

Search query (2): [SP]: cross reference to related applicationsbackgroundtheft of gasoline, diesel fuel, and/or other vehicular fuels represents a substantial loss to cargo carriers in many parts of the world. notably, in many developing countries, fuel represents an easily sold commodity that cannot be traced and which garners a high return in the black market. thus, parked vehicles stand as undefended targets for fuel thieves. even attended vehicles, though, can be at risk particularly if the driver is "on the make."of course, the fuel contained in these vehicles can be accessed via the fuel fill cap (or simply "fuel cap"). a thief can remove the fuel cap, route a tube or hose through the adjoining fill tube, and siphon fuel from the tank. moreover, vehicular fuel systems typically present a number of less conventional "entry points" through which a thief can access the fuel contained therein. more specifically, typical vehicular fuel systems include a fuel tank (sometimes with a drain fixture/feature), a fuel pump (often submerged, but sometimes external to the tank), a fuel filter, various valves, a recirculation line, test ports, flow rate sensors, and/or a connection to a carburetor (in older vehicles), or the fuel injectors (in most late model vehicles), and/or a fuel "rail" which feeds the fuel injectors. that list, by the way, is not exclusive but serves to illustrate that each system component has at least one mechanical/fluid coupling that can be tampered with to access the fuel. additionally, there might be some such fluid couplings between otherwise separate tubes, pipes, hoses, etc. which convey fuel through the vehicle. all of these couplings, components, etc. represent fuel system "entry points" and render the fuel therein subject to theft.such risks, moreover, do not exist with land-based vehicles alone. rather the cars, trucks, lorries, vans, etc. which exist on the roads represent just one category of susceptible vehicle. aircraft (for instance, helicopters, prop-driven planes, jet planes, etc.), marine vehicles (for instance, boats, hovercraft, tugboats, crane boats, etc.) and other categories of vehicles also stand at risk of fuel-theft. aviation fuel (av-gas, jet a, mogas) which sells at a premium compared to even automobile gasoline, not to mention diesel represents a particularly "rich" target at unguarded airports, airfields, and the like. of course, elevated prices and/or scarcity (whether local, regional, or otherwise) aggravate the threat.similar considerations apply to cargo which the trucks and/or other vehicles might be carrying. for instance, in poor areas, food, water, beverages, etc. might be highly prized and deemed worthy of attempted theft and/or other types of misappropriation. more valuable cargo such as consumer electronic devices might be sought after with less than ethical characters willing to steal these products from their employers, others, etc. and, of course, rarer merchandise such as gold, jewelry, money itself (conveyed in armored vehicles) could become targeted for theft. furthermore, whole shipments need not be stolen for a shipper to suffer significant losses particularly if viewed over time. for instance, even legitimate customers of the shipper might be tempted to take advantage of the lack of security typically present when a truck arrives at their facility. in such situations, some persons might remove their legitimately ordered cargo and then proceed to take more cargo than they ordered or are otherwise entitled to take. in the alternative, or in addition, such persons might fraudulently claim that cargo was missing from a shipment when in fact it was present. and, of course, other scenarios too numerous to list here can give rise to discrepancies associated with cargo shipments. such issues extend beyond emerging countries. according to the fbi, cargo theft has reached an epidemic portion averaging up to 30\$ billion lost annually in just the united states of america.summarythe following presents a simplified summary in order to provide an understanding of some aspects of the disclosed subject matter. this summary is not an extensive overview of the disclosed subject matter, and is not intended to identify key/critical elements or to delineate the scope of such subject matter. a purpose of the summary is to present some concepts in a simplified form as a prelude to the more detailed disclosure that is presented herein. the current disclosure provides systems, apparatus, methods, etc. for detecting potential fuel theft and more particularly for detecting fuel theft related events associated with vehicles such as planes, boats, automobiles, and trucks among other vehicles.some embodiments provide fuel anti-theft systems for vehicles which possess fuel systems defining a plurality of fluid entry points. systems of the current embodiment nominally include a pre-selected number of sensors which are positioned at the entry points. each sensor defines a nominal/secure state and a potentially tampered-with state. the potentially tampered-with state is indicative of the sensor being absent. the actual states of the sensors combining to create an actual combined state of the sensors. in contrast, the nominal states of the pre-selected number of sensors combine to create a nominal combined state of the pre-selected number of sensors. furthermore, a controller of the system senses the actual combined state of the sensors and determines whether the actual combined state of the sensors is the nominal combined state of the pre-selected number of sensors. responsive thereto, the controller generates a signal which indicates whether all of the pre-selected number of sensors are present and un-tampered-with.in accordance with various embodiments, the current disclosure also provides fuel anti-theft methods. some such methods comprise a variety of activities including sensing a combined signal from a plurality of sensors positioned at entry points of a vehicle fuel system. each sensor defines a secure state and a suspect state (indicative of the sensor being absent) in accordance with the current embodiment. moreover, the secure sensor states of a number of the sensors nominally in the system combine to create a secure system state. such methods also comprise determining whether the combined signal about equals the secure system state (for the number of sensors in the system) and outputting a corresponding signal.if desired, the sensing of the combined signal can be via a vehicle chassis ground and/or the sensors can be nominally wired in parallel. in some situations a resistor contributes to the combined signal. in addition, or in the alternative, such methods can further comprise noting the location of the vehicle when the signal fails to indicate that the combined signal is indicative of the secure system state for the number of sensors.various embodiments provide fuel anti-theft controllers including a circuit and/or sensors which define nominal (secure) and tampered-with states. the tampered-with states are indicative of the sensor(s) being absent. the controllers of the current embodiment, moreover, sense a combined state of (all of a pre-selected number of) the sensors and determine therefrom whether all of the pre-selected number of sensors are present and secure. in some embodiments, the controller senses the sensors (which can be wired in parallel) via a vehicle chassis ground. if desired, a resistor (which is about electrically equivalent to one or more of the sensors) and/or a geo-positioning unit can be connected to the controller. the sensors can include normally open switches and clamps which close the switches when installed properly. the sensors can be secured by other means such as fasteners, cable ties, zip ties, adhesives, etc. some sensors include grounding straps while others include ground return leads. in some embodiments, sensors are positioned at the vehicle fuel cap and/or fuel filter.various embodiments provide anti-theft controllers comprising cargo switch inputs, outputs, and circuits in communication therewith. the inputs of the current embodiment are configured to sense the grounds of the cargo vehicles on which they are installed through a cargo switch. cargo switches of the current embodiment serve at least two purposes. more specifically, they provide an interface for access requests and they detect whether the door is shut or open. systems of embodiments include other security feature such as infrared sensors, proximity sensors hall effect sensors, rfid (radio frequency identification) sensors, optical sensors, etc. to provide additional insight as to the state of the cargo switch and/or its environs. further, some controllers are configured such that if a wire in an input circuit breaks (or is broken by someone), these controllers interpret that condition as indicative of tampering and thus raise an alarm.meanwhile, the outputs are configured to be in communication with electronically operated locks. the circuits are in communication with the inputs and the outputs and are configured to detect openings of the cargo switches via pre-selected voltages at the cargo switch inputs. responsive thereto, moreover, the circuits are configured to activate the locks via the outputs. in the current embodiment the cargo switches are mechanically coupled to cargo access points on the cargo vehicles so that the cargo access points cannot be opened without opening the cargo switches.in some embodiments the circuits further comprise geo-positioning outputs and the circuits are further configured to output a signal indicative of the opening of the cargo switch via the geo-positioning output. in addition, or in the alternative thereto, controllers can further comprise geo-zone inputs and are further configured to output signals to u

Results: 19

Search history

Search (pn=WO2015/161073) (Results 1)

1:

