IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In the Application of:			
Leva Dorsum			
Application No.:	19/000,000	Examiner:	Daniel Nile
Filed:	April 3, 2026	Group Art Unit:	2163
For:	VEHICLE TRANSPORTATION SYSTEM USING TRANSPORTATION DEVICES AND A TRANSPORTATION DEVICE CHARGING SYSTEM	Attorney Docket No.:	326
		Confirmation No.:	1234

AMENDMENT

Mail Stop AF
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Dear Examiner Nile:

This Amendment is in response to the Office Action mailed April 24, 2026. This Amendment is timely because it is being submitted within the period for reply, which expires July 24, 2026. Please enter and consider the following:

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS

1. (Currently Amended) A vehicle transportation device comprising:

a mobile platform including a plurality of wheels;

a vehicle lifting system supported by said mobile platform, wherein said vehicle lifting system includes a plurality of wheel pickup arms;

a camera affixed to said mobile platform;

a global positioning system (GPS) receiver affixed to said mobile platform;

a driving processor, electrically connected to said GPS receiver and said camera, receiving image data from said camera and current location data from said GPS receiver, wherein said current location data represents ~~representing~~ GPS coordinates of a current location of said mobile platform, wherein said driving processor also receives destination location data representing GPS coordinates of a desired location for said mobile platform, wherein said driving processor compares said current location data to said destination location data and transmits ~~creates~~ driving instruction data to a motor, wherein said driving instruction data represents instructions to rotate said plurality of wheels to move said mobile platform from said current location to said desired location ~~using said plurality of wheels~~; and

said [[a]] motor applying torque to said plurality of wheels to rotate said plurality of wheels to move said mobile platform from said current location to said desired location.

2. (Original) The vehicle transportation device of claim 1, wherein said driving processor further compares said image data from said camera to predetermined reference image data retrieved from a vehicle transportation device memory to generate said driving instruction data.

3. (Canceled)

4. (Original) The vehicle transportation device of claim 1, further comprising a cellular connection module that receives destination location data and transmits said destination location data to said driving processor.

5. (Original) The vehicle transportation device of claim 1, further comprising a front light and a rear light affixed to said mobile platform, wherein said driving processor transmits electrical control signals to said front light and said rear light to activate and deactivate said front light and said rear light.

6. (Original) The vehicle transportation device of claim 1, further comprising a first prong and a second prong affixed to each of said vehicle pickup arms that are positioned to contact opposite sides of a base of a vehicle wheel.

7. (Original) The vehicle transportation device of claim 6, further comprising a pickup arm motor mechanically coupled to said wheel pickup arms that extends said wheel pickup arms to the base of said vehicle wheel, and moves said first prong and said second prong toward each other until said vehicle wheel is lifted from the ground.

8. (Currently Amended) A method of using a user mobile device to request the retrieval of a vehicle, said method comprising:

transmitting vehicle pickup data from a user mobile device to a server, wherein said vehicle pickup data represents a vehicle license plate and a venue name;

comparing, by a server processor, said vehicle pickup data to vehicle assignment data stored in a server memory, and retrieving device identification data of a vehicle transportation device from said server memory, ~~retrieving, by a server processor, vehicle assignment data from a server memory using said vehicle pickup data,~~ wherein said vehicle assignment data identifies which ~~vehicle transportation device~~ said device identification data is ~~assigned to~~ paired with said vehicle license plate;

retrieving, by said server processor, vehicle location GPS data associated with said vehicle license plate from said server memory, wherein said vehicle location GPS data represents current GPS coordinates of said vehicle;

transmitting said vehicle location GPS data from said server to said vehicle transportation device identified by said device identification data;

retrieving, by a device processor, current location data from a GPS receiver affixed to said vehicle transportation device, wherein said current location data represents the current GPS coordinates of said vehicle transportation device;

comparing, by said device processor, said vehicle location GPS data of said vehicle to said current location data of said vehicle transportation device;

when said vehicle location GPS data does not match said current location data, applying, by a motor affixed to said vehicle transportation device and mechanically coupled to a plurality of wheels, torque to [[a]] said plurality of wheels, to move said vehicle transportation device toward the location ~~of said vehicle~~ represented by said vehicle location GPS data;

driving, by an actuator, a plurality of wheel pickup arms outward from said vehicle transportation device to contact the wheels of said vehicle; and

driving, by said actuator, a first prong and a second prong on each wheel pickup arm toward each other to lift said wheels of said vehicle from the ground.

