

UNITED STATES PATENT AND TRADEMARK OFFICE

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BEFORE THE PATENT TRIAL AND APPEAL BOARD

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AUTEL U.S. INC.  
and  
AUTEL INTELLIGENT TECHNOLOGY CO. LTD.  
Petitioner

v.

BOSCH AUTOMOTIVE SERVICE SOLUTIONS LLC.  
Patent Owner

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Case IPR2014-00183  
Patent 6,904,796 B2

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Before JOSIAH C. COCKS, SHERIDAN K. SNEDDEN, and  
SCOTT A. DANIELS, *Administrative Patent Judges*.

DANIELS, *Administrative Patent Judge*.

DECISION  
Institution of *Inter Partes* Review  
37 C.F.R. § 42.108

## I. INTRODUCTION

### A. Background

Autel U.S. Inc. and Autel Intelligent Technology Co. Ltd. (collectively, “Petitioner”) filed a petition to institute an *inter partes* review of claims 1, 4-16, and 20-22 of U.S. Patent No. 6,904,796 B2 (“the ’796 patent”). Paper 1 (“Pet.”). Patent Owner, Bosch Automotive Service Solutions LLC., timely filed a preliminary response. Paper 16 (“Prelim. Resp.”).

The standard for instituting an *inter partes* review is set forth in 35 U.S.C. § 314(a):

THRESHOLD – The Director may not authorize an *inter partes* review to be instituted unless the Director determines that the information presented in the petition filed under section 311 and any response filed under section 313 shows that there is a reasonable likelihood that the Petitioner would prevail with respect to at least 1 of the claims challenged in the petition.

Upon consideration of the petition and the preliminary response, we determine that Petitioner has established a reasonable likelihood that it would prevail with respect to claims 1, 4-16, and 20-22 of the ’796 patent. Accordingly, pursuant to 35 U.S.C. § 314, we institute an *inter partes* review of claims 1, 4-16, and 20-22 of the ’796 patent.

### B. Related Matters

Petitioner indicates that the ’796 patent is the subject of litigation in *Service Solutions U.S. LLC v. Autel U.S. Inc. and Autel Intelligent*

*Technology Co. Ltd.*, Case No. 4:15-10534-TGB-LJM in the U.S. District Court for the Eastern District of Michigan.<sup>1</sup> Pet. 2; Paper 14, 1.

*C. The '796 Patent*

The '796 patent (Ex. 1001), titled “Remote Tire Monitoring Systems Tool,” generally relates to a tool, i.e., a tire positioning tool, for activating RTMS (“Remote Tire Monitoring Systems”) tire sensors by a plurality of methods, and receiving data from the activated RTMS tire sensors at various different radio frequency signals. Ex. 1001, Abst., 2:38-48. The tool also is capable of communicating with a vehicle’s RTMS receiving unit. *Id.* at 1:22-23. Vehicles can be equipped with an onboard RTMS receiving unit, which receives data from the tire sensors and indicates, via a visual or audible alarm to a driver, a specific tire characteristic, such as low air pressure. *Id.* at 1:29-32. The tool also is intended to transmit/receive information from a variety of RTMS receiving units using one of a plurality of signal frequencies. *Id.* at 2:56-60. The '796 patent describes that “[i]n this manner a technician tasked to install a new tire or to rotate tires can utilize a single tool to work with remote tire monitoring systems made by different manufacturers.” *Id.* at 2:60-63.

Figure 1 of the '796 patent illustrates a preferred embodiment of the tire positioning tool. *Id.* at 10:14-15.

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<sup>1</sup> Service Solutions U.S. LLC transferred the '796 patent to Bosch Automotive Service Solutions LLC, by way of assignment recorded December 6, 2013, with the U.S. Patent and Trademark Office. Reel and frame No: 031770/0167. <http://assignments.uspto.gov/assignments/q?db=pat&pat=6904796>, last visited May 6, 2014.