Search [SP]: cross reference to related applicationsbackgroundtheft of gasoline, diesel fuel, and/or other vehicular fuels represents a substantial loss to cargo carriers in many parts of the world. notably, in many developing countries, fuel represents an easily sold commodity that cannot be traced and which garners a high return in the black market. thus, parked vehicles stand as undefended targets for fuel thieves. even attended vehicles, though, can be at risk particularly if the driver is "on the make."of course, the fuel contained in these vehicles can be accessed via the fuel fill cap (or simply "fuel cap"). a thief can remove the fuel cap, route a tube or hose through the adjoining fill tube, and siphon fuel from the tank. moreover, vehicular fuel systems typically present a number of less conventional "entry points" through which a thief can access the fuel contained therein. more specifically, typical vehicular fuel systems include a fuel tank (sometimes with a drain fixture/feature), a fuel pump (often submerged, but sometimes external to the tank), a fuel filter, various valves, a recirculation line, test ports, flow rate sensors, and/or a connection to a carburetor (in older vehicles), or the fuel injectors (in most late model vehicles), and/or a fuel "rail" which feeds the fuel injectors. that list, by the way, is not exclusive but serves to illustrate that each system component has at least one mechanical/fluid coupling that can be tampered with to access the fuel. additionally, there might be some such fluid couplings between otherwise separate tubes, pipes, hoses, etc. which convey fuel through the vehicle. all of these couplings, components, etc. represent fuel system "entry points" and render the fuel therein subject to theft.such risks, moreover, do not exist with land-based vehicles alone. rather the cars, trucks, lorries, vans, etc. which exist on the roads represent just one category of susceptible vehicle. aircraft (for instance, helicopters, prop-driven planes, jet planes, etc.), marine vehicles (for instance, boats, hovercraft, tugboats, crane boats, etc.) and other categories of vehicles also stand at risk of fuel-theft. aviation fuel (av-gas, jet a, mogas) which sells at a premium compared to even automobile gasoline, not to mention diesel represents a particularly "rich" target at unguarded airports, airfields, and the like. of course, elevated prices and/or scarcity (whether local, regional, or otherwise) aggravate the threat.similar considerations apply to cargo which the trucks and/or other vehicles might be carrying. for instance, in poor areas, food, water, beverages, etc. might be highly prized and deemed worthy of attempted theft and/or other types of misappropriation. more valuable cargo such as consumer electronic devices might be sought after with less than ethical characters willing to steal these products from their employers, others, etc. and, of course, rarer merchandise such as gold, jewelry, money itself (conveyed in armored vehicles) could become targeted for theft. furthermore, whole shipments need not be stolen for a shipper to suffer significant losses particularly if viewed over time. for instance, even legitimate customers of the shipper might be tempted to take advantage of the lack of security typically present when a truck arrives at their facility. in

such situations, some persons might remove their legitimately ordered cargo and then proceed to take more cargo than they ordered or are otherwise entitled to take. in the alternative, or in addition, such persons might fraudulently claim that cargo was missing from a shipment when in fact it was present. and, of course, other scenarios too numerous to list here can give rise to discrepancies associated with cargo shipments. such issues extend beyond emerging countries. according to the fbi, cargo theft has reached an epidemic portion averaging up to 30\$ billion lost annually in just the united states of america.summarythe following presents a simplified summary in order to provide an understanding of some aspects of the disclosed subject matter. this summary is not an extensive overview of the disclosed subject matter, and is not intended to identify key/critical elements or to delineate the scope of such subject matter. a purpose of the summary is to present some concepts in a simplified form as a prelude to the more detailed disclosure that is presented herein. the current disclosure provides systems, apparatus, methods, etc. for detecting potential fuel theft and more particularly for detecting fuel theft related events associated with vehicles such as planes, boats, automobiles, and trucks among other vehicles.some embodiments provide fuel anti-theft systems for vehicles which possess fuel systems defining a plurality of fluid entry points. systems of the current embodiment nominally include a pre-selected number of sensors which are positioned at the entry points. each sensor defines a nominal/secure state and a potentially tampered-with state. the potentially tampered-with state is indicative of the sensor being absent. the actual states of the sensors combining to create an actual combined state of the sensors. in contrast, the nominal states of the pre-selected number of sensors combine to create a nominal combined state of the pre-selected number of sensors. furthermore, a controller of the system senses the actual combined state of the sensors and determines whether the actual combined state of the sensors is the nominal combined state of the pre-selected number of sensors. responsive thereto, the controller generates a signal which indicates whether all of the pre-selected number of sensors are present and un-tampered-with.in accordance with various embodiments, the current disclosure also provides fuel anti-theft methods. some such methods comprise a variety of activities including sensing a combined signal from a plurality of sensors positioned at entry points of a vehicle fuel system. each sensor defines a secure state and a suspect state (indicative of the sensor being absent) in accordance with the current embodiment. moreover, the secure sensor states of a number of the sensors nominally in the system combine to create a secure system state. such methods also comprise determining whether the combined signal about equals the secure system state (for the number of sensors in the system) and outputting a corresponding signal.if desired, the sensing of the combined signal can be via a vehicle chassis ground and/or the sensors can be nominally wired in parallel. in some situations a resistor contributes to the combined signal. in addition, or in the alternative, such methods can further comprise noting the location of the vehicle when the signal fails to indicate that the combined signal is indicative of the secure system state for the number of sensors.various embodiments provide fuel anti-theft controllers including a circuit and/or sensors which define nominal (secure) and tampered-with states. the tampered-with states are indicative of the sensor(s) being absent. the controllers of the current embodiment, moreover, sense a combined state of (all of a pre-selected number of) the sensors and determine therefrom whether all of the pre-selected number of sensors are present and secure. in some embodiments, the controller senses the sensors (which can be wired in parallel) via a vehicle chassis ground. if desired, a resistor (which is about electrically equivalent to one or more of the sensors) and/or a geo-positioning unit can be connected to the controller. the sensors can include normally open switches and clamps which close the switches when installed properly. the sensors can be secured by other means such as fasteners, cable ties, zip ties, adhesives, etc. some sensors include grounding straps while others include ground return leads. in some embodiments, sensors are positioned at the vehicle fuel cap and/or fuel filter.various embodiments provide anti-theft controllers comprising cargo switch inputs, outputs, and circuits in communication therewith. the inputs of the current embodiment are configured to sense the grounds of the cargo vehicles on which they are installed through a cargo switch. cargo switches of the current embodiment serve at least two purposes. more specifically, they provide an interface for access requests and they detect whether the door is shut or open. systems of embodiments include other security feature such as infrared sensors, proximity sensors hall effect sensors, rfid (radio frequency identification) sensors, optical sensors, etc. to provide additional insight as to the state of the cargo switch and/or its environs. further, some controllers are configured such that if a wire in an input circuit breaks (or is broken by someone), these controllers interpret that condition as indicative of tampering and thus raise an alarm.meanwhile, the outputs are configured to be in communication with electronically operated locks. the circuits are in communication with the inputs and the outputs and are configured to detect openings of the cargo switches via pre-selected voltages at the cargo switch inputs. responsive thereto, moreover, the circuits are configured to activate the locks via the outputs. in the current embodiment the cargo switches are mechanically coupled to cargo access points on the cargo vehicles so that the cargo access points cannot be opened without opening the cargo switches.in some embodiments the circuits further comprise geo-positioning outputs and the circuits are further configured to output a signal indicative of the opening of the cargo switch via the geo-positioning output. in addition, or in the alternative thereto, controllers can further comprise geo-zone inputs and are further configured to output signals to u (Results 19)

Title: Fuel meter and theft prevention device

Abstract: Source: US5303842A A fuel meter and theft prevention apparatus is provided which not only prevents siphoning of fuel from a fuel tank, but also senses and records the amount of fuel added to the tank. A company or business can use the recorded fuel added amount to insure that they are charged only for fuel which is placed in the tank. In accordance with an exemplary embodiment of the present invention, the fuel meter and theft prevention device includes a tamper proof cap adapted for connection to a conventional diesel fuel tank, a digital turbine flow meter including non-resettable recording means for recording total liquid flow through the meter, an apparatus for preventing high velocity gas flow through the meter while allowing generally unimpeded liquid flow therethrough, and a nozzle adapted to receive fuel. The tamper proof cap includes a vent for releasing air from the fuel tank and a check valve for only allowing fuel to flow into the fuel tank.

Classifications:

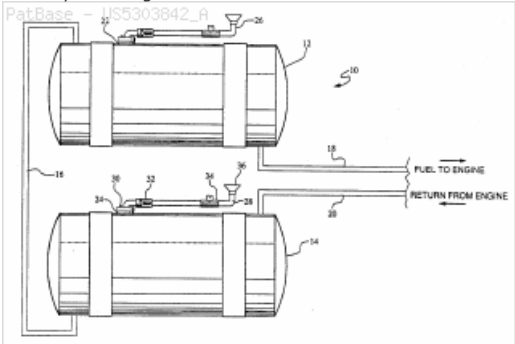
International (IPC 8-9): B60K15/04 (Advanced/Invention); F02B3/06 (Advanced/Non-invention)

International (IPC 1-7): B65B31/00

CPC: B60K15/04 B60K15/0403 B60K2015/03361 F02B3/06

European: B60K15/04 B60K15/04C L60K15/03Y8 R02B3/06

US: 220/562 220/86.2



Family:

Publication number	Publication date	Application number	Application date
US5303842 A	19940419	US19920917312	19920723

Priority:

US19920917312 19920723

Probable Assignee: HARP TAMMIE

Assignee(s): (std): HARP TAMMIE ; LEWIS BOBBY ; MILLER JAMES

Inventor(s): (std): HARP TAMMIE ; LEWIS BOBBY ; MILLER JAMES

Abstract: Source: US6133649A PCT No. PCT/JP96/00824 Sec. 371 Date Jan. 12, 1998 Sec. 102(e) Date Jan. 12, 1998 PCT Filed Mar. 28, 1996 PCT Pub. No. WO96/30236 PCT Pub. Date Oct. 3, 1996A vehicle antitheft system and method which effect re-registration and erasure of codes without using a tool used exclusively for such purposes. By the time T1 seconds has elapsed from the time a master key, in which a code is registered, is inserted into a key cylinder, turning an ignition switch from off to on is repeated five times. When opening and closing of a door is repeated six times and the ignition switch is turned off and the key is removed from the key cylinder in the next T2 seconds, a mode is changed to a master key code registration mode. When a master key whose code is to be registered is inserted into the key cylinder within T3 seconds from the time when a master key in which a code is registered is removed from the key cylinder, and the ignition switch is turned on within T4 seconds, an identification code to be registered is read from a transponder. When T5 seconds has elapsed, the read identification code is registered in the memory as a registered code.

