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**(54) A PORTABLE ELECTRONIC PARKING PERMIT TAG AND A METHOD FOR USING THEREOF**

TRAGBARES ELEKTRONISCHES PARKGENEHMIGUNGSETIKETT UND VERFAHREN ZU SEINER VERWENDUNG

ETIQUETTE ÉLECTRONIQUE PORTABLE D'AUTORISATION DE STATIONNEMENT ET PROCÉDÉ D'UTILISATION DE CETTE ÉTIQUETTE

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(72) Inventor: **Lidror, Ofer**  
**69395 Tel Aviv (IL)**

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(74) Representative: **Bonatto, Marco et al**  
**Barzanò & Zanardo Milano S.p.A.**  
**Via Borgonuovo, 10**  
**20121 Milano (IT)**

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(73) Proprietor: **Lidror, Ofer**  
**69395 Tel Aviv (IL)**

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**Description****Field of the Invention**

[0001] The present invention relates to the field of vehicle parking permits for disabled persons. More specifically, the invention relates to an automated electronic identification system for preventing the abuse and forging of handicap parking permits for vehicles, such as tags or badges.

**Background of the Invention**

[0002] The increasing amount of motor vehicles on the roads around the world is a topic of concern. The on growing numbers of vehicles have created a major parking problem worldwide. The present situation in most major cities is a severe shortage of parking spaces and high parking fees. Since every country has a law providing disabled parking permits that allow persons with either long-term or temporary mobility impairment to park in designated handicapped parking spaces (and in places that parking is normally forbidden to the public) at all public and private facilities, parking permits are being forged or abused by the falsifier in order to gain a convenient and free parking space. For example, a phenomenon of abusing disabled parking badges is taking place in the form of using a handicap badge by other unauthorized family members, or other forgers as well as using a handicap badge of a person who desisted.

[0003] The present official issued permit tags consist of the widely used wheelchair symbol which is usually printed on a tag or a badge made of plastic or paper, making it easy to copy and fake. In order to save parking fees, forgers are used to park in places that are forbidden for ordinary people but are allowed to handicapped people. As a result, municipal authorities around the world are losing an enormous amount of income as a result of the situation where a substantial percentage of the handicap parking is in fact done by forged parking tags.

[0004] Furthermore, if forgers sometimes make a high-quality copy of a genuine parking permit, such that a parking officer inspecting a fake parking permit will find it hard to distinguish from a genuine one. Even if the parking officer is suspecting a fake parking permit, in most cases the officer has a cumbersome way or even has no way of verifying the suspicions and validating if the permit is genuine. Thus, a parking permit forger benefits a free and convenient parking space from the present situation with practically very small chances of being caught in his felony, leaving the needy person without a parking space as the law requires. As a result, persons with handicap parking tag are forced to park their cars on sidewalks, bus stops or near fire taps, making the public environment disordered and dangerous.

[0005] In the prior art, several attempts were made in order to prevent from unauthorized drivers or vehicles to occupy a parking place dedicated to handicapped per-

sons, such as US 5,476,338, which discloses a barrier apparatus. However solutions of this sort require complicated structures to be built in the parking place. Furthermore, it is limited only to specific parking places, where in some countries, such as Israel, vehicle carrying legal handicapped tag can park almost everywhere.

[0006] Some others prior art relates to improvements in the parking permit, as in US application No. 2008/0209781 which discloses a display device of disabled parking permit and in USP 6,819,262 which describes a parking indication sign for vehicles of disabled persons, in order to avoid parking near the door of a vehicle of a handicapped person. However, both inventions cannot assure the parking permit is not abused by an unauthorized person.

[0007] Other prior art relates to systems for identifying parking violations with no correlation to handicapped parking permits, such as US 5,343,237 which discloses a system for detecting an illegally parked vehicle using a TV camera, and US 6,559,776 which describes a parking status and control system using a vehicle presence detector and a parking meter.

It is therefore an object of the present invention to prevent handicapped parking permit of being forged by providing a system and an apparatus for electronically identifying and clearly distinct a permitted driver or user of a motor vehicle who is parking, from a non-permitted one.

