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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
17/872,169	07/25/2022	Stuart C. Salter	84463529	1008

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EXAMINER
LAGHLAM, SARA

ART UNIT	PAPER NUMBER
3612	

NOTIFICATION DATE	DELIVERY MODE
12/20/2023	ELECTRONIC

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

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

ptomail@priceheneveld.com

Office Action Summary	Application No. 17/872,169	Applicant(s) Salter et al.	
	Examiner SARA LAGHLAM	Art Unit 3612	AIA (FITF) Status Yes

-- 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 MONTHS 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 7/25/22.

☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on _____.

2a)☐ This action is **FINAL.** 2b) ☑ This action is non-final.

3)☐ An election was made by the applicant in response to a restriction requirement set forth during the interview on _____; the restriction requirement and election have been incorporated into this action.

4)☐ 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*

5) ☑ Claim(s) 1-20 is/are pending in the application.

5a) Of the above claim(s) _____ is/are withdrawn from consideration.

6) ☐ Claim(s) _____ is/are allowed.

7) ☑ Claim(s) 1-3,7-8,10-11 and 16-19 is/are rejected.

8) ☑ Claim(s) 4-6,9,12-15 and 20 is/are objected to.

9) ☐ Claim(s) _____ are subject to restriction and/or election requirement

* If any claims have been determined allowable, you may be eligible to benefit from the **Patent Prosecution Highway** program at a participating intellectual property office for the corresponding application. For more information, please see http://www.uspto.gov/patents/init_events/pph/index.jsp or send an inquiry to **PPHfeedback@uspto.gov.**

Application Papers

10)☐ The specification is objected to by the Examiner.

11)☑ The drawing(s) filed on 7/25/22 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).

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).

Certified copies:

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)).

** 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) ☑ Information Disclosure Statement(s) (PTO/SB/08a and/or PTO/SB/08b) Paper No(s)/Mail Date _____.

3) ☐ Interview Summary (PTO-413) Paper No(s)/Mail Date _____.

4) ☐ Other: _____.

Notice of Pre-AIA or AIA Status

The present application, filed on or after March 16, 2013, is being examined under the first inventor to file provisions of the AIA.

Claim Objections

1. **Claim 19** are objected to because of the following informalities:

- Line 1 states: "the bin". There is lack of antecedent basis for the. This should read "a bin"

Appropriate correction is required.

Claim Rejections - 35 USC § 103

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

> A patent for a claimed invention may not be obtained, notwithstanding that the claimed invention is not identically disclosed as set forth in section 102, if the differences between the claimed invention and the prior art are such that the claimed invention as a whole would have been obvious before the effective filing date of the claimed invention to a person having ordinary skill in the art to which the claimed invention pertains. Patentability shall not be negated by the manner in which the invention was made.

2. Claims 1-3, 10-11 and 17-19 are rejected under 35 U.S.C. 103 as being unpatentable over MPAKARIS (WO 2021063809 A1) in view of HODGSON (WO 2015123442 A1).

Regarding claim 1, MPAKARIS teaches a vehicle (1) comprising: a cabin interior; a trim panel (4) component located in the cabin interior (See column abstract; "The invention relates to a table device (T) for an interior of a vehicle (1), said device comprising a table element (3) that can be positioned from a stowed position into an in-use position. According to the invention: - the table element (3) is disposed in the region of a dashboard") and a desk (3) supported on the trim panel component (4) and movable between a stowed position on the

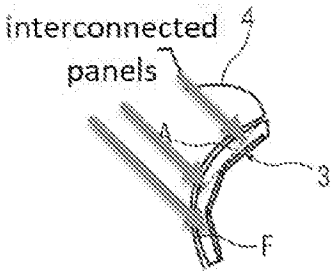

FIG 4

A

trim panel component (See Fig.4 showing tray 1 in stowed position) and a deployed position extending outward from the trim panel component (See Fig. 1 of table desk 3 extending outward from panel in deployed position), the desk comprising a plurality of interconnected panels (See Fig.4 above) configured to engage a track (F) to wrap around at least a curved portion of the trim panel component (See page 6, paragraph 6; "The table element 3 has, corresponding to the circular arc-shaped guide F, by means of which the table element 3 can be guided and held, a curved underside." Also see Figs 3-4), and wherein the desk operably moves along the track (F) when moved between the stowed position and the deployed position (See Figs. 3-5).

However, MPAKARIS fails to disclose wherein the desk panels having support arms configured to engage a track.

HODGSON teaches vehicle storage compartments (See Figs 1-4) comprising a known moveable element (48) within a track (40) in a vehicle.

