribbe* reference does not teach or suggest the limitations of claim 60, nor

does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 60 is further allowable over the cited art.

Claim 67, which depends on claim 62, recites generating a transition signal comprises delaying applying power to a motor in response to a shift signal for changing a direction of motion for a toy vehicle. Claim 67 has similar limitations to those of claim 10 and is further allowable over the cited art for the reasons discussed above in connection with claim 10.

Claim 69 recites the first power level is determined in accordance with an algorithm that decreases a first power level with increasing amounts of time between a change from a high signal to a low signal and a change from a low signal to a high signal. The *Ribbe* reference does not teach or suggest the limitations of claim 69, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 69 is further allowable over the cited art.

Claim 76 recites that generating a transition signal to cause a delay in applying a maximum power level to a motor comprises delaying applying power to a motor in response to a shift signal operable to effect a change in a direction of motion for a toy vehicle. For the reasons stated above in connection with claim 10, the *Ribbe* reference does not teach or suggest this limitation. Accordingly, claim 76 is further allowable over the cited art.

Claim 78 includes similar limitations to those of claim 69 and is further allowable over the cited art for the reasons discussed above in connection with claim 69.

Claims 1-4, 7, 9, 10, 41, 46, 48, 50, 52, 53, 58-65, 67-69, and 71-80 stand rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 3,732,751 ("*Berman et al.*"). The *Berman* reference teaches mechanical power transmissions for use in ground transportation vehicles such as personal or mass transit vehicles (see column 1, lines 11-14). The power in the described transmission varies directly with speed (see column 4, lines 3-4).

Claim 1 recites a method for controlling acceleration of a toy vehicle. Toy vehicles, as discussed above, generally include ride-on and ride-in vehicles, including but not limited to, automobiles, trucks, boats, airplanes, scooters, etc. (Applicant's Specification, page 2, lines 10-14). Claim 1 also includes, in part, generating a transition signal based on the change in the throttle signal. The *Berman* reference is not directed to toy vehicles nor does it teach or suggest generating a transition signal based on a change in a throttle signal. The Office Action also does not include a citation to any portion of the reference that is asserted to teach such a limitation. Accordingly, claim 1 is allowable over the cited art.

Claim 2 recites a transition signal comprises a pulse width modulation signal having a plurality of different duty cycles, each different duty cycle comprising a signal level of a transition signal. The *Berman* reference does not teach or suggest the limitations of claim 2, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 2 is further allowable over the cited art.

Claim 3 depends on claim 2 and recites a pulse width modulation ranges from approximately a 20 percent to approximately a 100 percent duty cycle. The *Berman* reference does not teach or suggest the limitations of claim 3, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 3 is further allowable over the cited art.

Claim 4 recites wherein a motor includes a high and low terminal and a transition signal is applied to a low terminal of a motor. The *Berman* reference does not teach or suggest the limitations of claim 4, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 4 is further allowable over the cited art.

Claim 7 recites a transition signal ramps power to a motor. The *Berman* reference does not teach or suggest the limitations of claim 7, nor does the Office Action include a citation to

any portion of the reference that is asserted to teach such limitations. Accordingly, claim 7 is further allowable over the cited art.

Claim 9 recites a change in a throttle signal from a first level to a second level comprises a binary step function and a transition of a transition signal occurs over a time span of at least one second. The *Berman* reference does not teach or suggest the limitations of claim 9, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 9 is further allowable over the cited art.

Claim 10 recites receiving a shift signal indicative of an activation of a control for changing a direction of motion for a toy vehicle, and responsive to a shift signal, and if power is being applied to the motor, initiating a delay and applying a transition signal to a motor. The *Berman* reference does not teach or suggest the limitations of claim 10, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 10 is further allowable over the cited art.

Independent claims 41, 62, and 72 recite limitations similar to that of claim 1. In particular, the claims recite generating a transition signal based on the change in a throttle signal. Accordingly, for reasons stated above in connection with claim 1, claims 41, 62, and 72 and their respective dependent claims are also allowable over the cited art.

Claim 46 includes similar limitations to those of claim 2 and is further allowable over the cited art for the reasons discussed above in connection with claim 2.

Claim 48 includes similar limitations to those of claim 4 and is further allowable over the cited art for the reasons discussed above in connection with claim 4.

Claim 50 includes similar limitations to those of claim 7 and is further allowable over the cited art for the reasons discussed above in connection with claim 7.

Claim 52 includes similar limitations to those of claim 9 and is further allowable over the cited art for the reasons discussed above in connection with claim 9.

Claim 53 includes similar limitations to those of claim 10 and is further allowable over the cited art for the reasons discussed above in connection with claim 10.

Claim 60 recites generating a second transition signal in response to detecting a second change within a predetermined time of detecting the change from a second level to a first level, a second transition signal operable to ramp up power to a motor starting from a power level that depends on a time duration between a change from a second level to a first level and a second change. The *Berman* reference does not teach or suggest the limitations of claim 60, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 60 is further allowable over the cited art.

Claim 61 depends on claim 60 and recites power to a motor is ramped up by increasing a duty cycle of a pulse width modulation. The *Berman* reference does not teach or suggest the limitations of claim 61, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 61 is further allowable over the cited art.

Claim 65 recites wherein a transition signal comprises a pulse width modulated signal. The *Berman* reference does not teach or suggest the limitations of claim 65, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 65 is further allowable over the cited art.

Claim 67, which depends on claim 62, recites generating a transition signal comprises delaying applying power to a motor in response to a shift signal for changing a direction of motion for a toy vehicle. Claim 67 has similar limitations to those of claim 10 and is further allowable over the cited art for the reasons discussed above in connection with claim 10.

Claim 68 recites generating a transition signal comprises generating a transition signal operable to increase power applied to a motor over a period of time from a first power level to a second power level, wherein a first power level depends upon an amount of time between a change from a high signal to a low signal and a change from a low signal to a high signal. The *Berman* reference does not teach or suggest the limitations of claim 68, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 68 is further allowable over the cited art.

Claim 69 recites a first power level is determined in accordance with an algorithm that decreases a first power level with increasing amounts of time between the change from a high signal to a low signal and a change from a low signal to a high signal. The *Berman* reference does not teach or suggest the limitations of claim 69, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 69 is further allowable over the cited art.

Claim 71 depends on claim 62 and recites a power level associated with a binary throttle signal comprises a voltage with a one hundred percent duty cycle. The *Berman* reference does not teach or suggest the limitations of claim 71, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 71 is further allowable over the cited art.

Claim 74 recites generating a transition signal to cause a delay in applying to a motor a maximum power level comprises generating a transition signal operable to increase power applied to a motor over a period of time from a first power level to a maximum power level. The *Berman* reference does not teach or suggest the limitations of claim 74, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 74 is further allowable over the cited art.

Claim 75 includes similar limitations to those of claim 65 and is further allowable over the cited art for the reasons discussed above in connection with claim 65.

Claim 76 recites wherein generating a transition signal to cause a delay in applying to a motor a maximum power level comprises delaying applying power to a motor in response to a shift signal operable to effect a change in a direction of motion for a toy vehicle. For the reasons stated above in connection with claim 10, the *Ribbe* reference does not teach or suggest this limitation. Accordingly, claim 76 is further allowable over the cited art.

Claim 77 recites wherein generating a transition signal to cause a delay in applying to a motor a maximum power level comprises generating a transition signal operable to increase power applied to a motor over a period of time from a first power level to a maximum power level, wherein a first power level depends upon an amount of time between a change from an activation level to a deactivation level and the change from a deactivation level to an activation level. The *Berman* reference does not teach or suggest the limitations of claim 77, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 77 is further allowable over the cited art.

