

UNITED STATES PATENT AND TRADEMARK OFFICE

BEFORE THE PATENT TRIAL AND APPEAL BOARD

DATASPEED INC.,

Petitioner,

v.

SUCXESS, LLC,

Patent Owner.

IPR2020-00116
Patent 9,871,671 B2

PETITIONER'S DEMONSTRATIVE EXHIBITS



DATASPEED INC.,
v.
SUCXESS, LLC

IPR2020-00116 (Patent 9,871,671 B2)
IPR2020-00147 (Patent 10,027,505 B2)

Oral Hearing Date: February 11, 2021

*Before Hon. Trevor M. Jefferson, Minn Chung, and Nathan A. Engels,
Administrative Patent Judges*

Summary of Asserted Grounds and Prior Art ('671)

Challenged Claims	35 U.S.C. §	References
1-15, 19	§ 103 ¹	Munoz ² or Munoz, Negley ³ , SAE ⁴ , and Bosch ⁵
16-18	§ 103	Munoz or Munoz, Negley, SAE, Bosch, and Lobaza ⁶
1-15, 19	§ 103	Dietz ⁷ , Negley, SAE, and Bosch
16-18	§ 103	Dietz, Negley, SAE, Bosch, and Lobaza

² Munoz (US 7,737,831 B2; filed Feb. 6, 2007; issued June 15, 2010). Ex. 1004.

³ Bruce Negley, *Getting Control Through CAN*, The Journal of Applied Sensing Technology, Oct. 2000, vol. 17, no. 10, pages 16-33. Ex. 1006.

⁴ Craig Szydowski, *A Gateway for CAN Specification 2.0 Non-Passive Devices*, SAE Technical Paper Series, 930005, Society of Automotive Engineers, Inc. 1993, pages 29-37. Ex. 1009.

⁵ Robert Bosch, CAN Specification Version 2.0, Bosch, Sept. 1991. Ex. 1010.

⁶ Lobaza et al. (US 6,812,832 B2; filed Nov. 26, 2002; issued Nov. 2, 2004). Ex. 1014.

⁷ Audiotechnik Dietz, Installation/connection manual for multimedia interface 1280, March 16, 2005, <http://www.dietz.biz>. Ex. 1005.

Summary of Asserted Grounds and Prior Art ('505)

Claims	35 U.S.C. §	Reference(s)/Basis
1-13	103 ¹	Munoz ² or Munoz, Negley ³ , SAE ⁴ , Bosch ⁵
14-16	103	Munoz or Munoz, Negley, SAE, Bosch, Lobaza ⁶
1-13	103	Dietz ⁷ , Negley, SAE, Bosch
1-13	103	Dietz, Allen ⁸ , Negley, SAE, Bosch
14-16	103	Dietz, Negley, SAE, Bosch, Lobaza
14-16	103	Dietz, Allen, Negley, SAE, Bosch, Lobaza
6-12	103	Allen, Negley, SAE, Bosch
10, 14-16	103	Lobaza, Allen, Negley, SAE, Bosch

² Munoz (US 7,737,831 B2; filed Feb. 6, 2007; issued June 15, 2010). Ex. 1004.

³ Bruce Negley, *Getting Control Through CAN*, The Journal of Applied Sensing Technology, Oct. 2000, vol. 17, no. 10, pages 16-33. Ex. 1006.

⁴ Craig Szydlowski, *A Gateway for CAN Specification 2.0 Non-Passive Devices*, SAE Technical Paper Series, 930005, Society of Automotive Engineers, Inc. 1993, pages 29-37. Ex. 1009.

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⁶ Lobaza et al. (US 6,812,832 B2; filed Nov. 26, 2002; issued Nov. 2, 2004). Ex. 1014.

⁷ Audiotechnik Dietz, *Installation/connection manual for multimedia interface 1280*, <http://www.dietz.biz>. Ex. 1005.

⁸ Allen et al. (US 2007/0016342 A1; filed June 19, 2006; published Jan. 18, 2007). Ex. 1018.

