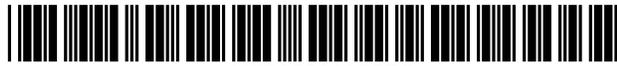


EXHIBIT D



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(12) **United States Patent**
Naboulsi

(10) **Patent No.:** **US 8,301,108 B2**
(45) **Date of Patent:** **Oct. 30, 2012**

(54) **SAFETY CONTROL SYSTEM FOR VEHICLES**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 1840 days.

(21) Appl. No.: **10/838,708**

(22) Filed: **May 4, 2004**

(65) **Prior Publication Data**

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Related U.S. Application Data

(63) Continuation of application No. 10/287,299, filed on Nov. 4, 2002, now Pat. No. 6,731,925.

(51) **Int. Cl.**
H04B 1/06 (2006.01)

(52) **U.S. Cl.** **455/345; 455/569.2; 340/575; 340/576**

(58) **Field of Classification Search** **455/345, 455/411, 556.1, 557, 565, 567, 569.1, 569.2, 455/575.9; 340/438, 441, 525, 575, 576, 340/901**

See application file for complete search history.

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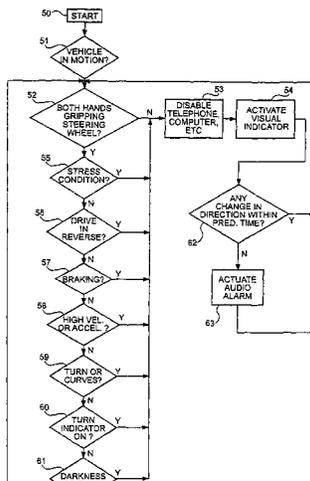
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(57) **ABSTRACT**

According to one aspect of one embodiment of the present invention, a safety control system for vehicles, includes, a communication device having at least one of an input accessible from within the vehicle and an output communicated within the vehicle, at least one sensor operable to sense at least one condition related to vehicle operation, and a controller communicated with the sensor and the communication device to selectively suppress at least one of said input and said output in response to a sensed parameter of said at least one condition being outside of a threshold. When an input is suppressed, the driver is prevented from accessing or inputting information into the communication device. When an output is suppressed, communication between the device and the driver of a vehicle is suppressed to, among other things, avoid distracting the driver during certain driving situations or conditions relating to the driver, vehicle and/or environment.

113 Claims, 4 Drawing Sheets



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FIG - 1

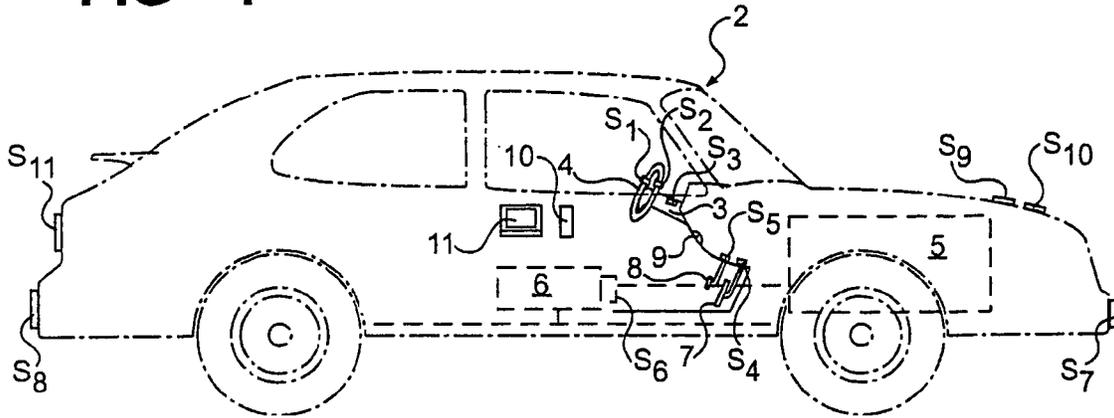
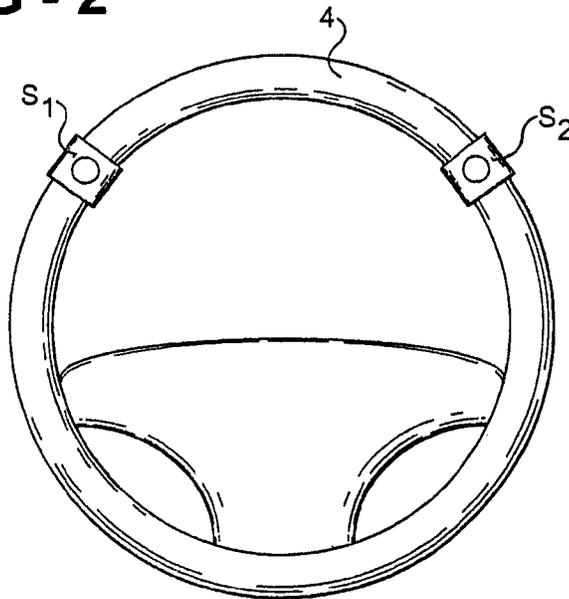


FIG - 2



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