

PATENT COOPERATION TREATY

From the
INTERNATIONAL SEARCHING AUTHORITY

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WRITTEN OPINION OF THE
INTERNATIONAL SEARCHING AUTHORITY

(PCT Rule 43bis.1)

Date of mailing (day/month/year)		10 OCT 2018
Applicant's or agent's file reference DAS-026360WO		FOR FURTHER ACTION. See paragraph 2 below
International application No. PCT/US2018/046158	International filing date (day/month/year) 10 August 2018	Priority date (day/month/year) 29 August 2017
International Patent Classification (IPC) or both national classification and IPC IPC(8) - B60R 11/04; B60Q 1/00; B60R 1/00 (2018.01) CPC - B60R 11/04; B60R 1/00; H04N 5/2252 (2018.08)		
Applicant TRW AUTOMOTIVE U.S. LLC		

1. This opinion contains indications relating to the following items:

- Box No. I Basis of the opinion
- Box No. II Priority
- Box No. III Non-establishment of opinion with regard to novelty, inventive step and industrial applicability
- Box No. IV Lack of unity of invention
- Box No. V Reasoned statement under Rule 43bis.1(a)(i) with regard to novelty, inventive step and industrial applicability; citations and explanations supporting such statement
- Box No. VI Certain documents cited
- Box No. VII Certain defects in the international application
- Box No. VIII Certain observations on the international application

2. FURTHER ACTION

If a demand for international preliminary examination is made, this opinion will be considered to be a written opinion of the International Preliminary Examining Authority ("IPEA") except that this does not apply where the applicant chooses an Authority other than this one to be the IPEA and the chosen IPEA has notified the International Bureau under Rule 66.1bis(b) that written opinions of this International Searching Authority will not be so considered.

If this opinion is, as provided above, considered to be a written opinion of the IPEA, the applicant is invited to submit to the IPEA a written reply together, where appropriate, with amendments, before the expiration of 3 months from the date of mailing of Form PCT/ISA/220 or before the expiration of 22 months from the priority date, whichever expires later.

For further options, see Form PCT/ISA/220.

Name and mailing address of the ISA/US Mail Stop PCT, Attn: ISA/US Commissioner for Patents P.O. Box 1450, Alexandria, VA 22313-1450 Facsimile No. 571-273-8300	Date of completion of this opinion 20 September 2018	Authorized officer Blaine R. Copenheaver PCT Helpdesk: 571-272-4300 PCT OSP: 571-272-7774
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Box No. I Basis of this opinion

1. With regard to the **language**, this opinion has been established on the basis of:
 - the international application in the language in which it was filed.
 - a translation of the international application into _____ which is the language of a translation furnished for the purposes of international search (Rules 12.3(a) and 23.1(b)).

2. This opinion has been established taking into account the **rectification of an obvious mistake** authorized by or notified to this Authority under Rule 91 (Rule 43*bis*.1(a)).

3. With regard to any **nucleotide and/or amino acid sequence** disclosed in the international application, this opinion has been established on the basis of a sequence listing:
 - a. forming part of the international application as filed:
 - in the form of an Annex C/ST.25 text file.
 - on paper or in the form of an image file.
 - b. furnished together with the international application under PCT Rule 13*ter*.1(a) for the purposes of international search only in the form of an Annex C/ST.25 text file.
 - c. furnished subsequent to the international filing date for the purposes of international search only:
 - in the form of an Annex C/ST.25 text file (Rule 13*ter*.1(a)).
 - on paper or in the form of an image file (Rule 13*ter*.1(b) and Administrative Instructions, Section 713).

4. In addition, in the case that more than one version or copy of a sequence listing has been filed or furnished, the required statements that the information in the subsequent or additional copies is identical to that forming part of the application as filed or does not go beyond the application as filed, as appropriate, were furnished.

5. Additional comments:

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Box No. V Reasoned statement under Rule 43bis.1(a)(i) with regard to novelty, inventive step and industrial applicability; citations and explanations supporting such statement

1. Statement

Novelty (N)	Claims	<u>2-6, 15-18</u>	YES
	Claims	<u>1, 7-14</u>	NO
Inventive step (IS)	Claims	<u>None</u>	YES
	Claims	<u>1-18</u>	NO
Industrial applicability (IA)	Claims	<u>1-18</u>	YES
	Claims	<u>None</u>	NO

2. Citations and explanations:

Claims 1 and 7-14 lack novelty under PCT Article 33(2) as being anticipated by Trw Automotive U.S. Llc (hereinafter Trw).