International (IPC 8-9): B60R25/00 B60R25/04 B60R25/045
B60R25/23 B60R25/24 E05B49/00 E05B49/04
G08B13/00 (Advanced/Invention);
E05B49/00 G08B13/00 (Advanced/Non-invention);
B60R25/00 B60R25/04 E05B49/00 G08B13/00 (Core/Invention)
International (IPC 1-7): B60R25/04 E05B49/00 E05B49/04
G08B13/00
CPC: B60R25/04 B60R25/225 B60R25/24
European: B60R25/04 B60R25/22B B60R25/24
US: 180/287 307/10.5



Publication number	Publication date	Application number	Application date
AU199651214 A1	19961016	AU19960051214	19960328
AU695519 B2	19980813	AU19960051214	19960328
CA2215279 AA	19970926	CA19962215279	19960328
CA2215279 C	20020108	CA19962215279	19960328
DE69630597 D1	20031211	DE19966030597	19960328
DE69630597 T2	20040923	DE19966030597T	19960328
EP0816192 A1	19980107	EP19960907690	19960328
EP0816192 A4	20020522	EP19960907690	19960328
EP0816192 B1	20031105	EP19960907690	19960328
JP3191607 B2	20010723	JP19950069430	19950328
JP8268228 A2	19961015	JP19950069430	19950328
KR100259895 B1	20000801	KR19970706783	19970927
KR19980703378 A	19981015	KR19970706783	19960328
US6133649 A	20001017	US19980930363	19980112
WO9630236 A1	19961003	WO1996JP00824	19960328

Designated states: AT AU BE CA CH DE DK ES FI FR GB GR IE IT KR LU MC NL PT SE US

Title: ELECTRONIC VEHICLE PRODUCT AND PERSONNEL MONITORING

Abstract: Source: US2002089434A A system providing Vehicle, Pallet, and personnel Tracking within buildings, vehicles such as, Trucks/Trailer, Buses, Trains, aircraft at a site or in a global network system. Using RFID transponder Gate readers in Building doorways, in Vehicles such as Tracks/Trailers gates or bus doors, to read Pallets, Packages, and Personnel equipped with RFID transponder and tamper proof RFID RF transceiver Tags. In a preferred embodiment of invention the RFID-RF transceivers containing GPS/GSM modem for locating of pallets or personnel with RF or GPS location system. Site Buildings and vehicles are equipped with compute interface unit, to communicate at time intervals with RFID-RF Tag transceiver units installed on pallets or personnel wristwatch, to indicate the presence of pallets or personnel at a site or in a vehicle. And Tamperproof RF, GPS/GSM or satellite modems installed on Vehicles, used to communicate with site station or to a monitoring station computer network (Server) with the collected data from said vehicle gate reader, for tracking and finding the location of a particular Vehicle, and It's cargo content or personnel information related to particular vehicle, at a remote or open site.

Classifications:

International (IPC 8-9): G08B13/14 G08G1/123 (Advanced/Invention);
G06K17/00 (Advanced/Non-invention);
G08G1/123 (Core/Invention);
G06K17/00 (Core/Non-invention)

International (IPC 1-7): G08G1/123

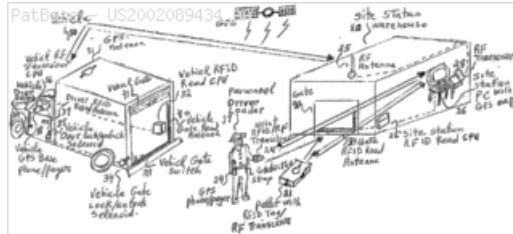
CPC: G08B13/06 G06K2017/007 G06Q10/08 G07C9/00103

G07C9/00111 G07C2009/0092 G08G1/20 G08G1/202

European: G06Q10/08 G07C9/00B10 G07C9/00B8 G08B13/06

G08G1/20 G08G1/20A S06K17/00W22 S07C9/00E20D

US: 340/5.92 340/539.13 340/568.1 340/572.1 340/573.1 340/573.4
340/59.2 340/592 340/988 340/988P 340/989 340/989S



Family:

Publication number	Publication date	Application number	Application date
US2002089434 AA	20020711	US20010013278	20011205
US7034683 BB	20060425	US20010013278	20011205
USRE43178 E	20120214	US20080150288	20080425
USRE44275 E	20130611	US20110304601	20111125

Priority:

US20000246291P 20001106 US20010013278 20011205 US20080150288 20080425
US20110304601 20111125

Probable Assignee: LORAN TECHNOLOGIES INC

Assignee(s): (std): GHAZARIAN OHANES ; LORAN TECHNOLOGIES INC

Inventor(s): (std): GHAZARIAN OHANES

Agent(s): STETINA BRUNDA GARRED AND BRUCKER; LEONARDPATEL PC

Title: VEHICLE SECURITY SYSTEM

Abstract: Source: US2004207525A A vehicle security system for a vehicle cargo area provided with a conductor which passes around substantially all of the circumference of the cargo area, the security system comprising connection means for passing a signal through the conductor, and monitoring means for monitoring the signal, the monitoring means being arranged to ensure that the signal remains within one or more predetermined boundaries, and to activate an alarm if the signal moves outside of the one or more boundaries.

Classifications:

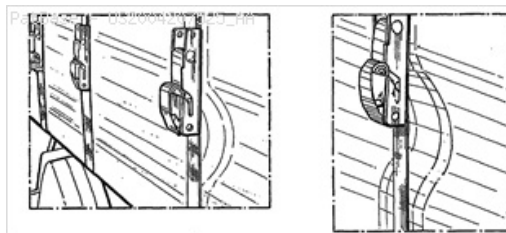
International (IPC 8-9): B60R25/10 G08B13/12
G08B13/14 (Advanced/Invention)

International (IPC 1-7): B60R25/00 B60R25/10 G08B13/12

CPC: B60R25/10 B60R25/1001 B60R25/1004 G08B13/126
G08B13/1427 G08B21/0286

European: B60R25/10 B60R25/10A B60R25/10C G08B13/12H
G08B13/14D G08B21/02A26

US: 340/568.2 340/568.200P

**Family:**

Publication number	Publication date	Application number	Application date
AT301565 E	20050815	AT20020738311T	20020524
AU2002313112 AA	20021209	AU20020313112	20020524
AU2003233868 AA	20031117	AU20030233868	20030429
DE60205483 D1	20050915	DE20026005483	20020524
EP1395466 A2	20040310	EP20020738311	20020524
EP1395466 B1	20050810	EP20020738311	20020524
GB200112771 A0	20010718	GB20010012771	20010525
GB200113626 A0	20010725	GB20010013626	20010605
GB200120184 A0	20011010	GB20010020184	20010817
GB200209751 A0	20020605	GB20020009751	20020429
GB200212095 A0	20020703	GB20020012095	20020527
GB200218883 A0	20020925	GB20020018883	20020814
GB2378027 A1	20030129	GB20020012095	20020527
US2004207525 AA	20041021	US20040478922	20040521
WO02096725 A2	20021205	WO2002GB02248	20020524
WO02096725 A3	20030227	WO2002GB02248	20020524
WO03093077 A1	20031113	WO2003GB01865	20030429

Priority:

GB20010012771	20010525	GB20010012771	20010525	GB20010013626	20010605
GB20010013626	20010605	GB20010020184	20010817	GB20020009751	20020429
WO2002GB02248	20020524	WO2002GB02248	20020524	GB20020018883	20020814
WO2003GB01865	20030429				

Probable Assignee: TISS LTD

Assignee(s): (std): MCCracken ALEX ; TISS LTD ; WHOLEY BRIAN ; WHOLEY RYAN

Assignee(s): TISS LTD BLACKPOOL ; TISS LIMITED

Inventor(s): (std): MCCracken ALEX ; WHOLEY BRIAN ; WHOLEY RYAN

Inventor(s): RYAN WHOLEY ; ALEX MCCracken ; BRIAN WHOLEY

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NL NO NZ OM PH PL PT RO RU SC SD SE SG SI SK SL SN SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

Title: FUEL THEFT DETECTION SYSTEM AND METHOD

Abstract: Source: US2006111851A A fuel theft detection system (50) for detecting when fuel has been stolen from a vehicle's fuel tank (16) is disclosed. The detection system (50) comprises input means (56) that is connectable to a vehicle's fuel level sensor (14) for providing an indication of the fuel level in the vehicle's fuel tank (16). A controller (22) is connected to the input means (56) for controlling the system (50), with the system (50) further including timing means (72) for driving the controller (22) to capture and record the fuel level at regular, pre-determined intervals. The controller (22) is arranged to calculate and store the average fuel level over successive periods of time, with any deviation in the fuel level by more than a predetermined amount suggesting fuel theft. Significantly, the controller (22) is simultaneously able to determine fuel theft when fuel is being dispensed into the fuel tank (16).