Claim 78 includes similar limitations to those of claim 69 and is further allowable over the cited art for the reasons discussed above in connection with claim 69.

Claim 79 depends on claim 78 and recites an algorithm provides a linearly decreasing first power level with increasing amounts of time between the change from an activation level to a deactivation level and a change from a deactivation level to an activation level. The *Berman* reference does not teach or suggest the limitations of claim 79, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 79 is further allowable over the cited art.

Claim 80 recites applying power to a motor in accordance with a transition signal comprises applying a pulse width modulated voltage with an increasing duty cycle to a motor. The *Berman* reference does not teach or suggest the limitations of claim 80, nor does the Office Action include a citation to any portion of the reference that is asserted to teach such limitations. Accordingly, claim 80 is further allowable over the cited art.

Section 103 Rejections

Claims 6, 8, 49, and 51 stand rejected under 35 U.S.C. § 103(a) as being anticipated by *Ribbe* in view of U.S. Patent No. 5,056,613 ("*Porter et al.*"). For the reasons discussed above in connection with claim 1, *Ribbe* does not teach or suggest all the limitations of the claims, such as, for example, methods of controlling acceleration of a toy vehicle and receiving a throttle signal from an operator in physical contact with a toy vehicle. In addition, the *Porter* reference also fails to teach at least these features of the claims. The Office Action also does not include a citation to any portion of the *Porter* reference that is asserted to teach such limitations. Accordingly, the claims are allowable over the cited art.

Claims 6, 8, 49, 51, and 70 stand rejected under 35 U.S.C. § 103(a) as being anticipated by *Berman* in view of *Porter*. For the reasons discussed above in connection with claim 2, *Berman* does not teach or suggest all the limitations of the claims, such as, for example, methods of controlling acceleration of a toy vehicle and receiving a throttle signal from an operator in physical contact with a toy vehicle. In addition, the *Porter* reference also fails to teach at least these features of the claims. The Office Action also does not include a citation to any portion of the *Porter* reference that is asserted to teach such limitations. Accordingly, the claims are allowable over the cited art.

CONCLUSION

It is believed that all of the pending claims have been addressed. However, the absence of a reply to a specific rejection, issue or comment does not signify agreement with or concession of that rejection, issue or comment. In addition, because the arguments made above may not be exhaustive, there may be reasons for patentability of any or all pending claims (or other claims) that have not been expressed. Finally, nothing in this paper should be construed as an intent to concede any issue with regard to any claim, except as specifically stated in this paper, and the amendment of any claim does not necessarily signify concession of unpatentability of the claim prior to its amendment.

An Petition for a Three-Month Extension of Time with the required \$1,020.00 filing fee is being filed concurrently with this Amendment in Reply to Action of March 8, 2006. If any additional extension of time is required, Applicant hereby requests the appropriate extension of time. Please apply any charges or credits to deposit account 06-1050.

Respectfully submitted,

Date: September 7, 2006

/Elizabeth Philip Dahm/
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Electronic Patent Application Fee Transmittal

Application Number:	10076795
Filing Date:	12-Feb-2002
Title of Invention:	System, apparatus, and method for providing control of a toy vehicle
First Named Inventor:	David A. Norman
Filer:	Elizabeth Philip/Della Gonzales
Attorney Docket Number:	50097-8USPT

Filed as Large Entity

Utility Filing Fees

Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Basic Filing:				
Pages:				
Claims:				
Miscellaneous-Filing:				
Petition:				
Patent-Appeals-and-Interference:				
Post-Allowance-and-Post-Issuance:				
Extension-of-Time:				
Extension - 3 months with \$0 paid	1253	1	1020	313 of 36920

Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Miscellaneous:				
Total in USD (\$)				1020

Electronic Acknowledgement Receipt

EFS ID:	1190805
Application Number:	10076795
Confirmation Number:	3663
Title of Invention:	System, apparatus, and method for providing control of a toy vehicle
First Named Inventor:	David A. Norman
Customer Number:	26231
Filer:	Elizabeth Philip/Susan Williams
Filer Authorized By:	Elizabeth Philip
Attorney Docket Number:	50097-8USPT
Receipt Date:	07-SEP-2006
Filing Date:	12-FEB-2002
Time Stamp:	18:41:17
Application Type:	Utility
International Application Number:	

Payment information:

Submitted with Payment	yes
Payment was successfully received in RAM	\$ 1020
RAM confirmation Number	558
Deposit Account	061050

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)	Multi Part	Pages
				315 of 361	

1	Extension of Time	PTO.pdf	72233	no	1
Warnings:					
Information:					
2		Amendment.pdf	143314	yes	24
	Multipart Description				
	Doc Desc		Start	End	
	Amendment - After Non-Final Rejection		1	1	
	Claims		2	12	
	Applicant Arguments/Remarks Made in an Amendment		13	24	
Warnings:					
Information:					
3	Fee Worksheet (PTO-875)	fee-info.pdf	8155	no	2
Warnings:					
Information:					
Total Files Size (in bytes):			223702		
<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>					

PATENT APPLICATION FEE DETERMINATION RECORD
Effective December 8, 2004

10/076795

CLAIMS AS FILED - PART I

	(Column 1)	(Column 2)
TOTAL CLAIMS		
FOR	NUMBER FILED	NUMBER EXTRA
TOTAL CHARGEABLE CLAIMS	minus 20=	
INDEPENDENT CLAIMS	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
BASIC FEE	715
X\$ 25=	
X100=	
+180=	
TOTAL	

RATE	FEE
BASIC FEE	
X\$50=	
X200=	
+360=	
TOTAL	

CLAIMS AS AMENDED - PART II

9-7-06

	(Column 1)	(Column 2)	(Column 3)	(Column 4)
AMENDMENT A	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
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	Independent	5	Minus 8	=
FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM <input type="checkbox"/>				

SMALL ENTITY TYPE

OR OTHER THAN SMALL ENTITY

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X100=	
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TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$50=	
X200=	
+360=	
TOTAL ADDIT. FEE	

	(Column 1)	(Column 2)	(Column 3)	(Column 4)
AMENDMENT B	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"/>				

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+180=	
TOTAL ADDIT. FEE	

RATE	ADDITIONAL FEE
X\$50=	
X200=	
+360=	
TOTAL ADDIT. FEE	

	(Column 1)	(Column 2)	(Column 3)	(Column 4)
AMENDMENT C	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA
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	Independent		Minus	=
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RATE	ADDITIONAL FEE
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+180=	