9. (Original) The method of claim 8, further comprising transmitting venue location data representing the GPS coordinates of a venue location to said vehicle transportation device from said server.

10. (Original) The method of claim 9, further comprising retrieving current location data representing the current GPS coordinates of said vehicle transportation device from said GPS receiver.

11. (Original) The method of claim 10, further comprising comparing said venue location data to said current location data.

12. (Original) The method of claim 11, further comprising moving said vehicle transportation device toward said venue location when said venue location data does not match said current location data using said motor that applies torque to said plurality of wheels.

Claims 13-18 (Canceled)

REMARKS

The present application includes claims 1-18. Claims 1-18 were rejected. By this Amendment, claims 1 and 8 have been amended, claims 3 and 13-18 have been canceled, and no new claims have been added.

Claims 1-18 were rejected under 35 U.S.C. §112(b) as being indefinite for failing to particularly point out and distinctly claim the subject matter which the inventor regards as the invention.

Claims 1-7 were rejected under 35 U.S.C. §101 because the claim is directed at non-statutory subject matter.

Claims 1-7 were rejected under 35 U.S.C. §102(a)(1) as being anticipated by Sunguk, U.S. Pat. App. Pub. No. US2025/0390113 A1.

Claims 13-18 were rejected under 35 U.S.C. §102(a)(1) as being anticipated by Hironaga, U.S. Pat. App. Pub. No. US2026/0021727 A1.

Claims 8-12 were rejected under 35 U.S.C. §103(a) as being unpatentable over Bandi, U.S. Pat. App. Pub. No. US2026/0063441 A1 in view of Sunguk, U.S. Pat. App. Pub. No. US2025/0390113 A1.

The Applicant now turns to the rejection of claims 1-18 under 35 U.S.C. § 112(b) as being indefinite. Independent claims 1 and 8 have been amended. Claims 3 and 13-18 are canceled. An appropriate correction has been made to claim 1 to connect the driving

processor to the GPS receiver and camera. As amended, claim 1 recites, "a driving processor, electrically connected to said GPS receiver and said camera". Additionally, an appropriate correction has been made to clarify "creates driving instruction data". As amended, claim 1 recites "transmits driving instruction data to a motor". An appropriate correction has also been made to independent claim 8 to clarify how the vehicle license plate is used to identify the vehicle transportation device assigned to the vehicle and clarify "assigned to" which was identified as being vague. As amended, claim 8 recites, "comparing, by a server processor, said vehicle pickup data to vehicle assignment data stored in a server memory, and retrieving device identification data of a vehicle transportation device from said server memory, wherein said vehicle assignment data identifies which said device identification data is paired with said vehicle license plate". An appropriate correction has also been made to connect retrieving vehicle location GPS data from the server memory to the previous step. As amended, claim 8 recites, "retrieving, by said server processor, vehicle location GPS data associated with said vehicle license plate from said server memory, wherein said vehicle location GPS data represents current GPS coordinates of said vehicle". Finally, an appropriate correction has also been made to add a connection between the motor, the vehicle transportation device, and a plurality of wheels. As amended, claim 8 recites, "a motor affixed to said vehicle transportation device and mechanically coupled to a plurality of wheels". Claims 3 and 13-18 are canceled.

Consequently, it is respectfully submitted that claims 1, 2, and 4-12 are in compliance with 35 U.S.C. §112(b).

The Applicant now turns to the rejection of claims 1-7 under 35 U.S.C. §101 because the claims are identified as being directed at non-statutory subject matter. An appropriate correction has been made to claim 1 to change "creates … instructions to move". As amended, claim 1 recites, "transmits driving instruction data to a motor, wherein said driving instruction data represents instructions to rotate said plurality of wheels to move said mobile platform from said current location to said desired location". The claim is no longer directed at an abstract idea, as the driving processor transmits data to a motor, and the driving instruction data represents instructions to rotate a plurality of wheels. Claim 3 is canceled.

Consequently, it is respectfully submitted that claims 1, 2, and 4-7 are in compliance with 35 U.S.C. §101 and allowable.

The Applicant now turns to the rejection of claims 1-7 under 35 U.S.C. §102(a)(1) as being anticipated by Sunguk. Sunguk teaches a parking robot that uses cameras to identify markers on a cooperating second robot and inter-robot communication to share positioning data, allowing it to navigate under the vehicle and lift the wheels of a vehicle using forks. In paragraph 85, Sunguk only teaches the parking robots "move to the

parking area" through cooperative inter-robot control and that the "data obtained through the sensing device may be additionally used."