Classifications:

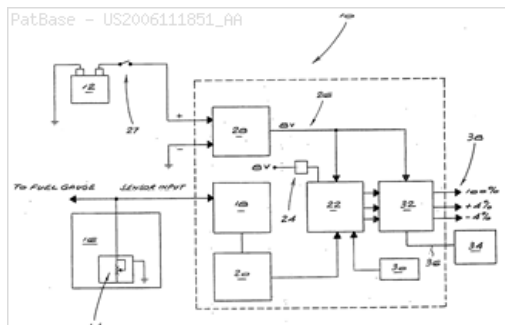
International (IPC 8-9): G01F17/00 G01F23/00 (Advanced/Invention);
G01F17/00 G01F23/00 (Core/Invention);
B60R B67D G01F (Subclass/Invention)

International (IPC 1-7): B60R B60R25/10 B67D B67D5/08 G01F
G01F23/00

CPC: B60K2015/03434 G01F23/0076 B60K2015/03217

European: G01F23/00G1A L60K15/03S2

US: 702/35 702/35P

**Family:**

Publication number	Publication date	Application number	Application date
AU2003251075 AA	20040202	AU20030251075	20030716
EP1546024 A1	20050629	EP20030764044	20030716
US2006111851 AA	20060525	US20030521223	20030716
WO04007344 A1	20040122	WO2003IB02815	20030716
ZA200501384 A	20050928	ZA20050001384	20050216

Priority:

WO2003IB02815 20030716 ZA20020005663 20020716 ZA20050001384 20050216

Probable Assignee: POTGIETER JOHANNES HERMANUS

Assignee(s): (std): FOURIE PATRICK DESMOND ; JOHANNES HERMANUS POTGIETER ; POTGIETER JOHANNES HERMANUS

Assignee(s): OHANNES HERMANUS POTGIETER

Inventor(s): (std): FOURIE PATRICK D ; FOURIE PATRICK DESMOND ; JOHANNES HERMANUS POTGIETER ; PATRICK DESMOND FOURIE ; POTGIETER JOHANNES H ; POTGIETER JOHANNES HERMANUS

Inventor(s): FOURIE PATRICK ; POTGIETER JOHANNES

Agent(s): WRAYS; WOODCOCK WASHBURN LLP

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LI LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

Title: SECURE CARGO TRANSPORT SYSTEM

Abstract: Source: US2004178880A A secure cargo transport system that prevents a mobile container from being compromised, lost, or contaminated during transit is disclosed. The cargo transport system contains both a lock and sensor(s) that lock and sense the environment surrounding the contents of cargo and/or of the cargo transport container. The lock and sensor(s) are in communication with a remote monitoring location where appropriate responses can be marshaled to breaches in cargo transport security or in the cargo environment.

Classifications:

International (IPC 8-9): B60R25/10 (Advanced/Invention)

International (IPC 1-7): B65G G05B19/00 G06F7/04 H04Q1/00

CPC: G07C2009/0092 B60R25/102 B60R25/1004 G06Q10/0833

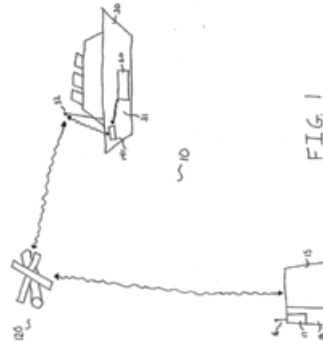
European: B60R25/102 B60R25/10C

US: 340/5.22 340/5.220P 340/5.3 340/5.300S 340/5.73 340/5.730S 340/53

PatBase - US2004178880_AA

Patent Application Publication Sep. 16, 2004 Sheet 1 of 6

US 2004/0178880 A1



Family:

Publication number	Publication date	Application number	Application date
US2004178880 AA	20040916	US20030387522	20030314
WO04083078 A2	20040930	WO2004US05232	20040311
WO04083078 A3	20050526	WO2004US05232	20040311

Priority:

US20030387522 20030314

Probable Assignee: MEYER MICHAEL

Assignee(s): (std): MEYER MICHAEL ; ZAMBRE YADUNATH

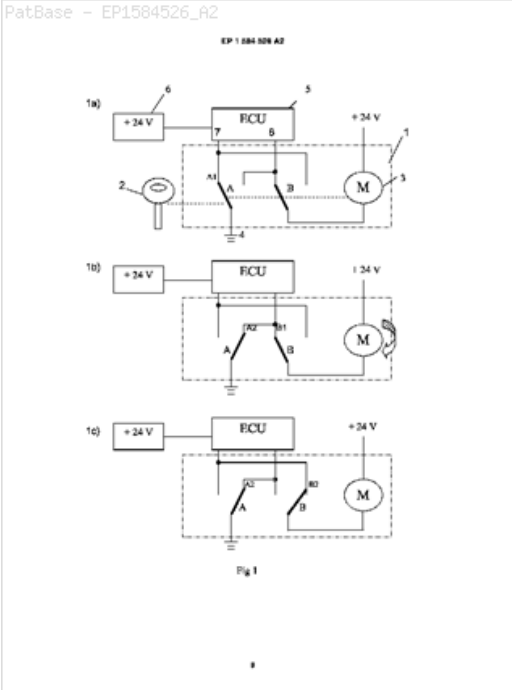
Inventor(s): (std): MEYER MICHAEL ; ZAMBRE YADUNATH

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GW HR HU ID IE IL IN IS IT JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MC MD MG MK ML MN MR MW MX MZ NA NE NI NL NO NZ OM PG PH PL PT RO RU SC SD SE SG SI SK SL SN SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW

Title: DEVICE FOR CONTROLLING A VEHICLE LOCKING SYSTEM AND A VEHICLE ALARM

Abstract: Source: EP1584526A2 Device, for controlling a vehicle locking system and a vehicle intrusion alarm, comprising at least one locking actuator (1) having an electric motor (3) arranged to drive at least one locking element at least into a locked or an unlocked position. The locking actuator has means (4,5,6,7,8,A,B) to provide the electronic control unit (ECU) (5) of an intrusion alarm with a first signal when the, or each, locking element is in a locked position and with a second signal when the, or each, locking element is in an unlocked position. The device comprises means to sense a characteristic of the first and second signals and means to enable the operation of the intrusion alarm if the characteristic of one of the signals is above a predetermined threshold value and/or means to disable the operation of an intrusion alarm if the characteristic of one of the signals is below a predetermined threshold value or vice versa.

Classifications:
International (IPC 8-9): B60R25/10 E05B65/36 (Advanced/Invention); G07C9/00 (Advanced/Non-invention)
International (IPC 1-7): B60R25/10 E05B65/36
CPC: B60R25/1001 B60R25/1004 B60R25/1018 G07C2009/00793
European: B60R25/10A B60R25/10C B60R25/10F S07C9/00E14C6



Family:

Publication number	Publication date	Application number	Application date
AT515413 E	20110715	AT20050101212T	20050218
DE602005028832 D1	20110825	DE200560028832T	20050218
EP1584526 A2	20051012	EP20050101212	20050218
EP1584526 A3	20081112	EP20050101212	20050218
EP1584526 B1	20110706	EP20050101212	20050218

Priority:
EP20050101212 20050218 SE19400008439 20040329 SE20040008439 20040329

Probable Assignee: SCANIA CV AB

Assignee(s): (std): SCANIA CV AB

Inventor(s): (std): BERGSTEN FREDRIK ; RUNEFELT DANIEL

Inventor(s): RUNEFELT DANIEL 151 45 ; BERGSTEN FREDRIK 155 34

Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MK NL PL PT RO SE SI SK TR YU

Title: DEVICE, SYSTEM AND METHOD FOR SECURING CARGO ITEMS

Abstract: Source: US2007085680A A system enabling detection of unauthorized removal of a cargo item 414 from a cargo claim area 420, said system may comprise: a locking device 100 attachable to cargo item 414, wherein locking device 100 may comprises a transmitter 110 adapted to transmit data wirelessly, said data being indicative on whether said locking device is locked or not; a key 170 adapted to unlock said locking device; one or more detectors 424a-d positioned in a manner such that wireless signals transmitted from a plurality of transmitters exiting cargo claim area 420 are detected at detectors 424a-d; and a computing module 430 operatively associated with detectors 424a-d. Computing module 430 may give rise to a suitable response in case computing module 430 determines that data received via said signals is indicative of locking device 100 being locked.