RATE	ADDITIONAL FEE
X\$50=	
X200=	
+360=	

EAST Search History

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
		("toyvehicle"and((motororthrottlerspeed)withsignal)).PN.	USPAT	OR	OFF	2006/02/28 07:27
L1	1525	"180"/\$.ccls. and (toy or child\$) same vehicle)	USPAT	OR	OFF	2006/11/07 15:26
L2	1511	"180"/\$.ccls. and motor and ((throttle or accelerator) with signal)	USPAT	OR	OFF	2006/11/07 15:28
L3	1366	1 and (level or speed)	USPAT	OR	OFF	2006/11/07 15:29
L4	30	2 and time	USPAT	OR	OFF	2006/11/07 15:29
L5	11724	3 and "throttle signal"	USPAT	OR	OFF	2006/11/07 16:32
L6	5466	((computer with medium) with processor)	USPAT	OR	OFF	2006/11/07 16:25
L7	4046	((computer with medium) with processor).cm.	USPAT	OR	OFF	2006/11/07 16:25
L8	5	((computer adj2 medium) with processor).cm.	USPAT	OR	OFF	2006/11/07 16:25
L9	13	7 and (throttle with signal)	USPAT	OR	OFF	2006/11/07 16:26
S1	1	4 and (motor same switch)	USPAT	OR	OFF	2006/11/07 16:33
S2	1	("5762532").PN.	USPAT; USOCR	OR	OFF	2004/09/14 10:22
S3	2	S1 and throttle	USPAT	OR	ON	2004/09/14 10:24
S4	2	((("5056613") or ("6287167")).PN.	USPAT; USOCR	OR	OFF	2004/09/14 10:24
S5	2	S3 and throttle	USPAT	OR	ON	2004/09/14 10:26
S6	1	S3 and (time or second or minute)	USPAT	OR	ON	2004/09/14 10:26
S7	26	("5829948").PN.	USPAT; USOCR	OR	OFF	2003/07/14 08:55
S8	10	("2050000" "2614800" "2804218" "3045847" "3176858" "3282566" "3325023" "3727773" "3822023" "3944083" "4005793" "4050599" "4219186" "4288195" "4331324" "4403680" "4421209" "4488326" "4491449" "4511110" "4708576" "4726724" "4765487" "4884454" "5156238" "5244336").PN.	USPAT	OR	OFF	2003/07/14 07:26
S9	0	"5829948".URPN.	USPAT	OR	OFF	2003/07/14 07:27
S10	17398	("batteryandmotorandcircuitandterminal").PN.	USPAT; USOCR	OR	OFF	2003/07/14 08:56
S11	2122	battery and motor and circuit and terminal	USPAT	OR	OFF	2003/07/14 08:56
S12	2	(battery and motor and circuit and terminal) and software	USPAT	OR	OFF	2003/07/14 08:56
S13	0	((battery and motor and circuit and terminal) and software) and 'throttle signal'	USPAT	OR	OFF	2003/12/01 11:27
S14	0	processor and 'throttle signal' and 'transistion signal'	USPAT	OR	OFF	2003/07/14 09:00
S15	0	motor and 'throttle signal' and 'transistion signal'	USPAT	OR	OFF	2003/07/14 09:00
S16	41	processor and motor and 'throttle signal' and 'transistion signal'	USPAT	OR	OFF	2003/07/14 09:01
S17	40	processor and motor and 'throttle signal'	USPAT	OR	OFF	2003/07/14 09:04
S18	245	method with disabl? with vehicle	USPAT	OR	OFF	2003/07/14 09:04
S19	68	method with disabl\$ with vehicle	USPAT	OR	OFF	2003/07/14 09:05
S20	61	(method with disabl\$ with vehicle) and (battery and motor)	USPAT	OR	OFF	2003/07/14 09:05
S21	4	((method with disabl\$ with vehicle) and (battery and motor)) and switch	USPAT	OR	OFF	2003/07/14 09:06
S22	0	((method with disabl\$ with vehicle) and (battery and motor)) and switch) and 'switch signal'	USPAT	OR	OFF	2003/07/16 17:52
S23	2	"20020157887"	USOCR	OR	OFF	2003/07/16 17:53
S24	675	"20020157887"	US-PGPUB; DERWENT	OR	OFF	2003/07/22 09:03
S25	270	(caddy or cart) and divider	USPAT	OR	OFF	2003/07/22 13:49
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S28	7	("3492016" "4243340" "4542777" "4793508" "4864334" "4953878" "5464237" "5570895" "5961134" "6010145" "6050660" "6073737" "6073943" "6193247").PN.	USPAT	OR	OFF	2003/07/22 13:58
S29	1	"3492016".URPN.	USPAT	OR	OFF	2003/07/23 14:32
S30	0	("6073943").PN.	USPAT; USOCR	OR	OFF	2003/07/23 14:29
S31	6	((("6073943").PN.) and (nest or nestable or nesting or stacked or slack or stacking)	USPAT	OR	OFF	2003/07/22 16:04
S32	5	"2246545"	USPAT	OR	OFF	2003/07/23 14:32
S33	9	"2246545"	EPO; JPO; DERWENT	OR	OFF	2003/07/23 14:32
S34	3	(throttle with signal) and motor and toy	USPAT	OR	OFF	2003/12/01 11:47
S35	0	(throttle with signal) same motor and toy and "pulse width"	USPAT	OR	OFF	2003/12/01 11:46
S36	0	((throttle with signal) same motor and toy and "pulse width") and velocity	USPAT	OR	OFF	2003/12/01 12:15
S37	207	(throttle with signal) same motor and toy and "pulse width" and velocity	USPAT	OR	OFF	2003/12/01 12:14
S38	80	(throttle with signal) and motor and velocity and "pulse width"	USPAT	OR	OFF	2003/12/01 11:47
S39	3	((throttle with signal) and motor and velocity and "pulse width") and "duty cycle"	USPAT	OR	OFF	2003/12/01 12:09
S40	13	((throttle with signal) and motor and velocity and "pulse width") and "duty cycle" and "throttle signal"	USPAT	OR	OFF	2003/12/01 11:48
S41	0	((throttle with signal) and motor and velocity and "pulse width") and "duty cycle" and (motor with (high or low))	USPAT	OR	OFF	2003/12/01 11:56
S42	0	((throttle with signal) and motor and velocity and "pulse width") and "duty cycle" and (motor with terminal with (high or low))	USPAT	OR	OFF	2003/12/01 11:57
S43	20	((throttle with signal) and motor and velocity and "pulse width") and "% duty cycle"	USPAT	OR	OFF	2003/12/01 12:09
S44	1006	(throttle with signal) and motor and velocity and "pulse width" and (percent with "duty cycle")	USPAT	OR	OFF	2003/12/01 12:09
S45	58	motor and "pulse width" and velocity and "duty cycle"	USPAT	OR	OFF	2003/12/01 12:36
S46	58	(motor and "pulse width" and velocity and "duty cycle") and (throttle adj3 signal)	USPAT	OR	OFF	2003/12/01 12:36