Regarding Claim 1, Trw discloses a vehicle driver assist system comprising: a housing ("housing 100", Para. 0027; Fig. 1) having a main body portion (main body portion, "The camera housing 100 includes a base 110, an upper surface 114, and a pair of inner surfaces 111 extending from the base to the upper surface", Para. 0027; Fig. 1) and a viewing window ("The inner surfaces 111 and base 110 cooperate to define a passage 120", Para. 0030) in the main body portion (main body portion, "The camera housing 100 includes a base 110, an upper surface 114, and a pair of inner surfaces 111 extending from the base to the upper surface", Para. 0027; Fig. 1); a camera ("camera 130", Para. 0033) provided in the main body portion (main body portion, "The camera housing 100 includes a base 110, an upper surface 114, and a pair of inner surfaces 111 extending from the base to the upper surface", Para. 0027; Fig. 1) having a field of view through the viewing window ("A camera lens 130 of a camera extends into the passage 120. The field of view of the lens 130 is not obstructed by the interior walls 111 or the base 110", Para. 0030); a glare reduction portion adjacent the camera ("The camera housing 100 includes a base 110, an upper surface 114, and a pair of inner surfaces 111 extending from the base to the upper surface", Para. 0027; Fig. 1); a camera lens 130 of a camera extends into the passage 120. The field of view of the lens 130 is not obstructed by the interior walls 111 or the base 110", Para. 0030; this "glare reduction portion" inherently has "glare reduction" properties since no surface completely reflects 100% of light impinged thereon; "glare reduction" is subjective and relative, with no basis for such a relative comparison), the glare reduction portion having a textured surface (every surface inherently has a "texture") for attenuating light reflection off of the glare reduction portion and into the camera (the inherently textured surface would attenuate light reflection into the camera due to these surfaces being adjacent the camera).

Regarding Claim 7, Trw discloses the vehicle driver assist system according to claim 1 comprising a mounting bracket ("bracket 20", Para. 0014; Fig. 1) for attaching the housing ("housing 100", Para. 0027; Fig. 1) to a vehicle windshield ("vehicle windshield 22", Para. 0037), the textured surface being provided on the mounting bracket (every surface inherently has a "texture"; the textured surface defined by "The inner portion 52 and base 40 cooperate to define a passage 66 extending along the central axis 30 from the first end 32 towards the second end 34", Para. 0017; this "glare reduction portion" inherently has "glare reduction" properties since no surface completely reflects 100% of light impinged thereon; "glare reduction" is subjective and relative, with no basis for such a relative comparison).

Regarding Claim 8, Trw discloses the vehicle driver assist system according to claim 7, wherein the mounting bracket ("bracket 20", Para. 0014; Fig. 1) includes spaced apart first and second sidewall panels (sidewall panels 62, Fig. 1) and a bottom wall panel (bottom wall panel 40, Fig. 1) that interconnects and extends between the sidewall panels ("The inner portion 52 extends upward from the base 40 to the upper portion 56. The inner portion 52 includes a pair of first surfaces 62 and a second surface 64", Para. 0016), the sidewall panels (sidewall panels 62, Fig. 1) and the bottom wall panel (bottom wall panel 40, Fig. 1) being received by the camera viewing window ("when the camera housing 100 is snapped into the bracket 20 (FIG. 6), the inner surfaces 111 of the camera housing are positioned within the receiving spaces 98. The upper surface 114 of the camera housing 100 is positioned within the interior 97 of the bracket 20. The bases 40, 110 overlay one another and the connector 150 is aligned with and exposed through one of the lateral openings 96 in the bracket 20. The camera lens 130 extends through the opening 68 in the bracket 20 such that the field of view of the lens is unobstructed through the passage 66 in the bracket. To this end, the bracket 20 securely mounts the camera housing 100 in a manner that places the lens 130 field of view in a predetermined position and orientation relative to the windshield 22", Paras. 0043-0044), the textured surface (every surface inherently has a "texture") being provided on at least one of the first sidewall panel, the second sidewall panel (sidewall panels 62, Fig. 1), and the bottom wall panel (bottom wall panel 40, Fig. 1).

