CERTIFICATION OF TRANSLATION

I, James Doing, hereby declare:

That I possess advanced knowledge of the German and English languages. This declaration certifies that the attached English language document, identified as **"DE4000877A1 – Weitbrecht"** (attached as Appendix A), is a true and accurate translation of the original German language document **"DE4000877A1 – Weitbrecht"** (attached as Appendix B), to the best of my knowledge and belief.

I hereby acknowledge that any willful false statements made in this Declaration are punishable by fine or imprisonment, or both, under section 1001 of Title 18 of the United States Code. Furthermore, all statements made of Declarant's own knowledge are true, and all statements made on information and belief are believed to be true.

Executed on May 25, 2020.

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APPENDIX A

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(12) **Patent Application**

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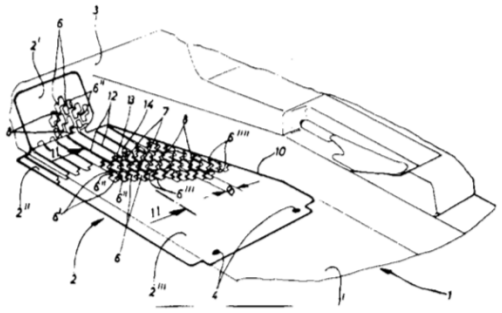
Request for review pursuant to § 44 PatG (*Patentgesetz* [German Patent Act]) has been filed

(54) Footwell mat for motor vehicles

(57) A footwell mat (2) made of rubber consists of a front section (2'), an anti-slip section (2''), and a rear section (2'''), wherein the front and rear sections (2', 2'') are covered in a plurality of peaks (6). These consist essentially of two longitudinal sections (6') facing in opposite directions, wherein the longitudinal edges (6''') and the narrow sides (6'''') of the peaks (6) adjoin longitudinal grooves (7) and transverse grooves (8) that are connected to one another. Between two successive peaks (6), a further peak (6) is provided that is arranged laterally offset from the former peaks by half the measure of its width (B).



DE 40 00 877 A1

Description

The invention relates to a footwell mat of the kind described in the preamble of patent claim 1 and arising from DE-GM 82 21 629 (**Fig.** 3 and 4).

In the case of the footwell mat known from this publication, the roughly square-shaped peaks are arranged successively in rows, such that longitudinal and transverse grooves running in the vehicle longitudinal and vehicle transverse direction are formed. Because all of the grooves have a straight trajectory, any water that is present on the footwell mat, having typically been carried into the vehicle cabin, can quickly flow into the region of the respectively raised circumferential edge of the footwell mat when the vehicle is in an oblique position or in the event of strong vehicle accelerations or decelerations, wherein a rather large quantity of water can slosh over the circumferential edge. Further, any pieces of clothing lying on the footwell mat – in particular the end of pants – can easily soak up the water.

The task of the invention is therefore, in the case of a footwell mat of the kind described in the preamble of patent claim 1, to arrange the peaks in such a way that any liquid present on the footwell mat is well distributed, on the one hand, and can only flow very slowly to the respective circumferential edge of the footwell mat when the vehicle is in an oblique position or in the event of strong vehicle accelerations or decelerations, on the other hand.

The features laid out in the characterizing part of patent claim 1 are provided in order to solve this task.

Since, according to the invention, between two successive peaks a further peak is arranged which is laterally offset from the former two peaks, any water that is present between them on the footwell mat can be advantageously distributed in a labyrinthine manner, and, when the vehicle is in an oblique position or in the event of strong vehicle accelerations or decelerations, the water reaches the respectively raised circumferential edge of the footwell mat only very slowly. Moreover, a quantity of water that is typically carried into the vehicle cabin through slush or the like is also distributed widely over the footwell mat, so that the water can barely reach over its circumferential edge. Due to the wide distribution of the water on the footwell mat, it can also evaporate comparatively faster.

According to the feature of patent claim 2, the peaks are each arranged laterally offset by half the measure of their width, and therefore an optimal groove labyrinth is formed between the peaks.

Due to the design of the peaks according to the features of patent claim 3, not only a large number of grooves are formed between the peaks, but they are also optimally stylistically formed, wherein the water can be especially well distributed due to the rounding/filleting of their outer circumference. Because the peaks are hollow from the bottom (feature of patent claim 5), a weight reduction of the footwell mat is achieved.

Finally, the footwell mat consists of three sections, namely a front and a rear section, each covered in peaks, between multiple longitudinal notches is arranged. The vehicle occupant's shoes rest on the anti-slip section, wherein any water that is carried into the vehicle cabin can run over the anti-slip section to the rear section (features of patent claim 6).

Further designs of the invention are characterized in other dependent claims.

One embodiment of the invention is shown in the drawing and is explained below.

Fig. 1 shows a perspective view of a footwell mat located in the footwell of the driver's seat of a passenger car.

Fig. 2 shows a profile along the line II-II in **Fig.** 1 in a larger view.