IPR2020-00147, Paper 10, pp. 5-6

U.S. Patent No. 9,871,671 B2

2) United States Patent Nix

(10) **Patent No.:** US 9,871,671 B2
(45) **Date of Patent:** Jan. 16, 2018

54) METHOD, APPARATUS AND SYSTEM FOR RETROFITTING A VEHICLE

USPC .. 455/404.1-2, 435.2, 435.3, 521, 445, 466, 455/527, 552.1
See application file for complete search history.

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72) Inventor: **Axel Nix**, Birmingham, MI (US)

73) Assignee: **Sucess LLC**, Birmingham, MI (US)

*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

21) Appl. No.: **15/482,781**

22) Filed: **Apr. 9, 2017**

Prior Publication Data

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Related U.S. Application Data

53) Continuation of application No. 14/846,811, filed on Sep. 6, 2015, now Pat. No. 9,661,664, which is a continuation of application No. 11/742,574, filed on Apr. 30, 2007, now Pat. No. 9,161,195.

51) Int. Cl.

H04W 4/22 (2009.01)
H04L 12/40 (2006.01)
B60R 21/01 (2006.01)
B60T 7/12 (2006.01)
G06F 13/42 (2006.01)
B60R 21/00 (2006.01)

52) U.S. Cl.

CPC **H04L 12/40** (2013.01); **B60R 21/01** (2013.01); **B60T 7/12** (2013.01); **G06F 13/4282** (2013.01); **B60R 2021/0027** (2013.01); **H04L 2012/40215** (2013.01)

58) Field of Classification Search

CPC H04W 76/007; H04W 4/22; H04B 1/3822

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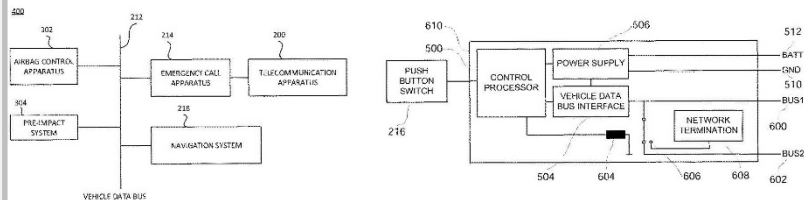
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(57)

ABSTRACT

A system, apparatus, and method for retrofitting a vehicle are presented. The method relates to a vehicle with a factory-installed first apparatus which communicates with a factory-installed second apparatus through a vehicle data bus using a first message. The method includes electrically disconnecting the vehicle data bus between the first apparatus and the second apparatus and electrically connecting a retrofit apparatus to the vehicle data bus. The method further includes transmitting a second message from the retrofit apparatus to the first apparatus which is indistinguishable from the first message.

19 Claims, 7 Drawing Sheets



1. A method, comprising:

providing a vehicle having a factory-installed first apparatus including a processor, programmed to communicate with a factory-installed second apparatus through a vehicle data bus with a first message having an identifier;

electrically disconnecting the vehicle data bus between the factory-installed first apparatus and the factory-installed second apparatus;

adding a second data bus to the vehicle;

electrically connecting a retrofit apparatus to the vehicle data bus and to the second data bus;

electrically connecting the factory-installed first apparatus to the second data bus; and

transmitting a second message from the retrofit apparatus to the factory-installed first apparatus through the second data bus, the second message being indistinguishable from the first message.

6. A vehicle, comprising:

a factory-installed first apparatus including a first processor which is programmed to receive a first message on a vehicle data bus from a factory-installed second apparatus; and

a retrofit apparatus connected to the vehicle data bus including a second processor programmed to transmit a second message which mimics the first message through a second data bus.

10. A vehicle, comprising:

a factory-installed first apparatus including a first processor, programmed to receive a first message via a vehicle data bus from a factory-installed second apparatus, the first message having a message identifier; and

a retrofit apparatus, operatively connected to the vehicle data bus, including a second processor programmed to send a second message having the same message identifier,

wherein the factory-installed first apparatus communicates with the retrofit apparatus through a second data bus.

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