Regarding Claim 9, Trw discloses the vehicle driver assist system according to claim 1, wherein the textured surface (every surface inherently has a "texture") is provided on the housing ("housing 100", Para. 0027; Fig. 1).

Regarding Claim 10, Trw discloses the vehicle driver assist system according to claim 9, wherein the housing ("housing 100", Para. 0027; Fig. 1) includes a mounting face (mounting face 114, Fig. 1), the viewing window ("The inner surfaces 111 and base 110 cooperate to define a passage 120", Para. 0030) being defined by spaced apart first and second sidewalls (spaced sidewalls 111, Fig. 1; "Each inner surface 111 includes a first portion 112 and a second portion 113" Para. 0028) that extend away from the mounting face ("The second portions 113 extend from the first portions 112 towards the first end 104", i.e. away from mounting face 114, Fig. 1) and a bottom wall (bottom wall 110, Fig. 1) that interconnects and extends between the sidewalls ("The inner surfaces 111 and base 110 cooperate to define a passage 120", Para. 0030), wherein the textured surface (every surface inherently has a "texture") is provided on at least one of the first sidewall, the second sidewall, (spaced sidewalls 111, Fig. 1) and the bottom wall (bottom wall panel 40, Fig. 1).

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Box No. VIII Certain observations on the international application

The following observations on the clarity of the claims, description, and drawings or on the question whether the claims are fully supported by the description, are made:

Claim 6 is objected to under PCT Rule 66.2(a)(v) as lacking clarity under PCT Article 6 because the claim is indefinite for the following reason:

The recitation that a concave dimple or a convex protrusion is shaped as "a circle, oval,..." , etc., is indefinite since these shapes (circle, oval, etc.) are two dimensional and a dimple an protrusion are both three dimensional. It will be assumed that the dimple and protrusion have "cross sections" that have, generally, such a two dimensional shape.

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Supplemental Box

In case the space in any of the preceding boxes is not sufficient.

Continuation of:

Regarding Claim 11, Trw discloses the vehicle driver assist system according to claim 1 comprising a mounting bracket bracket ("bracket 20", Para. 0014; Fig. 1) for attaching the housing ("housing 100", Para. 0027; Fig. 1) to a vehicle windshield ("vehicle windshield 22", Para. 0037) and a shield ("shield" 40,52, Fig. 1) received in the housing (shield 40,52, is received inside housing surfaces 110,111, Figs. 1,4,6), the textured surface (every surface inherently has a "texture") being provided on the shield (shield 40,52).

Regarding Claim 12, Trw discloses the vehicle driver assist system according to claim 11, wherein the shield (shield 40,52) has spaced apart first and second sidewall panels (side wall panels 52, Fig. 1) and a bottom wall panel (bottom wall 40, Fig. 1) that interconnects and extends between the sidewalls (bottom wall 40 interconnects and extends between sidewalls 52, Fig. 1), wherein the textured surface (every surface inherently has a "texture") is provided on at least one of the first sidewall panel, the second sidewall panel (sidewall panels 52, Fig. 1), and the bottom wall panel (bottom wall panel 40, Fig. 1).

Regarding Claim 13, Trw discloses the vehicle driver assist system according to claim 7, wherein the mounting bracket includes a vent configured to facilitate airflow to the camera (vent formed by and between protrusions 84, Figs. 5A-C, showing a space between the windshield 22 and bracket 20, airflow being facilitated thereby).

Regarding Claim 14, Trw discloses the vehicle driver assist system according to claim 7, wherein the mounting bracket (mounting bracket 20, Fig. 1) includes resilient arms ("A pair of resilient locking members 90, 91 extends from the upper portion 56 at the second end 34 of the bracket 20", Para. 0021) that engage ribs on the housing ("The resilient locking members 90, 91 securely hold the projections 144 on the camera housing 100", Para. 0042, Figs 1,5C) to connect the housing to the mounting bracket ("locking members 90, 91, 144 hold the camera housing 100 in the bracket 20 in an aligned, secure manner", Para. 0042).

Claims 2-6 and 15-18 lack an inventive step under PCT Article 33(3) as being obvious over Trw Automotive U.S. Llc (hereinafter Trw) in view of Scherber et al. (hereinafter Scherber).