It is a further object of the present invention to identify a permitted person specifically, e.g. the handicapped person or his authorized representative, in real time parking. It is yet a further object of the present invention to prevent the forgery of a disabled person's permit.

It is yet a further object of the present invention to distinct between a permanent permit and from a temporary one.

**Summary of the Invention**

[0008] The present invention is a unforgeable and un-abusable portable electronic parking permit tag or unit for vehicles transporting disabled persons. The portable tag comprises: a) a casing placeable in a vehicle so that a universal disabled person symbol and a parking authorization provided with said casing are visible from around the vehicle; b) a memory module (e.g., flash memory) adapted to storing data regarding the person(s) allowed to activate the tag, in which the stored data represents at least a portion of personal biometric information of each of the person(s) and includes data burned into said memory module; c) a biometric identification module adapted to obtaining biometric data of the person trying to activate the tag; d) at least one display unit adapted to indicating the status of said tag, whether activated or deactivated; e) a processing unit adapted to comparing said obtained biometric data with said stored data and for triggering the tag status to an activated status if said obtained biometric data and said stored data match; f) means adapted to deactivating the tag when the vehicle is not in a parking position anymore upon completing

parking or when said tag is moved after being activated; g) a transmitter for periodically transmitting, to its close vicinity, secured data related to the name and authorization number of the disabled person who activated said tag, to be received and verified by a parking authority; and h) means adapted to powering the tag.

According to one embodiment of the invention, the tag further comprises communication means adapted to allowing uploading or downloading data to the memory module regarding the person(s) allowed to activate the tag. Preferably, the communication means are wireless communication means, wired communication means or combination of both. Data can be uploaded to the tag from a server or a database preloaded or updated with the personal and biometric information of each of the allowed persons, using either the communication means or directly in dedicated service stations operated by the authorities.

According to an embodiment of the invention, the stored data in the memory module further comprising personal details and parking permission for each person allowed activating the tag.

Once a user is activating the tag, the system, which is pre-loaded with the authorized user's data, i.e., biometric identification, personal information and parking permissions, compares the two data sets and decides upon approval or disapproval resulting in triggering a plurality of light sources to emit light and state the condition of operation. The state will be 'on' or 'approved use', if there is a positive match, and will result in a specific light color of the plurality of light sources, appropriate display on the display unit, and optionally with a voice (or sound) announcement. The state will be 'off' or 'disapproved use' if there is no match, and will result in different light color of the plurality of light sources (or the plurality of light sources will remain un-triggered), appropriate display on the display unit, and optionally with a voice (or sound) announcement. In this manner, once a parking officer or any other citizens are inspecting a vehicle, they can easily identify whether an authorized person is displaying the parking permit or not. The software embedded in the parking permit tag or unit may include data which is adapted to the country, city and their corresponding parking permits. This data may be programmed using the operation software of the proposed parking permit unit. In addition, the parking permit unit will include the data of the authorized person (such as specific addresses, rate of disability, expiration dates), as well as visible signs that can reflect specific selected data. In addition, the operating software will be protected and capable of connecting, via highly secured data channels, to updated municipal, national or international databases, for seeking and verifying data and for data updates. Software updates and installation may be done using a USB connection via a USB cable that can be used also for charging the battery (using a 12 Volt plug) of the parking permit tag or unit, to be used for the long run.

**[0009]** According to one embodiment of the invention,

the means adapted to deactivating the tag is a movement detector. The movement detector may forward the data (such as velocity or acceleration) to the operating software for evaluating whether a received movement relates to actual parking termination, or just to false movement, such as wind, a hit by another vehicle or a swing. Additionally, a GPS or a digital compass may be used to verify any true movement before a decision regarding a false movement is made. Preferably, the movement detector implemented in the device will terminate the operation of the device when there is any movement, which indicates there is no parking position anymore.

**[0010]** Preferably, the means adapted to powering the tag is independent battery, rechargeable battery, plug for allowing receiving power from external power source, such as a battery of a vehicle, or combination of two or more of them.