The footwell **1** of a passenger car shown in **Fig.** 1 is located in front of its driver's seat and is equipped with a footwell mat **2**. This mat is manufactured from an integral piece of rubber and serves to support the feet of the driver. The footwell mat **2** comprises a front section **2**' in the region of a splashboard **3**, to which an anti-slip section **2**" is connected. It is connected to a rear section **2**"', which is detachably fastened to the footwell floor **1**' at its rear edge by way of at least two fastening elements **4**.

The front section **2**" [*sic*: **2**'] and the rear section **2**"' of the footwell mat **2** are each completely covered in peaks **6** that are arranged successively in rows. Between two successive peaks **6**, a further peak **6** is provided that is laterally offset from the former peaks by half the measure of its width B. These peaks consist of two longitudinal sections **6**', whose end regions face in opposite directions, namely toward the vehicle front and vehicle rear. Further, the longitudinal sections **6**' are laterally offset from one another, wherein, at their transitional region, corner recesses **6**" that face away from one another are provided. The longitudinal edges **6**"' of the peaks run parallel to one another as well as in the vehicle longitudinal direction. Finally, the peaks **6** also have two narrow sides **6**"", which extend in the vehicle transverse direction. The longitudinal edges **6**"' of the peaks **6** each adjoin a longitudinal groove **7** running in the vehicle longitudinal direction, while the narrow sides **6**"" each adjoin a transverse groove **8** connected to the longitudinal grooves **7**. As seen in **Fig.** 2, the peaks **6** each have a cavity **9** that is open to the bottom of the footwell mat **2**. Finally, the footwell mat **2** is equipped with a circumferential edge **10** that runs along its entire outer circumference, which is at least approximately as high as the peaks **6** in the region of the anti-slip section **2**" and the rear section **2**"'.

Because a laterally offset peak **6** is now arranged between two successive peaks **6** – wherein the neighboring corner edges of the narrow sides **6**"" run obliquely to a vehicle transverse plane – any water that is present between the peaks **6** on the footwell mat **2** can be distributed in a labyrinthine manner, and, when the vehicle is in an oblique position or in the event of strong vehicle accelerations or decelerations, the water reaches the respectively raised circumferential edge **10** of the footwell mat **2** only very

As seen in **Fig.** 1, the anti-slip section **2**" of the footwell mat **2** has a smooth surface, upon which multiple longitudinal notches **12** are arranged, which are separated from one another in large intervals. These run in alignment with the longitudinal grooves **7** in the rear section **2**"' of the footwell mat **2**, wherein the longitudinal grooves **7** have a significantly greater depth than the longitudinal notches **12**. In the transitional region of the anti-slip section **2**" to the front section **2**' and rear section **2**"', between each of the longitudinal sections **6**' of the peaks **6** at the height of the peaks, respective rectangular intermediate parts **13** are provided, each of which is adjoined by a projection **14** projecting from the anti-slip section **2**". The peaks **6** have a relatively large surface and thus offer a broad support area for the vehicle occupant's shoes.

Patent claims

1. Footwell mat for motor vehicles consisting of rubber or plastic and having a plurality of longitudinal grooves running in the vehicle longitudinal direction, which are connected to one another by way of transverse grooves, wherein peaks are arranged successively between the grooves, and the footwell mat is enclosed by a raised circumferential edge, **characterized in that** between two successive peaks (**6**) at least one peak is arranged that is laterally offset from the former peaks.
2. Footwell mat according to claim 1, characterized in that the laterally offset peaks (**6**) are offset by half the measure of their width (**B**).
3. Footwell mat according to claim 2, with peaks arranged in rows, characterized in that each of the peaks (**6**) consists of two longitudinal sections (**6**') facing in opposite directions with their end regions and are laterally offset from one another, having at their transitional region corner recesses (**6**") that face away from one another and longitudinal edges (**6**"') running parallel to one another.
4. Footwell mat according to claim 3, characterized in that the narrow sides (**6**"") of the peaks (**6**) each adjoin a transverse groove (**8**).
5. Footwell mat according to claim 1 or 3, characterized in that the peaks (**6**) are hollow from the bottom (cavity **9**).
6. Footwell mat according to claim 1, characterized in that the footwell mat (**2**) comprises a front section (**2**') in the region of a splashboard (**3**) and a rear section (**2**"'), each of which are completely covered in peaks (**6**), wherein an anti-slip section (**2**") is located between the two sections, which has an essentially smooth surface and multiple longitudinal notches (**12**) that are spaced apart from one another.
7. Footwell mat according to claim 6, characterized in that the longitudinal notches (**12**) are in alignment with the longitudinal grooves (**7**), which are deeper than the longitudinal notches.
8. Footwell mat according to claim 6, characterized in that at the transitional region of the anti-slip section (**2**") to the front and rear section (**2**', **2**"'), a rectangular, convex intermediate part (**13**) and a projection (**14**) projecting from the anti-slip section are provided between each of the longitudinal sections (**6**') of the peaks (**6**).

See 1 page(s) of drawings

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