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S46	26	((motor and "pulse width" and velocity and "duty cycle") and (throttle adj3 signal)) and batter\$	USPAT	OR	OFF	2003/12/01 12:22
S47	137	motor and "pulse width" and (velocity with linear) and "duty cycle"	USPAT	OR	OFF	2003/12/01 12:36
S48	1	(motor and "pulse width" and (velocity with linear) and "duty cycle") and (throttle adj3 signal)	USPAT	OR	OFF	2003/12/01 12:49
S49	1810	"toy vehicle" or "toy car" and motor and "pulse width" and velocity and (throttle adj3 signal)	USPAT	OR	OFF	2003/12/01 12:50
S50	0	("toy vehicle" or "toy car") and motor and "pulse width" and velocity and (throttle adj3 signal)	USPAT	OR	OFF	2003/12/01 12:50
S51	2	("toy vehicle" or "toy car") and motor and "pulse width" and (throttle adj3 signal)	USPAT	OR	OFF	2003/12/01 12:54
S52	215	("toy vehicle" or "toy car") and (motor with (off or disabl\$))	USPAT	OR	OFF	2003/12/01 12:55
S53	156	("toy vehicle" or "toy car") and (motor with (off or disabl\$)) and battery	USPAT	OR	OFF	2003/12/01 12:56
S54	48	("toy vehicle" or "toy car") and (motor with (off or disabl\$)) and battery and signal	USPAT	OR	OFF	2003/12/01 12:57
S55	16	("toy vehicle" or "toy car") and (motor adj3 (off or disabl\$)) and battery and signal	USPAT	OR	OFF	2003/12/01 12:57
S56	109	"180"/\$.ccls. and (toy same vehicle)	USPAT	OR	OFF	2003/12/01 13:42
S57	421	"180"/\$.ccls. and ((toy or child\$) same vehicle)	USPAT	OR	OFF	2003/12/01 13:42
S58	11	("180"/\$.ccls. and ((toy or child\$) same vehicle)) and motor and "pulse width"	USPAT	OR	OFF	2003/12/01 13:42
S59	1	("6287167").PN.	USPAT; USOCR	OR	OFF	2004/09/01 14:39
S60	0	"446"/\$.ccls. and (motor with velocity)	USPAT	OR	ON	2004/09/01 15:13
S61	0	"446"/\$.ccls. and (motor with angular)	USPAT	OR	ON	2004/09/01 14:40
S62	0	"446"/\$.ccls. and (motor with angl\$)	USPAT	OR	ON	2004/09/01 14:41
S63	45	"446"/\$.ccls. and (motor with velocity)	USPAT	OR	ON	2004/09/01 15:03
S64	7	("446"/\$.ccls. and (motor with velocity)) and (throttle or valve)	USPAT	OR	ON	2004/09/01 15:03
S65	21	("446"/\$.ccls. and (motor with velocity)) and (throttle or signal)	USPAT	OR	ON	2004/09/01 15:14
S66	0	"180"/\$.ccls. and (motor with velocity)	USPAT	OR	ON	2004/09/01 15:14
S67	750	"180"/\$.ccls. and (motor with velocity)	USPAT	OR	ON	2004/09/01 15:24
S68	605	("180"/\$.ccls. and (motor with velocity)) and (throttle or signal)	USPAT	OR	ON	2004/09/01 15:24
S69	67	("180"/\$.ccls. and (motor with velocity)) and (throttle with signal)	USPAT	OR	ON	2004/09/01 15:24
S70	44	((("180"/\$.ccls. and (motor with velocity)) and (throttle with signal)) and (velocity with signal)	USPAT	OR	ON	2004/09/01 15:15
S71	163	"180"/\$.ccls. and (motor adj3 velocity)	USPAT	OR	ON	2004/09/01 15:24
S72	143	("180"/\$.ccls. and (motor adj3 velocity)) and (throttle or signal)	USPAT	OR	ON	2004/09/01 15:24
S73	13	("180"/\$.ccls. and (motor adj3 velocity)) and (throttle with signal)	USPAT	OR	ON	2004/09/02 11:57
S74	4	((("180"/\$.ccls. and (motor adj3 velocity)) and (throttle with signal)) and (motor with low)	USPAT	OR	ON	2004/09/02 11:58
S75	286	(motor adj3 velocity) and ((throttle or speed or pedal or lever) with signal) and vehicle	USPAT	OR	ON	2004/09/02 12:41
S76	145	((motor adj3 velocity) and ((throttle or speed or pedal or lever) with signal) and vehicle) and (motor with low)	USPAT	OR	ON	2004/09/02 12:46
S77	157	((motor adj3 velocity) and ((throttle or speed or pedal or lever) with signal) and vehicle) and (motor same (low and high))	USPAT	OR	ON	2004/09/02 13:10
S78	58	((motor adj3 velocity) and ((throttle or speed or pedal or lever) with signal) and vehicle) and (motor same (low and high)) and (motor same terminal)	USPAT	OR	ON	2004/09/02 13:10
S79	166	((280/14.26) or (280/624)).CCLS.	USPAT; USOCR	OR	OFF	2004/09/02 14:57
S80	1	("6217039").PN.	USPAT; USOCR	OR	OFF	2004/09/02 15:06
S81	41	("Re32346" "0831210" "2009684" "2112052" "2391720" "2497175" "2523449" "2603889" "2734284" "2745196" "2746117" "3027658" "3045367" "3058241" "3389481" "3744163" "3993318" "3997985" "4060918" "4083128" "4126323" "4554749" "4839972" "4944099" "4998358" "5388846" "5400484" "5408763" "5452907" "5459949" "5475936" "5484149" "5498009" "5645288" "5678833" "5682687" "5741018" "5836592" "5842293" "5934693" "6050574").PN.	USPAT	OR	ON	2004/09/02 14:57
S82	4	"6217039".URPN.	USPAT	OR	ON	2004/09/02 15:00
S83	1	("5836592").PN.	USPAT; USOCR	OR	OFF	2004/09/02 15:27
S84	6	("3202434" "3993318" "4932675" "5498009" "5645288" "5741018").PN.	USPAT	OR	ON	2004/09/02 15:06
S85	6	"5836592".URPN.	USPAT	OR	ON	2004/09/02 15:07
S86	727	280/617	USPAT	OR	ON	2004/09/02 15:27
S87	716	((280/617) or (280/618) or (280/623)).CCLS.	USPAT; USOCR	OR	OFF	2004/09/02 15:29
S88	215	((((280/617) or (280/618) or (280/623)).CCLS.) and snowboard	USPAT	OR	ON	2004/09/02 15:53
S89	139	(280/611).CCLS.	USPAT; USOCR	OR	OFF	2004/09/02 16:06
S90	5	("3057086" "3762075" "3951414" "4162089" "4389200").PN.	USPAT	OR	ON	2004/09/02 15:56
S91	7	"4871186".URPN.	USPAT	OR	ON	2004/09/02 15:57
S92	9	"4772041".URPN.	USPAT	OR	ON	2004/09/02 15:58
S93	4	("3057086" "3762075" "3951424" "4389200").PN.	USPAT	OR	ON	2004/09/02 16:00
S94	485	((280/633) or (280/634)).CCLS.	USPAT; USOCR	OR	OFF	2004/09/02 16:06
S95	71	((((280/633) or (280/634)).CCLS.) and snowboard	USPAT	OR	ON	2004/09/02 16:15
S96	58	((((motor adj3 velocity) and ((throttle or speed or pedal or lever) with signal) and vehicle) and (motor same (low and high)) and (motor same terminal)) and (low and signal))	USPAT	OR	ON	2004/09/02 16:19
S97	15	((((motor adj3 velocity) and ((throttle or speed or pedal or lever) with signal) and vehicle) and (motor same (low and high)) and (motor same terminal)) and (low and signal)) and (low with terminal))	USPAT	OR	ON	2004/09/02 16:29
S98	2	("6287167") or ("5056613").PN.	USPAT; USOCR	OR	OFF	2004/09/13 16:14
S99	1	((("6287167") or ("5056613")).PN.) and (motor with direction)	USPAT	OR	ON	2004/09/13 16:17