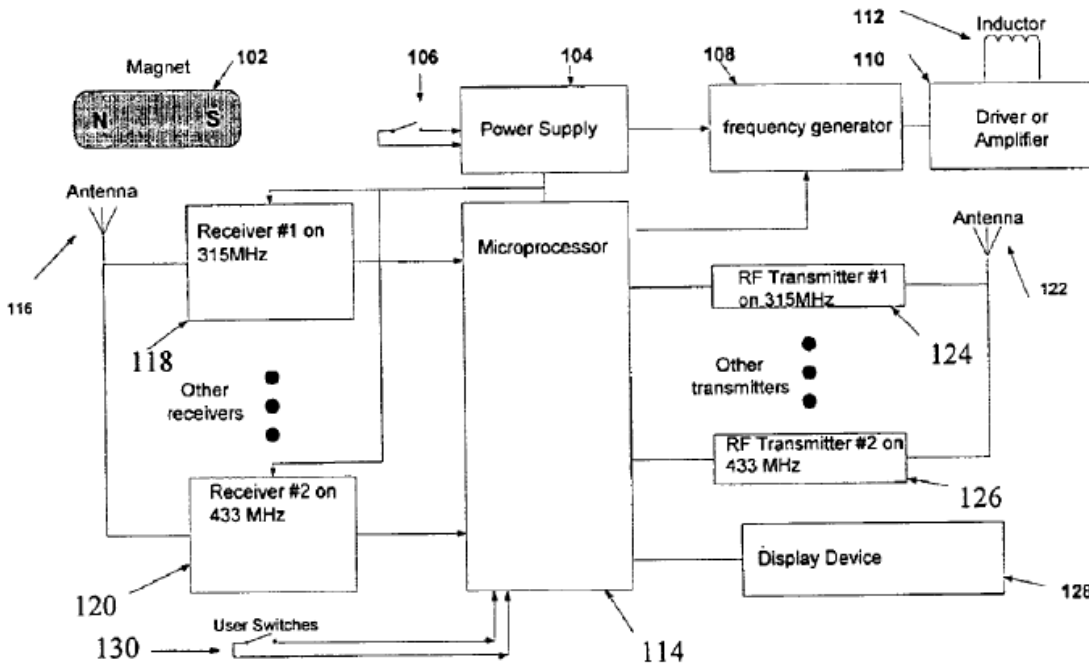


FIG. 1

As depicted by the diagrammatic circuit in Figure 1 of the '796 patent above, tool 100 includes several different approaches for activating a tire sensor; magnet 102 can generate a magnetic field to activate the tire sensor; frequency generator 108, driver 110, and inductor 112 may send a signal to activate the tire sensor; and antenna 122 allows different transmitters 124, 126 to transmit signals at various frequencies to activate a tire sensor. Ex. 1001, 10:14-50.

The tool can receive signals from either an RTMS tire sensor, or a RTMS receiving unit (not shown) via antenna 116. *Id.* at 10:34-35. Moreover, antenna 116 is connected to different receivers 118, 120, each capable of receiving a different frequency. *Id.* at 10:35-40. The tool has display 128 for displaying information to a technician. *Id.* at 60-63.

The technician can switch between different modes of operation of the tool via user switches 130. *Id.* at 10:66, 11:2. One mode of operation could activate a tire sensor and display data received from the activated sensor on display 128. Another mode could involve input of data to the tool for transmission to an RTMS receiving unit, for example, inputting a desired tire pressure level that would trigger the receiving unit to warn a driver of low tire pressure. *Id.* at 11:2-15.

The '796 patent Specification states that the electronics for the tool can all be “fit in a casing that is sufficiently small to be easily carried and handled by a technician.” *Id.* at 12:48-51.

#### *D. Illustrative Claims*

Of the challenged claims, the independent claims are 1, 7, 9, 11, 13, 15, 16, and 20. Claims 1, 7, 9, 11, 13, 15, and 16 are apparatus claims drawn to “a tool,” and claim 20 recites a method of using the tool. Claim 1 illustrates the claimed subject matter and is reproduced below:

1. A tool comprising a plurality of means for activating remote tire monitoring system tire sensors, the plurality of means selected from the group consisting of a magnet, a valve core depressor, means for generating continuous wave signals, and means for generating modulated signals, wherein the tool is capable of activating a plurality of tire sensors, each of the plurality of tire sensors utilizing a different method for activating the said tire sensor.

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