According to an embodiment of the invention, at least one of the display units is adapted to display information regarding the person who activated the tag and the corresponding parking authorization. Preferably, the information is displayed electronically according to the data stored in the memory module. Alternatively, the information is printed or scribed on the faceplate of the tag.

Preferably, the electronic parking permit unit is comprised of a casing with a wheelchair driver symbols on its faceplate or rear panel, an array of plurality of light sources (such as LEDs) or a light source panel placed behind the wheelchair driver symbol, for lighting the tag whenever active. The parking permit unit may include additional symbols and LEDs in different colors, whenever required. The array of LEDs may be used also to indicate the state of the parking permit unit and to illustrate the initialization process when activated. The parking permit unit may be mounted on an appropriate stand, which may be used also for storing it.

According to another embodiment of the invention, the tag further comprising remotely communication means for wirelessly communication with a remote server, having a database of all parking authorized persons and all parking spaces. Preferably, the remotely communication means is cellular module. Optionally, a navigation module, such as Global Positioning System (GPS) or GALILEO module can be incorporated to the tag for providing the actual position of the vehicle using the tag. Preferably, the tag unit and its suitable software can be connected as an added module to parking services companies and authorities databases.

Optionally, the tag further comprises a RF (or other wireless technologies, such as WiFi etc.) identification tag.

The present invention is also directed to a parking permit method for preventing forging and abuse of portable electronic parking permit tags for vehicles, comprising: a) storing data regarding the person(s) allowed to activate said tag in a memory module embedded within said tag, wherein said stored data represents at least a portion of the personal biometric information of each of said person(s) and includes data burned into said memory mod-

ule; b) obtaining biometric data of the person trying to activate said tag via a biometric identification module ; c) comparing said obtained biometric data with said stored data; d) triggering a tag status to an activated status if said obtained biometric data and said stored data match, wherein said tag is operated via powering means; e) periodically transmitting, to the close vicinity of said tag, secured data related to a name and authorization number of the person(s) allowed to activate said tag, to be received and verified by a parking authority ; f) displaying the status of said tag, whether activated or deactivated, and g) deactivating said tag when the vehicle is not in a parking position anymore upon completing parking or when said tag is moved after being activated by using deactivating means embedded in said tag.

### **Brief Description of the Drawings**

[0011] The foregoing and other objects of this invention, the various features thereof, as well as the invention itself, may be more wholly understood from the following description, when read together with the associated drawings, described as follows:

- **Fig. 1A** is a perspective view of a vehicle parked near a pavement with the electronic parking permit display unit adjacent to the front window, with an enlarged section of the electronic parking permit;
- **Fig. 1B** is a magnification of the parking permit unit of **Fig. 1A**, according to an embodiment of the invention;
- **Figs. 2A-2F** are drawing plate of the electronic parking permit portable unit, according to an embodiment of the invention: **Fig. 2A** - front view; **Fig. 2B** - side view; **Fig. 2C** - top view; **Fig. 2D** - rear view; **Fig. 2E** - a schematic view of inside the device; and **Fig. 2F** - a view of the device in a stand.

### **Detailed Description of Preferred Embodiments**

[0012] **Fig. 1A** presents an electronic parking permit unit **10** in accordance with an embodiment of the present invention. In this figure, the electronic parking permit unit **10** is placed adjacent, preferably, with its front face to the front window **9** of a motor vehicle **11**. According to an embodiment of the invention, the electronic parking permit unit **10** is portable and has relatively small physical dimensions, thus, if required it can be easily carried by hand, e.g., unit **10** can have typical dimensions of *100mmX65mmX14mm*.

[0013] The motor vehicle **11** is parked in a designated parking space **13** near a pavement **12**. The position of the parking permit unit **10** may vary, e.g. parking permit unit **10** can be placed to a side window, back window, to the rearview-mirror or any preferable location as long as it is in a comfortable visible place to be seen from most points of view around the vehicle.