Regarding Claim 2, Trw discloses the vehicle driver assist system according to claim 1, having a textured surface (every surface inherently has a "texture").

Trw fails to explicitly disclose wherein the textured surface comprises at least one of a plurality of concave dimples and a plurality of convex protrusions.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a textured surface comprises at least one of a plurality of concave dimples and a plurality of convex protrusions ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent Surface layer (2) whose upper boundary surface (7) has a non-Smooth structure", Col. 1, Lns. 45-50; "Because of the transition from the groove-shaped Surface to a more waved or irregular surface 7, as exemplarily shown in FIG.2c, it is possible for the degree of lightness and for the Scattering to be gradually adjusted. The portion of surface elements which are oriented with a certain limiting angle to the left toward the direction of light incidence, that is toward the windshield (entrance aperture) is decisive for the lightness while the coarsely waved structure of the remaining surface elements contributes more to the scattering of the exiting beams 11", Col. 4, Lns. 1-10; Fig. 2c, the irregular surface shows protrusions, which further define "dimples" therebetween, or, conversely, dimples, which further define protrusions therebetween).

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 and surfaces 110,111 of housing 100 of Trw with a textured surface that comprises at least one of a plurality of concave dimples and a plurality of convex protrusions for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

Regarding Claim 3, Trw discloses the vehicle driver assist system according to claim 1, wherein a textured surface (every surface inherently has a "texture").

Modified Trw fails to explicitly disclose wherein the textured surface comprises a plurality of concave dimples and a plurality of convex protrusions.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a textured surface comprises a plurality of concave dimples and a plurality of convex protrusions ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent Surface layer (2) whose upper boundary surface (7) has a non-Smooth structure", Col. 1, Lns. 45-50; "Because of the transition from the groove-shaped Surface to a more waved or irregular surface 7, as exemplarily shown in FIG.2c, it is possible for the degree of lightness and for the Scattering to be gradually adjusted. The portion of surface elements which are oriented with a certain limiting angle to the left toward the direction of light incidence, that is toward the windshield (entrance aperture) is decisive for the lightness while the coarsely waved structure of the remaining surface elements contributes more to the scattering of the exiting beams 11", Col. 4, Lns. 1-10; Fig. 2c, the irregular surface shows protrusions, which further define "dimples" therebetween, or, conversely, dimples, which further define protrusions therebetween).

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 of Trw (the "alternative" interpretation in the opinion of claim 1, above) with a textured surface that comprises a plurality of concave dimples and a plurality of convex protrusions for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

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Supplemental Box

In case the space in any of the preceding boxes is not sufficient.

Continuation of:

Regarding Claim 4, modified Trw discloses the vehicle driver assist system according to claim 3. Modified Trw fails to explicitly disclose wherein the plurality of concave dimples includes at least two concave dimples having at least one of different shapes and different dimensions.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a plurality of concave dimples includes at least two concave dimples having at least one of different shapes and different dimensions ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent Surface layer (2) whose upper boundary surface (7) has a non-Smooth structure", Col. 1, Lns. 45-50; "Because of the transition from the groove-shaped Surface to a more waved or irregular surface 7, as exemplarily shown in FIG.2c, it is possible for the degree of lightness and for the Scattering to be gradually adjusted. The portion of surface elements which are oriented with a certain limiting angle to the left toward the direction of light incidence, that is toward the windshield (entrance aperture) is decisive for the lightness while the coarsely waved structure of the remaining surface elements contributes more to the scattering of the exiting beams 11", Col. 4, Lns. 1-10; Fig. 2c, the irregular surface shows protrusions, which further define "dimples" therebetween, or, conversely, dimples, which further define protrusions therebetween; it is clear from Fig. 2c that the plurality of concave dimples includes at least two concave dimples having at least one of different shapes and different dimensions). It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 of Trw (the "alternative" interpretation in the opinion of claim 1, above) with a textured surface wherein the plurality of concave dimples includes at least two concave dimples having at least one of different shapes and different dimensions for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