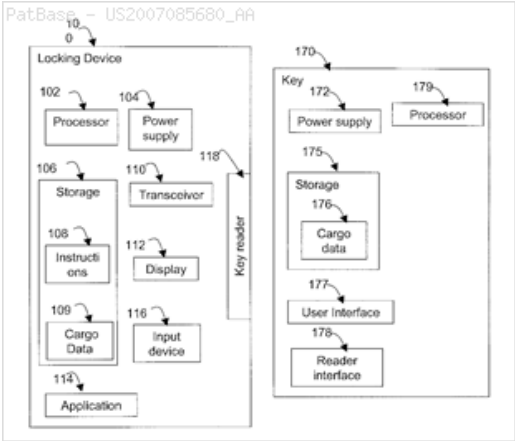
Classifications:

International (IPC 8-9): E05B45/06 G08B1/08 (Advanced/Invention); E05B45/00 G08B1/00 (Core/Invention)

CPC: E05B73/0017 G07C9/00309 G07C9/00563 G07C9/0069 G07C2009/00793 G07C2009/0092

European: E05B73/00B G07C9/00E4 S07C9/00E12C4 S07C9/00E14C6 S07C9/00E20D S07C9/00E6

US: 340/539.31 340/539.310S 340/542 340/542P



Family:

Publication number	Publication date	Application number	Application date
US2007085680 AA	20070419	US20060550890	20061019

Priority:

US20050727835P 20051019 US20060550890 20061019

Probable Assignee: COHEN VICTOR

Assignee(s): (std): COHEN VICTOR

Inventor(s): (std): COHEN VICTOR

Agent(s): FLEIT KAIN GIBBONS GUTMAN BONGINI AND BIANCO

Title: TRAILER ALARM

Abstract: Source: US2007241869A A trailer/cargo alarm detects the proximity of trailer or cargo attached to a vehicle with an alarm system. If the trailer/cargo is moved out of proximity of the vehicle, the alarm system issues an alert. The proximity of the trailer or cargo may be detected, for example, by detecting the presence of the trailer lighting within the vehicle's electrical circuit, by dedicated hardwired sensors, or wireless detection apparatus.

Classifications:

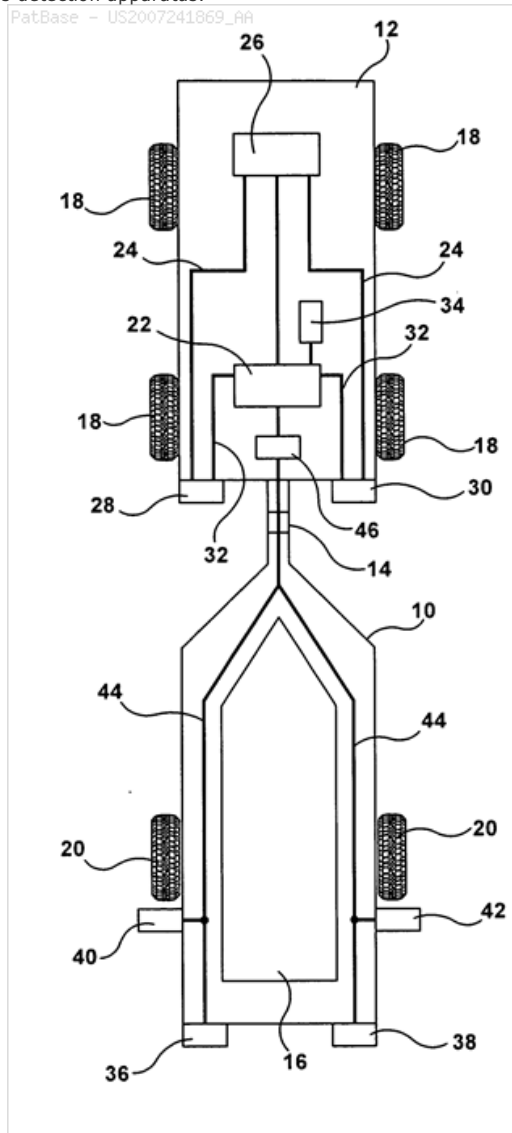
International (IPC 8-9): B60L1/14 B60L3/00 B60Q1/00 B60Q1/30 B60Q5/00 B60R25/10 B60R25/102 B60R25/104 G08B13/14 G08B13/181 G08B21/00 (Advanced/Invention); B60L1/00 B60L3/00 B60Q1/00 B60R25/10 G08B13/14 G08B21/00 (Core/Invention)

CPC: B60Q11/00 B60R25/1003 B60R25/1018 B60R25/20 B60R2025/1013 B60R2025/1016 G08B13/1409 B60Q1/305 B60R25/1001 B60R25/1004 B60R2325/304

European: B60Q1/30B B60Q11/00 B60R25/10A B60R25/10C B60R25/10F B60R25/20 G08B13/14B L60R25/10B L60R25/10D L60R25/10D2 L60R325/30D

US: 340/425.5 340/426.1 340/431 340/431P 340/687 340/687S

PatBase - US2007241869_AA

**Family:**

Publication number	Publication date	Application number	Application date
CA2658697 AA	20090122	CA20072658697	20070405
CN101501738 A	20090805	CN200780013684	20070405
MX2008013362 A1	20081031	MX20080013362	20070405
US2007241869 AA	20071018	US20070656677	20070123
US2009072956 AA	20090319	US20080260556	20081029
US7535346 BB	20090519	US20070656677	20070123
US8031061 BB	20111004	US20080260556	20081029
WO07123811 A2	20071101	WO2007US08326	20070405
WO07123811 A3	20090402	WO2007US08326	20070405

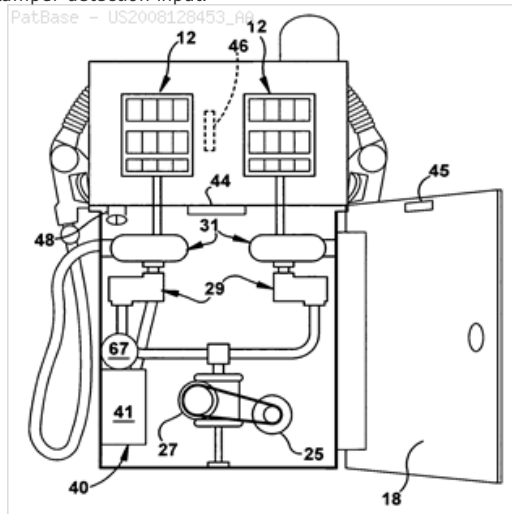
Priority:

US20060792549P 20060417 US20070656677 20070123 US20080260556 20081029
US20070983331P 20071029 WO2007US08326 20070405

Probable Assignee: MASTER LOCK CO LLC**Assignee(s):** (std): KALOUS D SCOTT ; MASTER LOCK CO ; SCOTT KALOUS D**Assignee(s):** MASTER LOCK CO LLC ; MASTER LOCK COMPANY LLC**Inventor(s):** (std): KALOUS D SCOTT ; SCOTT KALOUS D**Agent(s):** RIDOUT AND MAYBEE LLP; CALFEE HALTER AND GRISWOLD LLP; HINTON JENNIFER NOCK

Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

US: 222/75 222/75P



Designated states: AE AG AL AM AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN SV SY SZ TD TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Title: SHIPPING CONTAINER SEAL MONITORING DEVICE, SYSTEM AND METHOD

Abstract: Source: US2008252084A A container seal device is provided that comprises a seal device for a shipping container, comprising a first unit that is affixed to a shipping container. A control system is contained in the first unit containing a control system. A second unit is provided that is configured to engage with an element of a door of a shipping container to which the first unit is affixed and to electrically connect with the control system in the first unit. The control system in the first unit is configured to detect a breach of the second unit indicative of access being made to the shipping container.