[0014] **Fig. 1B** schematically illustrates a magnification

of the parking permit unit **10**, according to an embodiment of the invention. Parking permit unit **10** may contain any suitable information regarding the parking permission and/or the owner of such permit unit, as usually displayed on permit tags. In this embodiment, the main features of parking permit unit **10** comprises a wheelchair symbol **15** (or any other symbol which represents a universal handicapped symbol), a display unit **17**, an identification label **14** (either electronic or printed sticker), a state indicator light **16**, a power plug **18**, a communication connector hub **19** (e.g., a USB plug) and a biometric identification module **22** (shown in **Fig. 2D**) further features and optional features of unit **10** are shown hereinafter with respect to **Figs. 2B-2E**.

[0015] Preferably, but not limitatively, the wheelchair symbol **15** is impressed into the front face **8** in such manner that when the parking permit unit **10** is activated, the light source **16** (**Fig. 2E**) illumination could be seen, since light can pass through the slits created by the impressed wheelchair symbol **15**.

[0016] **Figs. 2A-2E** illustrate the drawing plate for the parking permit unit **10**. **Figs. 2A-2C** illustrate the front, side and top views of the parking permit unit **10**, respectively. **Fig. 2D** illustrates a rear view of the parking permit unit **10**. Indicator light **16** and tightening elements **21** are evident, as well as a finger print plane detector portion (i.e., finger print sensor) of biometric identification module **22** (**Fig. 2D**). **Fig. 2E** discloses the basic elements inside the parking permit unit **10**, where the following elements are evident: the circuit board **27**; the casing **28**; the indicator light **16**; the power source, such as rechargeable battery unit **26**; the communication connector hub **19**; a power plug **18** (optional); a processing unit **24** and its corresponding memory unit **23**; and a communication module **25**.

[0017] Preferably, but not limitatively, unit **10** further comprises a Radio Frequency (RF) identification tag **30**; a motion detector **31**, and a speaker **32**. Motion detector **31** is incorporated in order to assure that the parking permit unit **10** is operated for actual parking and is not abused. Once the motion detector **31** detects movement after said parking permit unit **10** was activated and its user got approved, it will automatically deactivate said parking permit unit **10**. RF identification tag **30** is incorporated in order to enable the absolute identification and authorization of said parking permit unit **10** by an authorized law-enforcement officer, via suitable RF communication means, and to certify that the parking permit unit **10** is genuine.

[0018] Unit **10** can be attached to inner side of a vehicles window by any suitable attaching or hanging means, such as by slots **20** (**Fig. 2C**) which allows the parking permit unit **10** to be hanged from the rearview mirror using a suitable cord. Alternatively, the parking permit unit may be mounted using an assigned stand **33** (shown in **Fig. 2F**) that can be used also as carrier.

[0019] According to an embodiment of the invention, the biometric identification module consists of a finger

print sensor **22**, but of course it can be any other biometric detector means of absolute identification of a user, e.g. voice signature, iris signature etc. as are known to a person skilled in the art. Data is initially stored in said parking permit unit **10** using either the communication means or directly in service stations operated by the authorities. Said electronic parking permit unit **10** is operated by DC voltage from said rechargeable battery unit **26**, and preferably, but not limitatively, a backup battery (not shown) is installed in said parking permit unit **10**. The user activates said parking permit unit **10** via the finger print sensor **22**, which is pre-loaded with the authorized user's data in memory module **23**. Once said parking permit unit **10** is activated, said state indicator light **16** is turned on (illuminates). Said processor unit **24** compares the activating user data set with the data set stored upon memory unit **23** and performs a decision, using standard comparison algorithms, upon approval or disapproval resulting in triggering said wheel chair symbol **15** and display unit **17**. The activating state will be 'on' or 'approved use', if there is a positive match, and will result in a specific electronic display message on display unit **17**. The deactivating state will be 'off or 'disapproved use' if there is no match, and will result in different display message on display unit **17**. The parking permit unit **10** periodically transmits secured ID data (for example, the name of the disabled person and his authorization number) to its close vicinity. The transmitted ID data may then be received and verified by the parking officer. The municipal parking authorities will be able to read and decode the transmitted secured data, for further verification and authentication, as long as the parking permit unit is active.