Regarding Claim 5, modified Trw discloses the vehicle driver assist system according to claim 3. Modified Trw fails to explicitly disclose wherein the plurality of concave dimples includes at least two concave dimples having different shapes and different dimensions.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a plurality of concave dimples includes at least two concave dimples having different shapes and different dimensions ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent Surface layer (2) whose upper boundary surface (7) has a non-Smooth structure", Col. 1, Lns. 45-50; "Because of the transition from the groove-shaped Surface to a more waved or irregular surface 7, as exemplarily shown in FIG.2c, it is possible for the degree of lightness and for the Scattering to be gradually adjusted. The portion of surface elements which are oriented with a certain limiting angle to the left toward the direction of light incidence, that is toward the windshield (entrance aperture) is decisive for the lightness while the coarsely waved structure of the remaining surface elements contributes more to the scattering of the exiting beams 11", Col. 4, Lns. 1-10; Fig. 2c, the irregular surface shows protrusions, which further define "dimples" therebetween, or, conversely, dimples, which further define protrusions therebetween; it is clear from Fig. 2c that at least two concave dimples having different shapes and different dimensions).

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 of Trw (the "alternative" interpretation in the opinion of claim 1, above) with a plurality of concave dimples that includes at least two concave dimples having different shapes and different dimensions for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

Regarding Claim 6, modified Trw discloses the vehicle driver assist system according to claim 2. Modified Trw fails to explicitly disclose wherein at least one of the plurality of concave dimples and the plurality of convex protrusions is shaped as one of a circle, oval, ellipse, parallelogram, square, rectangle, triangle, rhombus, pentagon, hexagon, heptagon, octagon, nonagon, and decagon.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches at least one of a plurality of concave dimples and a plurality of convex protrusions is shaped as one of a circle, oval, ellipse, parallelogram, square, rectangle, triangle, rhombus, pentagon, hexagon, heptagon, octagon, nonagon, and decagon. ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent Surface layer (2) whose upper boundary surface (7) has a non-Smooth structure", Col. 1, Lns. 45-50; "Because of the transition from the groove-shaped Surface to a more waved or irregular surface 7, as exemplarily shown in FIG.2c, it is possible for the degree of lightness and for the Scattering to be gradually adjusted. The portion of surface elements which are oriented with a certain limiting angle to the left toward the direction of light incidence, that is toward the windshield (entrance aperture) is decisive for the lightness while the coarsely waved structure of the remaining surface elements contributes more to the scattering of the exiting beams 11", Col. 4, Lns. 1-10; Fig. 2c, the irregular surface shows protrusions, which further define "dimples" therebetween, or, conversely, dimples, which further define protrusions therebetween; it is clear from Fig. 2c that at least two concave dimples having different shapes and different dimensions. It is clear from Fig. 2c that a plurality of concave dimples and a plurality of convex protrusions are shaped as a "circle" and/or "oval", as best understood).

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 Trw (the "alternative" interpretation in the opinion of claim 1, above) with a plurality of concave dimples and a plurality of convex protrusions that are shaped as a circle or oval for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

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In case the space in any of the preceding boxes is not sufficient.

Continuation of:

Regarding Claim 15, modified Trw discloses the vehicle driver assist system according to claim 3. Modified Trw fails to explicitly disclose wherein a depth of the plurality of concave dimples is equal to a height of the plurality of convex protrusions.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a depth of the plurality of concave dimples is equal to a height of the plurality of convex protrusions ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent surface layer (2) whose upper boundary surface (7) has a non-smooth structure", Col. 1, Lns. 45-50; "Along the lines of the problem definition, however, the intention is to convey a natural lightness effect which can only result from diffuse reflection or scattering of light from the surroundings. To this end, surface 6 (FIG. 2b) of transparent layer 2 is initially provided with a groove shaped or conical structure", emphasis added, Col. 3, Lns. 47-52; the "non-smooth" conical structure shown at 6 in Fig. 2b defines a depth of the plurality of concave dimples [between protrusions] equal to the height of the plurality of convex protrusions [between dimples], Fig. 2b)

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 of Trw (the "alternative" interpretation in the opinion of claim 1, above) with a textured surface wherein a depth of the plurality of concave dimples is equal to a height of the plurality of convex protrusions for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