It would have been obvious before the effective filing date of the claimed invention to modify the invention to include support arms (48) as taught by HODGSON (See page 7, paragraph [0026]; "The ribs 48 are configured to engage the tracks 40 of the console 16 to

support the door 22 and to facilitate movement of the door 22 across the opening 38. The ribs 48 are coupled to a surface of the substrate 50 facing the interior 44 of the console 16, thereby forming a unitary structure."). Thus, HODGSON teaches the addition of support arms (48) facilitate movement of structure (50) which is analogous to movement of desk (3) from MPAKARIS. MPAKARIS and HODGSON are both directed to solving the same problem regarding storage in vehicle compartments. The motivation for the modification would be to easily slide the desk in deployed position by use of support arms engaging with track.

Regarding claims 2-3, MPAKARIS teaches the vehicle of claim 1, wherein the trim panel component (4) comprises a dashboard (See Fig.1 showing vehicle panel and dashboard. Also see Abstract; “According to the invention: - the table element (3) is disposed in the region of a dashboard”). Wherein the dashboard is vehicle-forward of a seat.(See Abstract; “the table element (3) is disposed in the region of a dashboard (4) of a front passenger (2) in the vehicle (1); and - at least one underside of the table element (3), which underside faces a front passenger seat” also see Fig.1 showing passenger (2) facing dashboard which is vehicle forward).

Regarding claim 10, MPAKARIS teaches the vehicle of claim 1, wherein the desk comprises a first main panel, a second panel and a third panel interconnected in series. (See annotated Fig. 4 above showing 3 panels).

Regarding claim 11, MPAKARIS teaches a vehicle (1) comprising: a body defining a cabin having an interior (See Fig.1); a seat; a dashboard (4) located in the interior of the cabin forward of the seat (See abstract; "the table element (3) is disposed in the region of a dashboard (4) of a front passenger (2) in the vehicle (1); and - at least one underside of the table element (3), which underside faces a front passenger seat when in the stowed position"); a track (F) located in the dashboard; and a desk supported (3) on the dashboard (4) in the track (F) and movable between a stowed position on the dashboard and a deployed position extending outward from the dashboard (See Figs 1-5), the desk comprising a plurality of interconnected panels (See annotated Fig. 4 above) configured to engage the track (F) to bend around at least a portion of the dashboard (See Figs 4-5), and wherein the desk (3) operably moves along the track when moved between the stowed position and the deployed position. (See page 6, paragraph 6; "The table element 3 has, corresponding to the circular arc-shaped guide F, by means of which the table element 3 can be guided and held, a curved underside." Also see Figs 1-5 showing desk (3) moving along track (F) between stowed and deployed positions).

However, MPAKARIS fails to disclose wherein the desk panels having support arms configured to engage the track.

HODGSON teaches vehicle storage compartments (See Figs 1-4) comprising a known moveable element (support arms 48) within a track (40) in a vehicle.

It would have been obvious before the effective filing date of the claimed invention to modify the invention to include support arms (48) as taught by HODGSON (See page 7, paragraph [0026]; "The ribs 48 are configured to engage the tracks 40 of the console 16 to support the door 22 and to facilitate movement of the door 22 across the opening 38. The ribs

48 are coupled to a surface of the substrate 50 facing the interior 44 of the console 16, thereby forming a unitary structure."). Thus, HODGSON teaches the addition of support arms (48) facilitate movement of structure (50) which is analogous to movement of desk (3) from MPAKARIS. MPAKARIS and HODGSON are both directed to solving the same problem regarding storage in vehicle compartments. The motivation for the modification would be to easily slide the desk in deployed position by use of support arms engaging with track.

Regarding claim 17, MPAKARIS teaches the vehicle of claim 11, wherein the desk comprises a first main panel, a second panel and a third panel interconnected in series. (See annotated Fig. 4 above showing 3 panels).

Regarding claim 18, MPAKARIS teaches a method of deploying a desk in a vehicle, the method comprising: providing a desk (3) located on a dashboard (4) and movable between a stowed position on the dashboard and a deployed position extending outward from the dashboard (See Figs 1-5 showing stowed and deployed positions), the desk comprising a plurality of interconnect panels (See annotated fig.4 above) configured to engage a track (F) to bend around at least a portion of the dashboard, wherein the desk operably moves along the track when moved between the stowed position and the deployed position (See page 6, paragraph 6; “The table element 3 has, corresponding to the circular arc-shaped guide F, by means of which the table element 3 can be guided and held, a curved underside.” Also see Figs 1-5 showing desk (3) moving/ bending around track (F) between stowed and deployed positions); and extending the desk (3) from the dashboard.

However, MPAKARIS fails to disclose wherein the desk panels having support arms configured to engage the track.

HODGSON teaches vehicle storage compartments (See Figs 1-4) comprising a known moveable element (support arms 48) within a track (40) in a vehicle.

It would have been obvious before the effective filing date of the claimed invention to modify the invention to include support arms (48) as taught by HODGSON (See page 7, paragraph [0026]; "The ribs 48 are configured to engage the tracks 40 of the console 16 to support the door 22 and to facilitate movement of the door 22 across the opening 38. The ribs 48 are coupled to a surface of the substrate 50 facing the interior 44 of the console 16, thereby forming a unitary structure."). Thus, HODGSON teaches the addition of support arms (48) facilitate movement of structure (50) which is analogous to movement of desk (3) from MPAKARIS. MPAKARIS and HODGSON are both directed to solving the same problem regarding storage in vehicle compartments. The motivation for the modification would be to easily slide the desk in deployed position by use of support arms engaging with track.