**[0020]** In this manner, once a parking officer is inspecting a vehicle he can easily identify whether an authorized person is displaying the parking permit or not. As an option, movement sensor, such as motion detectors **31** (Fig. 2E), implemented in the unit **10** will terminate the operation of unit **10** when the vehicle **11** is not in a parking position anymore, or if the permit unit **10** is moved or handed to other unauthorized person after pre-activated by the authorized person.

**[0021]** According to an embodiment of the invention, a movement detector is incorporated into parking permit unit **10**, in such fashion that once the parking permit unit **10** is activated and the movement detector is detecting movement of more than a predetermined period of time, then unit **10** will be turned off (i.e., deactivated mode). Preferably, the movement sensor terminates the operation of unit **10** after sensing a continuous movement over a relatively short predetermined period of time (e.g., 5 seconds).

**[0022]** Another embodiment of said parking permit unit **10** discloses a remote server, having a communication means, such as internet, and a database of all parking authorized disabled people and all parking spaces. Once a user is activating said parking permit unit **10**, the communication module **25**, preferably a cellular or other wireless module, is contacting said remote server and trans-

ferring the user data and actual position using a GPS (Global Positioning System) or GALILEO (Global Navigation Satellite System) module. The remote server in turn, compares received data with its database on designated parking places and on authorized people to use it and provides the permit unit **10** with approval or disapproval signal. Once approval is given, the system will trigger the plurality of light sources to emit light and the state of unit **10** will be 'on', and if there is a disapproval signal, the plurality of light sources remains un-triggered and the state will be 'off'. In this manner, once a parking officer or a policeman inspects a vehicle, he can easily identify whether an authorized person is displaying the parking permit or not.

**[0023]** According to an embodiment of the invention, each electronic parking permit tag has an electronic authentication address for local or remote recognition. The inspection of authorities on the tag can be done by a person on the ground, such as a parking officer, by aerial means via satellites, on the tag software (which is highly secured against intrusion and copying) and by electronic ID. For example, the parking permit unit **10** may be programmed to periodically transmit secured ID data (for example, the name of the disabled person and his authorization number) to its close vicinity. The transmitted ID data may then be received and verified by the parking officer. High security is also possible due to the fact the all the data and software required for the operation of the parking permit unit **10** are burned into its inherent memory and cannot be re-programmed. In addition, the municipal parking authorities will be able to read and decode the transmitted secured data, for further verification and authentication, as long as the parking permit unit is active.

**[0024]** According to another embodiment, the data in the parking permit unit **10** may also be used for identifying drivers that parked particular vehicles in particular places. This feature may be important for improving security, when desired. Also, the personal details of drivers that activated the parking permit unit **10** may also be used for controlling authorized persons. The municipal authorities may be allowed to program user specific permits that can be stored in the parking permit unit **10**, such as specific parking home and office addresses or addresses of shopping locations for a specific user.

According to a further embodiment, the data in the parking permit unit **10** may also be used for controlling the identity of one or more authorized persons that escort a disabled person. These authorized persons may be for example, his close relatives who drive the vehicle for him, or a caregiver (in case of a person that cannot activate the parking permit unit, for example). In this case, the biometric data of these authorized persons will be stored in the parking permit unit **10**, as well. This way, a situation when other friends of the disabled person will use the parking permit unit **10** will be avoided.

The above features of the parking permit unit **10** allow using it legally, independent of the identity of the vehicle in which it is activated. In fact, any vehicle that is used

to transport the disabled person can use it in a legal and controlled manner. For example, even if a taxi is used for transportation, its parking permission is induced on the same taxi. This independency may also be advantageous when leased or rented cars are used by the disabled person.

**[0025]** While one embodiment of the invention has been described by way of illustration, it will be apparent that the invention can be carried into practice with many modifications, variations and adaptations, and with the use of numerous equivalents or alternative solutions that are within the scope of persons skilled in the art (such as assured identification of vehicles that move from a specific restricted area to another restricted area).