Regarding Claim 16, modified Trw discloses the vehicle driver assist system according to claim 3. Modified Trw fails to explicitly disclose wherein a height of one of the plurality of convex protrusions is greater than a height of one other of the plurality of convex protrusions.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a height of one of the plurality of convex protrusions is greater than a height of one other of the plurality of convex protrusions. ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent Surface layer (2) whose upper boundary surface (7) has a non-smooth structure", Col. 1, Lns. 45-50; "Because of the transition from the groove-shaped Surface to a more waved or irregular surface 7, as exemplarily shown in FIG.2c, it is possible for the degree of lightness and for the Scattering to be gradually adjusted. The portion of surface elements which are oriented with a certain limiting angle to the left toward the direction of light incidence, that is toward the windshield (entrance aperture) is decisive for the lightness while the coarsely waved structure of the remaining surface elements contributes more to the scattering of the exiting beams 11", Col. 4, Lns. 1-10; Fig. 2c, the irregular surface shows protrusions, which further define "dimples" therebetween, or, conversely, dimples, which further define protrusions therebetween; it is clear from Fig. 2c that at least two concave dimples having different shapes and different dimensions. It is clear from Fig. 2c that a height of one of the plurality of convex protrusions is greater than a height of one other of the plurality of convex protrusions).

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 Trw (the "alternative" interpretation in the opinion of claim 1, above) wherein a height of one of the plurality of convex protrusions is greater than a height of one other of the plurality of convex protrusions for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

Regarding Claim 17, modified Trw discloses the vehicle driver assist system according to claim 3. Modified Trw fails to explicitly disclose wherein the plurality of concave dimples and the plurality of convex protrusions have an alternating arrangement in a first direction.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a plurality of concave dimples and a plurality of convex protrusions have an alternating arrangement in a first direction ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent surface layer (2) whose upper boundary surface (7) has a non-smooth structure", Col. 1, Lns. 45-50; "Along the lines of the problem definition, however, the intention is to convey a natural lightness effect which can only result from diffuse reflection or scattering of light from the surroundings. To this end, surface 6 (FIG. 2b) of transparent layer 2 is initially provided with a groove shaped or conical structure", emphasis added, Col. 3, Lns. 47-52; the "non-smooth" conical structure shown at 6 in Fig. 2b defines the plurality of concave dimples and the plurality of convex protrusions have an alternating arrangement in a first direction, that direction being diagonal).

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 of Trw (the "alternative" interpretation in the opinion of claim 1, above) with a textured surface wherein the plurality of concave dimples and the plurality of convex protrusions have an alternating arrangement in a first direction for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

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Continuation of:

Regarding Claim 18, modified Trw discloses the vehicle driver assist system according to claim 17. Modified Trw fails to explicitly disclose wherein the plurality of concave dimples and the plurality of convex protrusions have an alternating arrangement in a second direction that is substantially perpendicular to the first direction.

Scherber is analogous art by being addressing the particular problem faced by Applicant which is reducing glare and, further, reducing glare in the environment of vehicle interiors.

Scherber teaches wherein a plurality of concave dimples and a plurality of convex protrusions have an alternating arrangement in a second direction that is substantially perpendicular to the first direction ("The present invention provides a vehicle interior trim having a reduced glare effect at the windshield or the rear window, characterized by the following features: (a) a transparent surface layer (2) whose upper boundary surface (7) has a non-smooth structure", Col. 1, Lns. 45-50; "Along the lines of the problem definition, however, the intention is to convey a natural lightness effect which can only result from diffuse reflection or scattering of light from the surroundings. To this end, surface 6 (FIG. 2b) of transparent layer 2 is initially provided with a groove shaped or conical structure", emphasis added, Col. 3, Lns. 47-52; the "non-smooth" conical structure shown at 6 in Fig. 2b defines the plurality of concave dimples and the plurality of convex protrusions have an alternating arrangement in a second direction, that is also diagonal, such second diagonal direction inherently being perpendicular to the first direction).

It would have been obvious to one of ordinary skill in the art at the time of the invention to modify Trw with the teaching of Scherber. The motivation for doing so would have been to provide surfaces 40,52 of bracket 20 of Trw (the "alternative" interpretation in the opinion of claim 1, above) with a textured surface wherein the plurality of concave dimples and the plurality of convex protrusions have an alternating arrangement in a second direction that is substantially perpendicular to the first direction for the purpose of reducing glare that would interfere with the effectiveness of the camera, thereby creating a potential hazard during driving.

Claims 1-18 meet the criteria set out in PCT Article 33(4), and thus have industrial applicability because the subject matter claimed can be made or used in industry.