Classifications:

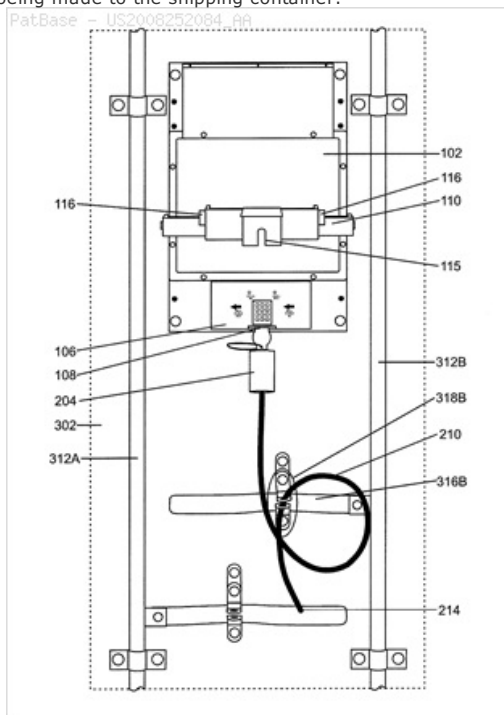
International (IPC 8-9): B65D27/30 E06B7/16 G06F7/00 G08B13/08 H05K5/00 (Advanced/Invention);

B65D27/12 G06F7/00 H05K5/00 (Core/Invention)

CPC: Y10T292/494 G09F3/0335 G09F3/0352 G09F3/0376 G08B13/08

European: G09F3/03A4B G09F3/03A6B G09F3/03B

US: 292/317 292/317P 340/539.13 340/539.19 340/539.31 340/545.1 340/568.1 340/568.2 361/724 361/724S 49/14 49/14P 49/475.1 49/475.100S 700/226 700/226S



Family:

Publication number	Publication date	Application number	Application date
US2008252084 AA	20081016	US20070926669	20071029
US2011258930 AA	20111027	US20110074114	20110329
US7936266 BB	20110503	US20070926669	20071029

Priority:

US20060855090P 20061027 US20070926669 20071029 US20110074114 20110329

Probable Assignee: MARITIME CONTAINER SECURITY INC

Assignee(s): (std): FRANCIS RICHARD HUGH ; HOLIGAN DAVID JAMES ; MANDRY JAMES EDWARD ; MARITIME CONTAINER SECURITY INC ; PRINCE DOUGLAS WEBSTER ; VRABLIK ED ALLEN

Inventor(s): (std): FRANCIS RICHARD HUGH ; HOLIGAN DAVID JAMES ; MANDRY JAMES EDWARD ; PRINCE DOUGLAS WEBSTER ; VRABLIK ED ALLEN

Agent(s): EDELL SHAPIRO AND FINNAN LLC

Title: LOCK APPARATUS AND METHOD OF USE

Abstract: Source: US2010089108A Embodiments of a lock apparatus for securing an article, such as a cycle frame, and methods of use of a lock apparatus are presented.

Classifications:

International (IPC 8-9): B62H3/02 B62H5/00 E05B49/00

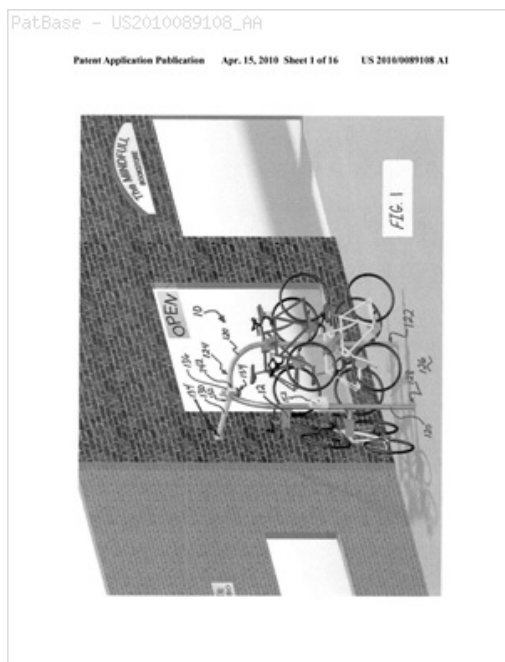
G07F5/00 (Advanced/Invention);

B62H3/00 B62H5/00 E05B49/00 G07F5/00 (Core/Invention)

CPC: G07F17/10 B62H3/02 Y10T70/5876 Y10T70/7102

European: B62H3/02 G07F17/10

US: 194/217 70/234 70/278.7 702/787



Family:

Publication number	Publication date	Application number	Application date
US2010089108 AA	20100415	US20090463286	20090508
WO09137814 A1	20091112	WO2009US43384	20090508

Priority:

US20080051617P 20080508 US20090170523P 20090417 US20090463286 20090508

Probable Assignee: SECURE STORAGE TECHNOLOGIES LLC

Assignee(s): (std): DUTT KANE ; JOHNSON MIKE ; SANGUINETTI BRUCE ; SECURE STORAGE TECHNOLOGIES IN ; WERTZ KEITH ; SUNDERMAN JEFFREY S

Assignee(s): SECURE STORAGE TECHNOLOGIES LLC ; SECURE STORAGE TECHNOLOGIES INC

Inventor(s): (std): DUTT KANE ; JOHNSON MIKE ; SANGUINETTI BRUCE ; SUNDERMAN JEFFREY S ; WERTZ KEITH

Agent(s): HOLLAND AND HART LLP; BRANDON OWEN S

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Title: FUEL MONITORING APPARATUS AND METHODS

Abstract: Source: US2011140877A A fuel monitoring device for a vehicle having one or more fuel tank sensors, the fuel monitoring device comprising a control module in communication with the or each fuel tank sensor, wherein the control module is operable to receive data from the or each fuel tank sensor and operable to output fuel level related data to a mobile communications system transmitter for transmission to an end user. The fuel monitoring device may be installed covertly within a vehicle and communicate with the vehicle's fuel tank sensor and, optionally, further sensors. The fuel monitoring device facilitates the transmission of information to an end user allowing the end user to identify occurrences of fuel theft from a remote location and/or the fuel monitoring device is operable to generate an alarm condition in or in the proximity of the vehicle. Data may additionally be audited to identify opportunities to improve operating efficiency of a vehicle, or a fleet of vehicles, or to provide early warning of possible vehicle faults and/or to identify fuel theft.

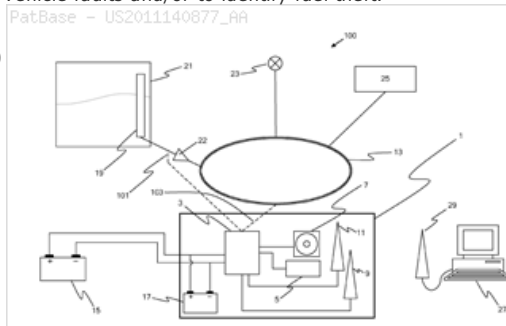
Classifications:

International (IPC 8-9): B60K15/04 B60K15/077 B60Q1/00 B60R25/04 B60R25/10 B60R25/102 B67D7/04 G01F23/00 G06F19/00 G07C5/00 (Advanced/Invention); B60K15/03 (Advanced/Non-Invention); B60K15/077 (Core/Invention)

CPC: B60R25/1004 B60R25/04 B60R25/102 B60R25/101 B60K15/04 B60K2015/03434 G01F23/0076 G07C5/008

European: B60K15/04 B60R25/04 B60R25/102 B60R25/10C B60R25/10C3 B67D5/04 G01F23/00G1A G07C5/00T

US: 340/239.11 340/425.5 340/426.1 340/438 340/450.2 340/450.200P 340/539.1 701/29 701/31.4 701/31.400S 702/55 702/55S

**Family:**

Publication number	Publication date	Application number	Application date
CA2734259 AA	20100225	CA20092734259	20090824
CA2734259 C	20170620	CA20092734259	20090824
GB200815371 A0	20081001	GB20080015371	20080822
GB200900489 A0	20090211	GB20090000489	20090113
GB200918000 A0	20091202	GB20090018000	20090824
GB2462739 A1	20100224	GB20090018000	20090824
GB2462739 B2	20100721	GB20090018000	20090824
US2011140877 AA	20110616	US20090060166	20090824
US8928473 BB	20150106	US20090060166	20090824
WO10020821 A2	20100225	WO2009GB51056	20090824
WO10020821 A3	20100624	WO2009GB51056	20090824

Priority:

GB20080015371 20080822 GB20090000489 20090113 WO2009GB51056 20090824

Probable Assignee: FUEL JACK LTD

Assignee(s): (std): GILCHRIST JAMES W ; GILCHRIST JAMES WILSON ; MEECHAN ANDREW R ; MEECHAN RONALD T ; MEECHAN RONALD THOMAS ; MEECHAN ANDREW ROBERT

Assignee(s): RONALD THOMAS MEECHAN ; JAMES WILSON GILCHRIST ; ANDREW ROBERT MEECHAN ; FUEL JACK LTD

Inventor(s): (std): GILCHRIST JAMES WILSON ; MEECHAN ANDREW ROBERT ; MEECHAN RONALD THOMAS

Inventor(s): RONALD THOMAS MEECHAN ; JAMES WILSON GILCHRIST ; ANDREW ROBERT MEECHAN

Agent(s): KIRBY EADES GALE BAKER; NIXON AND VANDERHYE PC; HINDLE ALISTAIR ANDREW

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Title: METHOD AND SYSTEM FOR PREVENTING FUEL THEFT

Abstract: Source: US2010089485A A method and system for preventing fuel theft includes one or more tamper detection sensors mounted on a fuel dispenser, the tamper detection sensors being operable to detect dislocation of one or more portions of the fuel dispenser's shell. A dispenser security controller is communicatively coupled to the one or more tamper detection sensors and is operable to generate a trigger signal in response to receiving a tamper detection signal from the one or more tamper detection sensors. A dispenser transaction-termination switch is electrically coupled to the fuel dispensing circuit and in signal communication with the dispenser security controller and is operable to simulate a fuel pump handle hang up and/or a transaction not-authorized condition in response to a trigger signal from the dispenser security controller.