Sunguk does not teach a processor that receives current location data representing GPS coordinates of the current location and destination location data representing GPS coordinates of a destination location. Sunguk also does not teach comparing the current location data to the destination location data. Sunguk also does not teach having a GPS receiver. Sunguk is silent as to GPS-based navigation during any part of the process, as it only describes moving using cooperative control, and in paragraph 69 the sensing device is described as only including "a camera, a lidar, and/or an IMU". None of these are a GPS system, making GPS-based navigation impossible.

Independent claim 1 has been amended to recite "a global positioning system (GPS) receiver affixed to said mobile platform". It also recites "receiving … current location data from said GPS receiver, wherein said current location data represents GPS coordinates of a current location" as well as "said driving processor also receives destination location data representing GPS coordinates of a desired location". Finally, independent claim 1 further recites "said driving processor compares said current location data to said destination location data and transmits driving instruction data to a motor". None of these limitations is present in Sunguk. Claim 3 is canceled.

Consequently, the Applicant respectfully submits independent claim 1 to be free of Sunguk and allowable, along with its respective dependent claims 2, 4-7.

The Applicant now turns to the rejection of claims 13-18 under 35 U.S.C. §102(a)(1) as being anticipated by Hironaga. Claims 13-18 are canceled. Consequently, the present rejection is respectfully submitted to be moot.

The Applicant now turns to the rejection of claims 8-12 under 35 U.S.C. §103(a) as being unpatentable over Bandi in light of Sunguk. Bandi teaches a method of maneuvering automated vehicles in a marshaling environment. Bandi also teaches a GPS sensor on the vehicle itself to navigate the vehicle from the vehicle's current location to a destination location. Sunguk teaches a parking robot that uses cameras to navigate under the vehicle and lift its wheels with forks. In paragraph 85, Sunguk only teaches the parking robots "move to the parking area" through cooperative inter-robot control, and that the "data obtained through the sensing device may be additionally used."

Neither Sunguk nor Bandi teaches using a GPS receiver affixed to the vehicle transportation device to obtain current location data representing current GPS coordinates of the vehicle transportation device. Further, neither teaches a processor to compare vehicle location GPS data to the current location data of a vehicle transportation device. As previously discussed, Sunguk is silent as to GPS-based navigation during any part of the process, as it only describes moving using cooperative control, and in paragraph 69 the sensing device is described as only including "a camera, a lidar, and/or an IMU". None of these is a GPS system, making GPS-based navigation impossible. While Bandi has a GPS sensor on the vehicle itself, it includes no separate vehicle transportation

device that lifts the vehicle's wheels, and neither Bandi nor Sunguk further includes the vehicle transportation device having a GPS receiver for obtaining the vehicle transportation device's current location, allowing it to move from the location of the vehicle transportation device to the vehicle's location. Finally, neither teaches moving the vehicle transportation device to the location of the vehicle when the vehicle location GPS data does not match the current location data of the vehicle transportation device.

As amended, claim 8 recites, "retrieving, by a device processor, current location data from a GPS receiver affixed to said vehicle transportation device, wherein said current location data represents the current GPS coordinates of said vehicle transportation device". Claim 8 also recites "comparing, by said device processor, said vehicle location GPS data of said vehicle to said current location data of said vehicle transportation device". Claim 8 also recites "when said vehicle location GPS data does not match said current location data, applying, by a motor affixed to said vehicle transportation device and mechanically coupled to a plurality of wheels, torque to said plurality of wheels, to move said vehicle transportation device toward the location represented by said vehicle location GPS data". None of these are taught or suggested by B or S alone or in combination

Consequently, the Applicant respectfully submits independent claim 8 to be free of the prior art and allowable, along with its respective dependent claims 9-12.

CONCLUSION

If the Examiner has any questions or the Applicant can be of any assistance, the Examiner is invited and encouraged to contact the Applicant at the number below.

The Commissioner is authorized to charge any necessary fees or credit any overpayment to the Deposit Account of 326, Account No. 326.

Respectfully submitted,

Date: May 1, 2026

/326/
326
Registration No. 326

PAT, ENT, & WIN
504 E. Pennsylvania Ave.
Champaign, IL 61820

Telephone: 217-333-0931
Facsimile: 217-333-0932