EAST Search History

S10 0	0	((("6287167") or ("5056613")).PN.) and (change with direction)	USPAT	OR	ON	2004/09/13 16:18
S10 1	1	((("6287167") or ("5056613")).PN.) and direction	USPAT	OR	ON	2004/09/13 16:23
S10 2	604	toy and (vehicle or car) and motor and ((shift or signal) with (direction or turn\$))	USPAT	OR	ON	2004/09/13 16:25
S10 3	408	(toy and (vehicle or car) and motor and ((shift or signal) with (direction or turn\$))) and (toy with (vehicle or car) and motor and ((shift or signal) with (direction or turn\$)))	USPAT	OR	ON	2004/09/13 16:26
S10 4	243	((toy and (vehicle or car) and motor and ((shift or signal) with (direction or turn\$))) and (toy with (vehicle or car) and motor and ((shift or signal) with (direction or turn\$))) and (signal with motor)	USPAT	OR	ON	2004/09/13 16:26
S10 5	42	(toy and (vehicle or car) and motor and ((shift or signal) with (direction or turn\$))) and (toy with (vehicle or car) and motor and ((shift or signal) with change with (direction or turn\$)))	USPAT	OR	ON	2004/09/13 16:26
S10 6	32	((toy and (vehicle or car) and motor and ((shift or signal) with (direction or turn\$))) and (toy with (vehicle or car) and motor and ((shift or signal) with change with (direction or turn\$))) and (signal with motor)	USPAT	OR	ON	2004/09/13 16:42
S10 7	24	((toy and (vehicle or car) and motor and ((shift or signal) with (direction or turn\$))) and (toy with (vehicle or car) and motor and ((shift or signal) with change with (direction or turn\$))) and (signal with motor) and (delay or stop or pause or lull or interval)	USPAT	OR	ON	2004/09/14 10:22
S10 8	1	("5349276").PN.	USPAT	OR	OFF	2005/06/13 08:56
S10 9	1	S108 and pulse	USPAT	OR	OFF	2005/06/13 10:15
S11 0	1	S108 and time	USPAT	OR	OFF	2005/06/13 11:03
S11 1	0	S108 and (throttle and time)	USPAT	OR	OFF	2005/06/13 09:24
S11 2	1	S108 and (speed and time)	USPAT	OR	OFF	2005/06/13 09:24
S11 3	1	S108 and (motor and velocity)	USPAT	OR	OFF	2005/06/13 10:36
S11 4	1	S108 and (motor and velocity and linear)	USPAT	OR	OFF	2005/06/13 10:37
S11 5	1	S108 and (motor same velocity)	USPAT	OR	OFF	2005/06/13 10:38
S11 6	1	S108 and (reverse or direction)	USPAT	OR	OFF	2005/06/13 11:13
S11 7	1	S108 and (binary or switch)	USPAT	OR	OFF	2005/06/13 11:13
S11 8	1	("5349276").PN.	USPAT	OR	OFF	2005/09/07 18:01
S11 9	0	S118 and (throttle or pedal or lever)	USPAT	OR	OFF	2005/09/07 18:02
S12 0	982	(throttle adj3 signal) and (motor with signal)	USPAT	OR	OFF	2005/09/07 18:03
S12 1	388	(throttle adj3 signal) and (motor adj4 signal)	USPAT	OR	OFF	2005/09/07 18:03
S12 2	237	(throttle adj2 signal) and (motor adj4 signal)	USPAT	OR	OFF	2005/09/07 18:04
S12 3	110	S122 and ((transistion or change) with signal)	USPAT	OR	OFF	2005/09/08 17:30
S12 4	495	((snowboard or ski) with seat)	USPAT	OR	OFF	2005/09/08 17:30
S12 5	240	S124 and "280"/\$.ccds.	USPAT	OR	OFF	2005/09/08 17:31
S12 6	10	("3325179" "3588138" "3917301" "4193609" "4260036" "4632408").PN. OR ("6036202").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2005/09/08 17:32
S12 7	13	("1005450" "1655713" "3190668" "3297334").PN. OR ("3695626").URPN.	US-PGPUB; USPAT; USOCR	OR	OFF	2005/09/08 17:43
S12 8	2	((("3190668") or ("3297334")).PN.	USPAT	OR	OFF	2005/09/08 17:44
S12 9	10	(US-5289100-\$ or US-5762532-\$ or US-6468127-\$ or US-4081729-\$ or US-4328427-\$ or US-5056613-\$ or US-6384555-\$ or US-6591178-\$ or US-4706195-\$ or US-5349276-\$).did.	USPAT	OR	OFF	2006/02/22 08:07
S13 0	6	S129 and throttle	USPAT	OR	OFF	2006/02/22 08:07
S13 1	1	S129 and pedal	USPAT	OR	OFF	2006/02/22 08:09
S13 2	9	S129 and switch	USPAT	OR	OFF	2006/02/22 08:16
S13 3	6168	(vehicle or car or automobile) and (throttle with signal) and motor	USPAT	OR	OFF	2006/02/22 08:28
S13 4	2969	(vehicle or car or automobile) and (throttle with signal) and motor and ((change or transition or increase or decrease or slow\$ or reduc\$ or fast\$) with signal)	USPAT	OR	OFF	2006/02/22 08:30
S13 5	13	S134 and (toy or child\$)	USPAT	OR	OFF	2006/02/22 09:55
S13 6	1	("20020121395").PN.	US-PGPUB	OR	OFF	2006/02/22 08:43
S13 7	0	S136 and signal	USPAT	OR	OFF	2006/02/22 08:43

EAST Search History

S13 8	1	S136 and signal	US-PGPUB	OR	OFF	2006/02/22 08:43
S13 9	11	S135 and (signal same time)	USPAT	OR	OFF	2006/02/27 18:56
S14 0	1	("20020121395").PN.	US-PGPUB	OR	OFF	2006/02/28 07:26
S14 1	143	"toy vehicle" and ((motor or throttle or speed) with signal)	USPAT	OR	OFF	2006/02/28 07:31
S14 2	109	S141 and time	USPAT	OR	OFF	2006/02/28 07:30
S14 3	44	S141 and (time with signal)	USPAT	OR	OFF	2006/02/28 07:30
S14 4	60	S141 and (time same signal)	USPAT	OR	OFF	2006/02/28 07:32
S14 5	86	(toy adj2 (car or automobile or vehicle)) and ((motor or throttle or speed) adj5 signal)	USPAT	OR	OFF	2006/02/28 07:32
S14 6	53	S145 and (time same signal)	USPAT	OR	OFF	2006/03/06 12:33
S14 7	86	(toy adj2 (car or automobile or vehicle)) and ((motor or throttle or speed) adj5 signal)	USPAT	OR	OFF	2006/03/06 12:33
S14 8	53	S147 and (time same signal)	USPAT	OR	OFF	2006/03/06 12:33
S14 9	17	S148 and binary	USPAT	OR	OFF	2006/03/06 12:34
S15 0	3	((("3732751") or ("5762532") or ("5994853")),PN.	USPAT	OR	OFF	2006/03/06 12:48
S15 1	0	S150 and binary	USPAT	OR	OFF	2006/03/06 12:51
S15 2	3	S150 and switch	USPAT	OR	OFF	2006/03/06 12:51



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NOTICE OF ALLOWANCE AND FEE(S) DUE

26231 7590 11/15/2006

FISH & RICHARDSON P.C.
P.O. BOX 1022
MINNEAPOLIS, MN 55440-1022

EXAMINER

AVERY, BRIDGET D

ART UNIT PAPER NUMBER

3618

DATE MAILED: 11/15/2006

Table with 5 columns: APPLICATION NO., FILING DATE, FIRST NAMED INVENTOR, ATTORNEY DOCKET NO., CONFIRMATION NO.

10/076,795 02/12/2002 David A. Norman 50097-8USPT 3663

TITLE OF INVENTION: SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Table with 7 columns: 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 02/15/2007

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:

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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.

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26231 7590 11/15/2006

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

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-8USPT	3663

TITLE OF INVENTION: SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

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	02/15/2007

EXAMINER	ART UNIT	CLASS-SUBCLASS
AVERY, BRIDGET D	3618	180-065100

<p>1. Change of correspondence address or indication of "Fee Address" (37 CFR 1.363).</p> <p><input type="checkbox"/> Change of correspondence address (or Change of Correspondence Address form PTO/SB/122) attached.</p> <p><input type="checkbox"/> "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.</p>	<p>2. For printing on the patent front page, list</p> <p>(1) the names of up to 3 registered patent attorneys or agents OR, alternatively, _____ 1</p> <p>(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</p> <p>_____ 3</p>
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3. ASSIGNEE NAME AND RESIDENCE DATA TO BE PRINTED ON THE PATENT (print or type)

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

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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).

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Authorized Signature _____ Date _____

Typed or printed name _____ 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.
10/076,795 02/12/2002 David A. Norman 50097-8USPT 3663

26231 7590 11/15/2006
FISH & RICHARDSON P.C.
P.O. BOX 1022
MINNEAPOLIS, MN 55440-1022

EXAMINER

AVERY, BRIDGET D

ART UNIT PAPER NUMBER

3618

DATE MAILED: 11/15/2006

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.