Regarding claim 19, MPAKARIS teaches the method of claim 18 further comprising deploying a display screen (See page 8, paragraph 2; “a display unit, in particular a touch-sensitive display unit, can be integrated into the top of the table element 3 as a user interface and / or interface.”), from a bin (A) when the desk (3) is in the deployed position (it is noted that display unit may be integrated into top of table element 3, and table element 3 comprises bin A)

3. Claims 7 and 16 are rejected under 35 U.S.C. 103 as being unpatentable over MPAKARIS (WO 2021063809 A1) in view of HODGSON (WO 2015123442 A1) and further in view of Boinais (US 10232802 B2).

Regarding claim 7, MPAKARIS and HODGSON teach the vehicle of claim 1. HODGSON teaches the support arms (48) and as shown in figure 4, the ends of arms (48) seem to be bearings, which are configured to engage within the track (40). However, HODGSON fails to disclose the bearings in the specification.

Boinais teaches a vehicle interior storage panel, comprising support arms (40) which comprise bearings (See column 6, lines 5-14 "the crossmembers 40 are cylindrical rods, and the opposite ends 48, 50 of each crossmember is configured as a guide follower. Each guide follower 48, 50 engages one of the guides 18" and lines 23-25 "Other types of guides and guide followers are possible, such as wheel-like guide followers that ride along a track-like guide.") engaged within the track. (it is noted that applicant discloses in specifications that bearings may be rollers or wheels: "lateral extending arms 32 that may have bearings such as rollers or wheels that are engaged in a pair of tracks 34").

It would have been obvious before the effective filing date of the claimed invention to include bearings such as wheel-like guide to the ends of the support arms as taught by Boinais. The motivation for the modification would have been to have the support arms engage with the track so as to be able to slide the desk out during deployed position, or slide inwards in stowed position.

Regarding claim 16, MPAKARIS teaches the vehicle of claim 11. However fail to disclose wherein the support arms comprise bearings engaged within the track.

Boinais teaches a vehicle interior storage panel, comprising support arms (40) which comprise bearings (See column 6, lines 5-14 "the crossmembers 40 are cylindrical rods, and the opposite ends 48, 50 of each crossmember is configured as a guide follower. Each guide follower 48, 50 engages one of the guides 18" and lines 23-25 "Other types of guides and guide followers are possible, such as wheel-like guide followers that ride along a track-like guide.") engaged within the track. (it is noted that applicant discloses in specifications that bearings may be rollers or wheels: "lateral extending arms 32 that may have bearings such as rollers or wheels that are engaged in a pair of tracks 34").

It would have been obvious before the effective filing date of the claimed invention to include bearings such as wheel-like guide to the ends of the support arms as taught by Boinais. The motivation for the modification would have been to have the support arms engage with the track so as to be able to slide the desk out during deployed position, or slide inwards in stowed position.

4. Claim 8 is rejected under 35 U.S.C. 103 as being unpatentable over MPAKARIS (WO 2021063809 A1) in view of HODGSON (WO 2015123442 A1) and further in view of Ory (US 10583740 B2).

Regarding claim 8, MPAKARIS and HODGSON teach the vehicle of claim 2. However, fail to disclose the vehicle further comprising a steering wheel that is configured to be stowed when the desk is in the deployed position.

Ory teaches an interior vehicle work and storage station, further comprising a steering wheel (28) that is configured to be stowed when the desk (44) is in the deployed position (See Fig.2).

It would have been obvious before the effective filing date of the claimed invention to include a vehicle with a steering wheel that is configured to be stowed when the desk is in the deployed position as taught by Ory. The motivation for the modification would have been to be able to use the desk from the driver's seat and having extra space by stowing the steering wheel.

Claim Objections

5. Claims 4-6, 9, 12-15 and 20 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

Any inquiry concerning this communication or earlier communications from the examiner should be directed to SARA LAGHLAM whose telephone number is (571)270-7192. The examiner can normally be reached M-F 8-5.

Examiner interviews are available via telephone, in-person, and video conferencing using a

USPTO supplied web-based collaboration tool. To schedule an interview, applicant is encouraged to use the USPTO Automated Interview Request (AIR) at http://www.uspto.gov/interviewpractice. If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Amy Weisberg can be reached on (571) 270-5500. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300. Information regarding the status of published or unpublished applications may be obtained from Patent Center. Unpublished application information in Patent Center is available to registered users. To file and manage patent submissions in Patent Center, visit: https://patentcenter.uspto.gov. Visit https://www.uspto.gov/patents/apply/patent-center for more information about Patent Center and https://www.uspto.gov/patents/docx for information about filing in DOCX format. For additional questions, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

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12/13/2023

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