Classifications:

International (IPC 8-9): B67D7/08 B67D7/22 B67D7/32

G08B21/00 (Advanced/Invention);

B67D7/08 B67D7/22 B67D7/32 G08B21/00 (Core/Invention)

CPC: B67D7/067 B67D7/22

European: B67D7/06C4 B67D7/22

US: 141/1 141/1P 141/94 141/94S 235/379 235/380 235/381

235/441 235/449 235/492 235/493 340/540 340/540S 340/686.6

340/686.600P 340/687

PatBase - US2010089485_AA

Patent Application Publication Apr. 15, 2010 Sheet 1 of 5 US 2010/0089485 A1

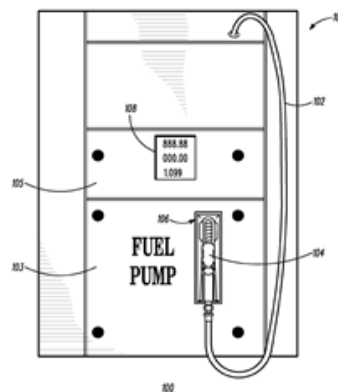


FIG. 1

Family:

Publication number	Publication date	Application number	Application date
US2010089485 AA	20100415	US20090579228	20091014
US2010090855 AA	20100415	US20090579070	20091014
US8395523 BB	20130312	US20090579070	20091014

Priority:

US20080105291P 20081014 US20090579070 20091014 US20090579228 20091014

Probable Assignee: GARRITY JOHN R

Assignee(s): (std): GARRITY JOHN R ; WOLF JAMES V

Inventor(s): (std): GARRITY JOHN R ; WOLF JAMES V

Agent(s): MAYBACK AND HOFFMAN PA; FOX ROTHSCHILD LLP; CAROL

Title: SHIPPING CONTAINER HAVING INTEGRAL GEOCLOCK SYSTEM

Abstract: Source: US2011018707A A shipping apparatus for small, high value or accountable items comprises: a substantially rigid housing comprising two opposed sections connected to one another, forming a container capable of being opened and closed, typically in a clamshell arrangement; and an integral locking device to secure the container in the closed position. The locking device includes: a microprocessor; a global positioning system (GPS) receiver; a power supply; and an electromechanical latching mechanism to actuate the locking device and to unlock the locking device upon signal from the microprocessor when the shipping container has reached a selected geographic location. The locking device may further contain additional sensing and communication functions.

Classifications:

International (IPC 8-9): A45C13/18 B65D55/02 G06Q G08B

G08B1/08 G08B13/08 G08B13/14 (Advanced/Invention);

A45C13/10 A45C13/42 B65D43/16 B65D55/02 E05B47/00

E05B83/10 E05C19/18 G01S19/16 G01S5/00 (Advanced/Non-invention);

G06Q G08B (Subclass/Invention)

CPC: G08B13/08 A45C13/18 A45C13/10 A45C13/42 B65D43/162

B65D55/028 B65D2203/10 E05B83/10 E05B2047/0096 E05C19/186

G01S5/0027 G01S19/16

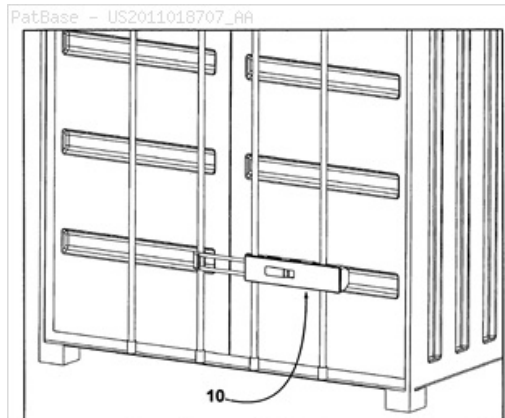
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L65D203/10 P05B47/00R2

US: 206/1.5 206/1.500S 340/539.13 340/539.130P 340/539.26

340/539.260S 340/572.1 340/572.100S

**Family:**

Publication number	Publication date	Application number	Application date
CN102576482 A	20120711	CN201080042897	20100713
EP2460150 A1	20120606	EP20100804878	20100713
EP2460150 A4	20141217	EP20100804878	20100713
IN00649DN2012 A	20150821	IN2012DN00649	20120123
MX2012001372 A1	20120627	MX20120001372	20100713
US2011018707 AA	20110127	US20090460961	20090727
WO11014353 A1	20110203	WO2010US41808	20100713
ZA201200637 A	20120926	ZA20120000637	20120124

Priority:

US20090460961 20090727 WO2010US41808 20100713

Probable Assignee: TRAKLOK INT LLC

Assignee(s): (std): DOBSON ERIC L ; REED JOEL K ; TRAKLOK CORP

Assignee(s): TRAKLOK INT LLC

Inventor(s): (std): DOBSON ERIC L ; REED JOEL K

Inventor(s): REED JOEL

Agent(s): LIPPERT STACHOW AND PARTNER; ROBERT J LAUF; HAMMER ROBERT H III ET AL

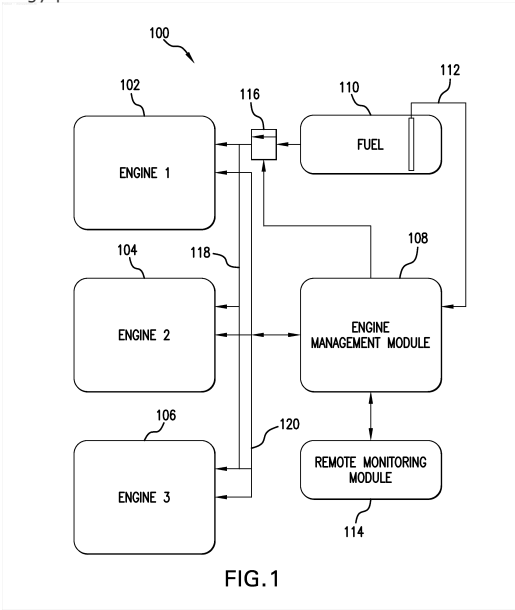
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Title: RIG FUEL MANAGEMENT SYSTEMS AND METHODS

Abstract: Source: US2013234515A Systems and methods for managing fuel and electrical power supplied to a drilling rig during all phases of a drilling operation. The system includes a power source in electrical communication with the drilling rig, and an engine management module operatively associated with the power source and configured to monitor power consumption of the drilling rig and recommend methods to manage energy provided thereto.

Classifications:

International (IPC 8-9): E21B41/00 E21B44/00
H02J1/10 (Advanced/Invention)
CPC: E21B44/00 Y10T307/50
European: E21B44/00
US: 307/43



Family:

Publication number	Publication date	Application number	Application date
CA2800899 AA	20121127	CA20102800899	20100528
US2013234515 AA	20130912	US20100700353	20100528
US9803461 BB	20171031	US20100700353	20100528
WO11149478 A1	20111201	WO2010US36647	20100528

Priority:

US20100700353 20100528 WO2010US36647 20100528

Probable Assignee: NABORS DRILLING TECHNOLOGIES USA INC

Assignee(s): (std): BOONE SCOTT G ; CANRIG DRILLING TECH LTD ; NABORS DRILLING TECH USA INC

Assignee(s): NABORS DRILLING TECHNOLOGIES USA INC ; CANRIG DRILLING TECHNOLOGY LTD

Inventor(s): (std): BOONE SCOTT G

Agent(s): GOWLING LAFLEUR HENDERSON LLP; GOWLING WLG CANADA LLP; HAYNES AND BOONE LLP; WOLFSON JEFFREY A ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PE PG PH PL PT RO RS RU SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Title: SYSTEMS AND METHODS OF MONITORING FUEL CONSUMPTION IN AN ENVIRONMENTAL-CONTROL UNIT

Abstract: Source: US2012265429A A system for determining a fuel consumption of a transportable environmental-control unit. The system includes a sensor and a controller. The sensor is configured to sense an amount of fuel in a tank. The controller is configured to receive an indication of the amount of fuel in the tank from the sensor, monitor and filter the indication of the amount of fuel received from the sensor for a first period of time, monitor and filter the indication of the amount of fuel received from the sensor for a second period of time, and determine a quantity of fuel used between an end of the first period of time and an end of the second period of time.