Notice of Allowability

Application No.

10/076,795

Examiner

Bridget Avery

Applicant(s)

NORMAN ET AL.

Art Unit

3618

-- 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 9/07/06.
- 2. The allowed claim(s) is/are 1-10, 41, 46-53 and 60-81.
- 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)).

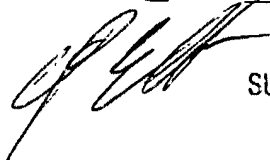
* Certified copies not received: _____.

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. Notice of References Cited (PTO-892)
- 2. Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3. Information Disclosure Statements (PTO/SB/08), Paper No./Mail Date _____
- 4. Examiner's Comment Regarding Requirement for Deposit of Biological Material
- 5. Notice of Informal Patent Application
- 6. Interview Summary (PTO-413), Paper No./Mail Date _____.
- 7. Examiner's Amendment/Comment
- 8. Examiner's Statement of Reasons for Allowance
- 9. Other See Continuation Sheet.



CHRISTOPHER P. ELLIS
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 3300

Continuation of Attachment(s) 9. Other: Note: The drawings filed on 4/23/02 are approved by the Examiner.

Bridget Avery
BRIDGET AVERY
PATENT EXAMINER / 11/07/06

CP Ellis

CHRISTOPHER P. ELLIS
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 3300

Notice of References Cited	Application/Control No. 10/076,795	Applicant(s)/Patent Under Reexamination NORMAN ET AL.	
	Examiner Bridget Avery	Art Unit 3618	Page 1 of 1

U.S. PATENT DOCUMENTS

*	Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
*	A US-4,336,858	06-1982	Loyzim, Robert J.	180/179
B	US-			
C	US-			
D	US-			
E	US-			
F	US-			
G	US-			
H	US-			
I	US-			
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K	US-			
L	US-			
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FOREIGN PATENT DOCUMENTS

*	Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	Classification
N					
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NON-PATENT DOCUMENTS

*	Include as applicable: Author, Title Date, Publisher, Edition or Volume, Pertinent Pages)
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*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.

Issue Classification 	Application/Control No.	Applicant(s)/Patent under Reexamination	
	10/076,795	NORMAN ET AL.	
	Examiner	Art Unit	
	Bridget Avery	3618	

ISSUE CLASSIFICATION										
ORIGINAL					CROSS REFERENCE(S)					
CLASS		SUBCLASS			CLASS	SUBCLASS (ONE SUBCLASS PER BLOCK)				
180		65.1			446	465	484			
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<p><i>Bridget Avery</i> 11/07/06 Bridget Avery (Assistant Examiner) (Date)</p>	<p><i>Christopher P. Ellis</i> 11/13/06 CHRISTOPHER P. ELLIS SUPERVISORY PATENT EXAMINER (Primary Examiner) (Date) TECHNOLOGY CENTER (3618)</p>	<p>Total Claims Allowed: 41</p> <table border="1" style="width: 100%;"> <tr> <td>O.G. Print Claim(s)</td> <td>O.G. Print Fig.</td> </tr> <tr> <td style="text-align: center;">62</td> <td style="text-align: center;">1</td> </tr> </table>	O.G. Print Claim(s)	O.G. Print Fig.	62	1
O.G. Print Claim(s)	O.G. Print Fig.					
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<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	
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Index of Claims



Application/Control No.

10/076,795

Examiner

Bridget Avery

Applicant(s)/Patent under Reexamination

NORMAN ET AL.

Art Unit

3618

√	Rejected
=	Allowed

—	(Through numeral) Cancelled
÷	Restricted

N	Non-Elected
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A	Appeal
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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	02/12/2002	David A. Norman	50097-8USPT	3663

26231 7590 01/25/2007
FISH & RICHARDSON P.C.
P.O. BOX 1022
MINNEAPOLIS, MN 55440-1022

EXAMINER

AVERY, BRIDGET D

ART UNIT	PAPER NUMBER
3618	

MAIL DATE	DELIVERY MODE
01/25/2007	PAPER

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

**Supplemental
Notice of Allowability**

Application No.	Applicant(s)	
10/076,795	NORMAN ET AL.	
Examiner	Art Unit	
Bridget Avery	3618	

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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: _____.

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5. CORRECTED DRAWINGS (as "replacement sheets") must be submitted.
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 - 1) hereto or 2) to Paper No./Mail Date _____.
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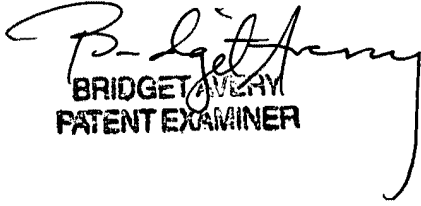
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2. Notice of Draftsperson's Patent Drawing Review (PTO-948)
3. Information Disclosure Statements (PTO/SB/08),
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of Biological Material
5. Notice of Informal Patent Application
6. Interview Summary (PTO-413),
Paper No./Mail Date _____
7. Examiner's Amendment/Comment
8. Examiner's Statement of Reasons for Allowance
9. Other See Continuation Sheet


CHRISTOPHER P. ELLIS
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 3600

Continuation of Attachment(s) 9. Other: Note: The drawings filed on 4/23/02 are approved by the Examiner.


BRIDGET AVERY
PATENT EXAMINER

Notice of References Cited

Application/Control No. 10/076,795	Applicant(s)/Patent Under Reexamination NORMAN ET AL.	
Examiner Bridgét Avery	Art Unit 3618	Page 1 of 1

U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
*	A	US-4,336,858	06-1982	Loyzim, Robert J.	180/179
	B	US-			
	C	US-			
	D	US-			
	E	US-			
	F	US-			
	G	US-			
	H	US-			
	I	US-			
	J	US-			
	K	US-			
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	M	US-			

FOREIGN PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	Classification
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	R					
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NON-PATENT DOCUMENTS

*		Include as applicable: Author, Title Date, Publisher, Edition or Volume, Pertinent Pages)
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*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.

Electronic Patent Application Fee Transmittal

Application Number:	10076795
Filing Date:	12-Feb-2002
Title of Invention:	SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE
First Named Inventor/Applicant Name:	David A. Norman
Filer:	Elizabeth Philip/Della Gonzales
Attorney Docket Number:	50097-8USPT

Filed as Large Entity

Utility Filing Fees

Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Basic Filing:				
Pages:				
Claims:				
Miscellaneous-Filing:				
Petition:				
Patent-Appeals-and-Interference:				
Post-Allowance-and-Post-Issuance:				
Utility Appl issue fee	1501	1	1400	1400
Publ. Fee- early, voluntary, or normal	1504	1	300	300

Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Extension-of-Time:				
Miscellaneous:				
Total in USD (\$)				1700

Electronic Acknowledgement Receipt

EFS ID:	1516062
Application Number:	10076795
International Application Number:	
Confirmation Number:	3663
Title of Invention:	SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE
First Named Inventor/Applicant Name:	David A. Norman
Customer Number:	26231
Filer:	Elizabeth Philip/Susan Williams
Filer Authorized By:	Elizabeth Philip
Attorney Docket Number:	50097-8USPT
Receipt Date:	14-FEB-2007
Filing Date:	12-FEB-2002
Time Stamp:	16:27:03
Application Type:	Utility

Payment information:

Submitted with Payment	yes
Payment was successfully received in RAM	\$ 1700
RAM confirmation Number	344
Deposit Account	061050

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)	Multi Part /.zip	Pages (if appl.)
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2	Fee Worksheet (PTO-06)	fee-info.pdf	8328	no	2
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Warnings:

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Total Files Size (in bytes):			334918		
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This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.

New Applications Under 35 U.S.C. 111

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

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

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

New International Application Filed with the USPTO as a Receiving Office

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

SUPPLEMENTAL DECLARATION

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 SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE, the specification of which:

- is attached hereto.
- was filed on February 12, 2002 as Application Serial No. 10/076,795.
- was described and claimed in PCT International Application No. _____ filed on _____ and as amended under PCT Article 19 on _____.

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 all information I know to be material to patentability in accordance with Title 37, Code of Federal Regulations, §1.56.

I hereby claim the benefit under Title 35, United States Code, §119(e)(1) of any United States provisional application(s) listed below:

<u>U.S. Serial No.</u>	<u>Filing Date</u>	<u>Status</u>
60/268,447	02/12/2001	Expired

I hereby claim the benefit under Title 35, United States Code, §120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code, §112, I acknowledge the duty to disclose all information I know to be material to patentability as defined in Title 37, Code of Federal Regulations, §1.56(a) which became available between the filing date of the prior application and the national or PCT international filing date of this application:

<u>U.S. Serial No.</u>	<u>Filing Date</u>	<u>Status</u>
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I hereby claim foreign priority benefits under Title 35, United States Code, §119 of any foreign application(s) for patent or inventor's certificate or of any PCT international application(s) designating at least one country other than the United States of America listed below and have also identified below any foreign application for patent or inventor's certificate or any PCT international application(s) designating at least one country other than the United States of America filed by me on the same subject matter having a filing date before that of the application(s) of which priority is claimed:

<u>Country</u>	<u>Application No.</u>	<u>Filing Date</u>	<u>Priority Claimed</u>
			<input type="checkbox"/> Yes <input type="checkbox"/> No
			<input type="checkbox"/> Yes <input type="checkbox"/> No


Please direct all telephone calls to ELIZABETH PHILIP DAHM at telephone number (214) 760-6119.

Please direct all correspondence to the following:

26231
PTO Customer Number

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 patents issued thereon.

Full Name of Inventor: DAVID A. NORMAN

Inventor's Signature:  Date: 22 FEB 07
Residence Address: Greenville, Texas
Citizenship: United States
Post Office Address: 3112 Old Mill Road
Greenville, Texas 75402

Full Name of Inventor: ROBERT H. MIMLITCH, III

Inventor's Signature:



Date: 2007-02-22

Residence Address:

Rowlett, TX

Citizenship:

United States

Post Office Address:

5606 Luna Dr.
Rowlett, TX 75088

Full Name of Inventor: RICHARD D. TORRANCE

Inventor's Signature: Richard D. Torrance Date: 2-22-07

Residence Address: Greenville, Texas

Citizenship: United States

Post Office Address: 5001 Peacock
Greenville, Texas 75402

90212187.doc

14489-004001

Electronic Acknowledgement Receipt

EFS ID:	1537960
Application Number:	10076795
International Application Number:	
Confirmation Number:	3663
Title of Invention:	SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE
First Named Inventor/Applicant Name:	David A. Norman
Customer Number:	26231
Filer:	Elizabeth Philip/Della Gonzales
Filer Authorized By:	Elizabeth Philip
Attorney Docket Number:	50097-8USPT
Receipt Date:	22-FEB-2007
Filing Date:	12-FEB-2002
Time Stamp:	18:05:18
Application Type:	Utility

Payment information:


Submitted with Payment	no
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File Listing:

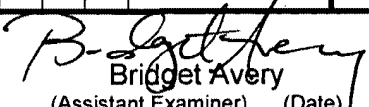
Document Number	Document Description	File Name	File Size(Bytes)	Multi Part /.zip	Pages (if appl.)
1	Oath or Declaration filed	SuppDecl.pdf	72616	no	4

Warnings:

Information:	
Total Files Size (in bytes):	72616
<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>	

Issue Classification 	Application/Control No.	Applicant(s)/Patent under Reexamination	
	10/076,795	NORMAN ET AL.	
	Examiner	Art Unit	
	Bridget Avery	3618	

ISSUE CLASSIFICATION										
ORIGINAL					CROSS REFERENCE(S)					
CLASS		SUBCLASS			CLASS	SUBCLASS (ONE SUBCLASS PER BLOCK)				
180		65.1			446	465	484			
INTERNATIONAL CLASSIFICATION										
B	6	0	K	1/00						
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				/						
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 Bridget Avery (Assistant Examiner) (Date)		Total Claims Allowed: 40				
(Legal Instruments Examiner) (Date)	(Primary 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;">62</td> <td style="text-align: center;">1</td> </tr> </table>	O.G. Print Claim(s)	O.G. Print Fig.	62	1
O.G. Print Claim(s)	O.G. Print Fig.					
62	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	
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2	2		32	22	62		92
10	3		33	23	63		93
3	4		34	24	64		94
	5		35	28	65		95
4	6		36	29	66		96
5	7		37	25	67		97
6	8		38	26	68		98
7	9		39	30	69		99
8	10		40	31	70		100
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	13		43	33	73		103
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APPLICATION NO.	ISSUE DATE	PATENT NO.	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/076,795	05/29/2007	7222684	50097-8USPT	3663

26231 7590 05/09/2007
FISH & RICHARDSON P.C.
P.O. BOX 1022
MINNEAPOLIS, MN 55440-1022

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):

David A. Norman, Greenville, TX;
Robert H. Mimlitch III, Rowlett, TX;
Richard Torrance, Greenville, TX;

UNITED STATES PATENT AND TRADEMARK OFFICE

Patent No.: 7,222,684
Assignee: INNOVATION FIRST, INC

Confirmation Number 3663

Serial No.: 10/076,795
Filing Date: 02-12-2002

Docket No.: 0011478.0023
Customer No.: 34755

Title: SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Change in Status

This letter is provided notice under 37 CFR §1.27 that the Owner of the Patent entitled above is a small entity. This assertion is being signed by an attorney of record in accordance to 37 CFR 1.27(c)(2)

If the Patent Office has any questions or comments, please contact the undersigned at 312-521-2778.

Respectfully submitted,

By: /AKS USPTO 43075/
Adam K Sacharoff
Reg. No. 43075

Dated: September 10, 2014

Much Shelist, PC
191 N. Wacker Drive, Suite 1800
Chicago, Illinois 60606
T: 312/521-2778
F: 312/521-2878

Electronic Acknowledgement Receipt

EFS ID:	20096064
Application Number:	10076795
International Application Number:	
Confirmation Number:	3663
Title of Invention:	SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE
First Named Inventor/Applicant Name:	David A. Norman
Customer Number:	26231
Filer:	Adam Sacharoff
Filer Authorized By:	
Attorney Docket Number:	50097-8USPT
Receipt Date:	10-SEP-2014
Filing Date:	12-FEB-2002
Time Stamp:	12:00:00
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no
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File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Power of Attorney	SIGNED_PowerAttorney.pdf	968258 <small>73c7ecf205f33b8b5098223ebfddc71c806f4011</small>	no	1

Warnings:

Information:

2	Assignee showing of ownership per 37 CFR 3.73.	AssigneeStatement.pdf	118126	no	3
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Warnings:

Information:

3	Assertion of entitlement to small entity status	SmallEntity.pdf	116675	no	1
			1394e36b85b273522b1cb180881f3af27e80e844		

Warnings:

Information:

Total Files Size (in bytes):			1203059		
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This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.

New Applications Under 35 U.S.C. 111

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

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

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

New International Application Filed with the USPTO as a Receiving Office

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

POWER OF ATTORNEY TO PROSECUTE APPLICATIONS BEFORE THE USPTO

I hereby revoke all previous powers of attorney given in the application identified in the attached statement under 37 CFR 3.73(c).