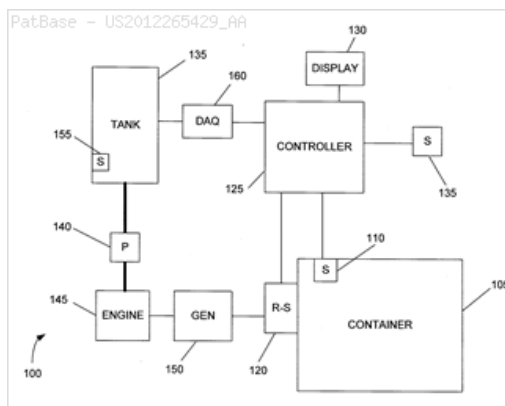
Classifications:

International (IPC 8-9): F02B63/00 F02B63/06 F02D29/04 F02D33/00 F02M37/00 G06F19/00 (Advanced/Invention)

CPC: F02D33/00 F02D29/04 F02D33/003 F02D2200/0625 F02M37/0082

European: F02D29/04 F02D33/00 F02D33/00B F02M37/00T2 R02B63/06 R02D200/0625

US: 701/123



Family:

Publication number	Publication date	Application number	Application date
EP2511503 A2	20121017	EP20120250058	20120316
EP2511503 A3	20121219	EP20120250058	20120316
US2012265429 AA	20121018	US20110088151	20110415

Priority:

US20110088151 20110415

Probable Assignee: THERMO KING CORP

Assignee(s): (std): FINK ULRICH ; PERERA HALNETTIGE K ; THERMO KING CORP ; WALKER TIMOTHY A

Inventor(s): (std): FINK ULRICH ; PERERA HALNETTIGE K ; WALKER TIMOTHY A

Agent(s): HOLMES MATTHEW PETER; WILLIAMS MICHAEL DAVID

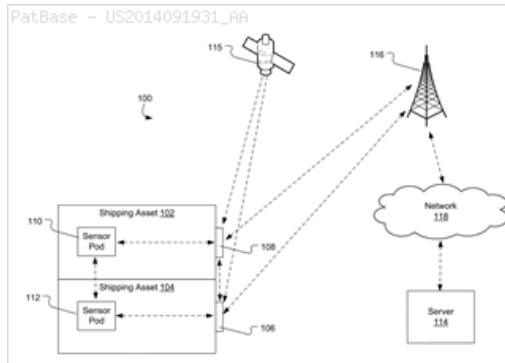
Designated states: AL AT BA BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC ME MK MT NL NO PL PT RO RS SE SI SK SM TR

Title: CONTAINER MONITORING DEVICE WITH CABLE LOCK AND REMOTE SENSOR PODS

Abstract: Source: US2014091931A In some implementations, a container monitoring device can include an electrically conductive cable for securing the doors of a shipping container. The container monitoring device can transmit a signal through the cable and detect when the cable has been cut or tampered with based on the transmitted signal. In some implementations, the conductive cable can be reused to secure the doors of the shipping container after the cable has been cut. In some implementations, the container monitoring device can wirelessly communicate with one or more sensor pods located inside the shipping container. The sensor pods can include various environmental sensors configured to take measurements of environmental conditions within the shipping container. The sensor pods can transmit the sensor measurements to the container monitoring device and the container monitoring device can report the sensor measurements to a server for review by a user.

Classifications:**International (IPC 8-9):** G06Q50/10 G08B13/12

G08B21/18 (Advanced/Invention)

CPC: G08B13/12 G08B13/1427 G08B13/126 G08B21/00 G06Q50/10**US:** 340/568.2**Family:**

Publication number	Publication date	Application number	Application date
CN104685549 A	20150603	CN201380049775	20130926
GB201503248 A0	20150415	GB20150003248	20130926
GB2521296 A1	20150617	GB20150003248	20130926
US2014091931 AA	20140403	US20120631063	20120928
WO14052610 A1	20140403	WO2013US61945	20130926

Priority:

US20120631063 20120928

WO2013US61945 20130926

Probable Assignee: HUTCHISON INT PORTS ENTERPRISES LTD**Assignee(s):** (std): CARPENTER RYAN SCOTT LUONG ; COVA NICHOLAS D ; HUTCHISON INT PORTS ENTPR LTD**Assignee(s):** HUTCHISON INT PORTS ENTERPRISES LTD**Inventor(s):** (std): CARPENTER RYAN SCOTT LUONG ; COVA NICHOLAS D**Inventor(s):** NICHOLAS D COVA ; RYAN SCOTT LUONG CARPENTER**Agent(s):** PONSFORD PAGE M ET AL

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW

Title: FUEL ANTI-THEFT PROTECTION SYSTEMS, APPARATUS, AND METHODS

Abstract: Source: US2016068136A Fuel anti-theft systems, apparatus, and methods. Embodiments provide fuel anti-theft systems including a circuit and sensors which define nominal (secure) and tampered-with states. The tampered-with states are indicative of the sensor(s) being absent. Controllers of the current embodiment, moreover, senses a combined state of (all of a pre-selected number of) the sensors and determines therefrom whether all of the sensors are present and secure. In some embodiments, the controller senses the sensors (which can be wired in parallel) via a vehicle chassis ground. If desired, a resistor (which is about electrically equivalent to one of the sensors) and/or a geo-positioning system can be connected to the controller. The sensors can include normally open switches and clamps, cable ties, adhesives, etc. which close the switches. Some sensors include grounding straps while others include ground return leads. In some embodiments, sensors are positioned at vehicle fuel caps and/or fuel filters.

Classifications:

International (IPC 8-9): B60K15/04 B60R25/01 B60R25/10

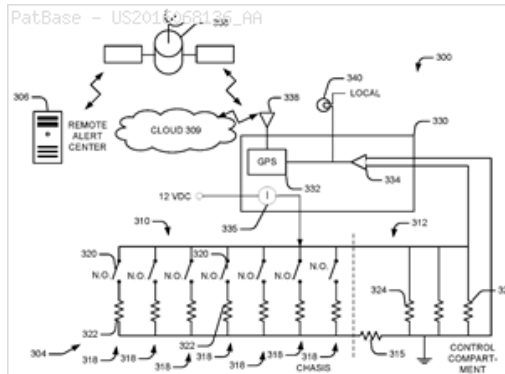
B60R25/23 B60R25/34 (Advanced/Invention);

B60K15/03 (Advanced/Non-invention)

CPC: B60R25/10 B60K15/0403 B60K2015/03197 B60K2015/0321

B60K2015/03434 B60R25/23 B60R25/34 B60K15/03 B60R25/1001

US: 340/426.24

**Family:**

Publication number	Publication date	Application number	Application date
CO16106556 A2	20161031	CO20160106556	20160426
CO16106557 A2	20161021	CO20160106557	20160426
MX2016001675 A1	20160502	MX20160001675	20140909
MX2016001726 A1	20160518	MX20160001726	20150416
MX345876 B	20170221	MX20160001675	20140909
US2016068136 AA	20160310	US20140785512	20140909
US2016082925 AA	20160324	US20150785595	20150416
US9566944 BB	20170214	US20140785512	20140909
US9789853 BB	20171017	US20150785595	20150416
WO15047724 A1	20150402	WO2014US54796	20140909
WO15161073 A1	20151022	WO2015US26169	20150416

Priority:

US20130883431P 20130927	US20140785512 20140909	US20140980470P 20140416
WO2014US54796 20140909	WO2015US26169 20150416	US20150785595 20150416

Probable Assignee: NUVE LLC

Assignee(s): (std): NUVE INC ; NUVE LLC

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Agent(s): CARLOS REINALDO OLARTE GARCIA; VILLHARD PATENT GROUP; VILLHARD ROBERT L

Designated states: AE AG AL AM AO AT AU AZ BA BB BE BF BG BH BJ BN BR BW BY BZ CA CF CG CH CI CL CM CN CO CR CU CY CZ DE DK DM DO DZ EC EE EG ES FI FR GA GB GD GE GH GM GN GQ GR GT GW HN HR HU ID IE IL IN IR IS IT JP KE KG KM KN KP KR KZ LA LC LK LR LS LT LU LV LY MA MC MD ME MG MK ML MN MR MT MW MX MY MZ NA NE NG NI NL NO NZ OM PA PE PG PH PL PT QA RO RS RU RW SA SC SD SE SG SI SK SL SM SN ST SV SY SZ TD TG TH TJ TM TN TR TT TZ UA UG US UZ VC VN ZA ZM ZW