I hereby appoint:



Practitioners associated with Customer Number:

34755

OR



Practitioner(s) named below (if more than ten patent practitioners are to be named, then a customer number must be used):

Name	Registration Number	Name	Registration Number

As attorney(s) or agent(s) to represent the undersigned before the United States Patent and Trademark Office (USPTO) in connection with any and all patent applications assigned only to the undersigned according to the USPTO assignment records or assignments documents attached to this form in accordance with 37 CFR 3.73(c).

Please change the correspondence address for the application identified in the attached statement under 37 CFR 3.73(c) to:



The address associated with Customer Number:

34755

OR

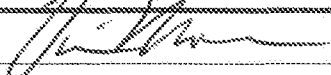
<input type="checkbox"/>	Firm or Individual Name			
<input type="checkbox"/>	Address			
<input type="checkbox"/>	City	State	Zip	
<input type="checkbox"/>	Country			
<input type="checkbox"/>	Telephone			Email

Assignee Name and Address: Innovation First, Inc.
1519 Interstate 30 West
Greenville, TX 75402

A copy of this form, together with a statement under 37 CFR 3.73(c) (Form PTO/AIA/96 or equivalent) is required to be filed in each application in which this form is used. The statement under 37 CFR 3.73(c) may be completed by one of the practitioners appointed in this form, and must identify the application in which this Power of Attorney is to be filed.

SIGNATURE of Assignee of Record

The individual whose signature and title is supplied below is authorized to act on behalf of the assignee

Signature		Date	7/7/14
Name	Vince Mauer	Telephone	903-453-0845
Title	General Counsel		

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(c)

Applicant/Patent Owner: Innovation First, Inc.

Application No./Patent No.: 7,222,684 Filed/Issue Date: 05-29-2007

Titled: SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Innovation First, Inc., a Corporation

(Name of Assignee) (Type of Assignee, e.g., corporation, partnership, university, government agency, etc.)

states that, for the patent application/patent identified above, it is (choose **one** of options 1, 2, 3 or 4 below):

- 1. The assignee of the entire right, title, and interest.
- 2. An assignee of less than the entire right, title, and interest (check applicable box):
 - The extent (by percentage) of its ownership interest is _____%. Additional Statement(s) by the owners holding the balance of the interest must be submitted to account for 100% of the ownership interest.
 - There are unspecified percentages of ownership. The other parties, including inventors, who together own the entire right, title and interest are:

Additional Statement(s) by the owner(s) holding the balance of the interest must be submitted to account for the entire right, title, and interest.

- 3. The assignee of an undivided interest in the entirety (a complete assignment from one of the joint inventors was made). The other parties, including inventors, who together own the entire right, title, and interest are:

Additional Statement(s) by the owner(s) holding the balance of the interest must be submitted to account for the entire right, title, and interest.

- 4. The recipient, via a court proceeding or the like (e.g., bankruptcy, probate), of an undivided interest in the entirety (a complete transfer of ownership interest was made). The certified document(s) showing the transfer is attached.

The interest identified in option 1, 2 or 3 above (not option 4) is evidenced by either (choose **one** of options A or B below):

- 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 012818, Frame 0072, or for which a copy thereof is attached.
- B. A chain of title from the inventor(s), of the patent application/patent identified above, to the current assignee as follows:

1. 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.

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.

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(c)

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.

4. 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.

5. 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.

6. 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(c)(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.

/aks uspto 43075/

09/10/2014

Signature

Date

Adam K Sacharoff

43075

Printed or Typed Name

Title or Registration Number

Privacy Act Statement

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

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

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



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

Table with 7 columns: APPLICATION NUMBER, FILING or 371(c) DATE, GRP ART UNIT, FIL FEE REC'D, ATTY.DOCKET.NO, TOT CLAIMS, IND CLAIMS. Row 1: 10/076,795, 02/12/2002, 3618, 2040, 50097-8USPT, 45, 8

CONFIRMATION NO. 3663

CORRECTED FILING RECEIPT



34755
ADAM K. SACHAROFF
MUCH SHELIST DENENBERG AMENT & RUBENSTEIN
191 N. WACKER DRIVE, Suite 1800
CHICAGO, IL 60606-1615

Date Mailed: 09/17/2014

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

Inventor(s)

David A. Norman, Greenville, TX;
Robert H. Mimlitch III, Rowlett, TX;
Richard Torrance, Greenville, TX;

Applicant(s)

David A. Norman, Greenville, TX;
Robert H. Mimlitch III, Rowlett, TX;
Richard Torrance, Greenville, TX;

Power of Attorney: The patent practitioners associated with Customer Number 34755

Domestic Priority data as claimed by applicant

This appln claims benefit of 60/268,447 02/12/2001

Foreign Applications for which priority is claimed (You may be eligible to benefit from the Patent Prosecution Highway program at the USPTO. Please see http://www.uspto.gov for more information.) - None.

Foreign application information must be provided in an Application Data Sheet in order to constitute a claim to foreign priority. See 37 CFR 1.55 and 1.76.

If Required, Foreign Filing License Granted: 04/01/2002

The country code and number of your priority application, to be used for filing abroad under the Paris Convention, is US 10/076,795

Projected Publication Date: Not Applicable

Non-Publication Request: No

Early Publication Request: No

** SMALL ENTITY **

Title

SYSTEM, APPARATUS, AND METHOD FOR PROVIDING CONTROL OF A TOY VEHICLE

Preliminary Class

180

Statement under 37 CFR 1.55 or 1.78 for AIA (First Inventor to File) Transition Applications:**PROTECTING YOUR INVENTION OUTSIDE THE UNITED STATES**

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

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

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

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

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

LICENSE FOR FOREIGN FILING UNDER
Title 35, United States Code, Section 184
Title 37, Code of Federal Regulations, 5.11 & 5.15

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The applicant has been granted a license under 35 U.S.C. 184, if the phrase "IF REQUIRED, FOREIGN FILING LICENSE GRANTED" followed by a date appears on this form. Such licenses are issued in all applications where the conditions for issuance of a license have been met, regardless of whether or not a license may be required as set forth in 37 CFR 5.15. The scope and limitations of this license are set forth in 37 CFR 5.15(a) unless an earlier license has been issued under 37 CFR 5.15(b). The license is subject to revocation upon written notification. The date indicated is the effective date of the license, unless an earlier license of similar scope has been granted under 37 CFR 5.13 or 5.14.

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NOT GRANTED

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
10/076,795	02/12/2002	David A. Norman	50097-8USPT

CONFIRMATION NO. 3663

POA ACCEPTANCE LETTER

34755
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Date Mailed: 09/17/2014

NOTICE OF ACCEPTANCE OF POWER OF ATTORNEY

This is in response to the Power of Attorney filed 09/10/2014.

The Power of Attorney in this application is accepted. Correspondence in this application will be mailed to the above address as provided by 37 CFR 1.33.

/byemanc/

Office of Data Management, Application Assistance Unit (571) 272-4000, or (571) 272-4200, or 1-888-786-0101



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Table with 4 columns: APPLICATION NUMBER (10/076,795), FILING OR 371(C) DATE (02/12/2002), FIRST NAMED APPLICANT (David A. Norman), ATTY. DOCKET NO./TITLE (50097-8USPT)

CONFIRMATION NO. 3663

POWER OF ATTORNEY NOTICE

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Date Mailed: 09/17/2014

NOTICE REGARDING CHANGE OF POWER OF ATTORNEY

This is in response to the Power of Attorney filed 09/10/2014.

- The Power of Attorney to you in this application has been revoked by the assignee who has intervened as provided by 37 CFR 3.71. Future correspondence will be mailed to the new address of record(37 CFR 1.33).

/byemane/

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