### Claims

1. An unforgeable and unabusable portable electronic parking permit tag (10) for vehicles transporting disabled persons, comprising:
  - a) A casing (28) placeable in a vehicle (11) so that a universal disabled person symbol (15) and a parking authorization provided with said casing are visible from around the vehicle;
  - b) A memory module (23) adapted to storing data regarding the person(s) allowed to activate said tag, in which said stored data represents at least a portion of personal biometric information of each of said person(s) and includes data burned into said memory module;
  - c) A biometric identification module (22) adapted to obtaining biometric data of the person trying to activate said tag;
  - d) At least one display unit (17) adapted to indicating the status of said tag, whether activated or deactivated;
  - e) A processing unit (24) adapted to comparing said obtained biometric data with said stored data and for triggering the tag status to an activated status if said obtained biometric data and said stored data match;
  - f) Means (31) adapted to deactivating said tag when the vehicle is not in a parking position anymore upon completing parking or when said tag is moved after being activated;
  - g) A transmitter (30) for periodically transmitting, to its close vicinity, secured data related to the name and authorization number of the disabled person who activated said tag, to be received and verified by a parking authority; and
  - h) Means (26) adapted to powering said tag.
2. A tag according to claim 1, further comprising communication means (19, 25) adapted to allowing uploading or downloading data to the memory module (23) via its secured operating software, regarding the person(s) allowed to activate the tag.
3. A tag according to claim 2, in which the communication means are wireless communication means, wired communication means or combination thereof.
4. A tag according to claim 2, in which some of the data is coded and stored locally in said tag or uploaded to said tag from a server or a database containing the personal and biometric information of each of the persons allowed activating said tag, via dedicated service stations operated by the authorities.
5. A tag according to claim 1, in which the stored data in the memory module (23) further comprises personal details and parking permission for each person allowed activating the tag.
6. A tag according to claim 1, in which the means adapted to deactivating the tag is a movement detector (31).
7. A tag according to claim 1, in which the at least one display unit (17) is adapted to display information regarding the person who activated said tag and the corresponding parking authorization.
8. A tag according to claim 7, in which the information is displayed electronically according to the data stored in the memory module (23).
9. A tag according to claim 1, in which the universal disabled person symbol (15) is printed or scribed on a faceplate (8) of said tag.
10. A tag according to claim 1, which is an RF identification tag.
11. A parking permit method for preventing forging and abuse of portable electronic parking permit tags (10) for vehicles, comprising:
  - a) storing data regarding the person(s) allowed to activate said tag in a memory module (23) embedded within said tag, wherein said stored data represents at least a portion of the personal biometric information of each of said person(s) and includes data burned into said memory module;
  - b) obtaining biometric data of the person trying to activate said tag via a biometric identification module (22);
  - c) comparing said obtained biometric data with said stored data;
  - d) triggering a tag status to an activated status if said obtained biometric data and said stored data match, wherein said tag is operated via powering means (26);

- e) periodically transmitting, to the close vicinity of said tag, secured data related to a name and authorization number of the person(s) allowed to activate said tag, to be received and verified by a parking authority; 5
- f) displaying the status of said tag, whether activated or deactivated; and
- g) deactivating said tag when the vehicle is not in a parking position anymore upon completing parking or when said tag is moved after being activated by using deactivating means (31) embedded in said tag. 10
12. A method according to claim 11, further comprising allowing uploading or downloading data to the memory module (23) regarding the person(s) allowed activating the tag via communication means (19, 25). 15
13. A method according to claim 11, wherein the communication means are wireless communication means, wired communication means or a combination thereof. 20
14. A method according to claim 11, wherein the deactivating means is a movement detector (31). 25
15. A method according to claim 11, further comprising displaying information regarding the person who activated said tag and the corresponding parking authorization. 30
16. A method according to claim 15, wherein the information is displayed electronically according to the data stored in the memory module (23). 35
17. A method according to claim 15, wherein the information is printed or scribed on a faceplate (8) of said tag. 40
18. A method according to claim 11, wherein the data is uploaded to the tag from a server or a database containing the personal and biometric information of each of the persons allowed activating said tag, via dedicated service stations operated by the authorities. 45
19. A method according to claim 11, further comprising allowing communicating via an RF identification tag. 50

### Patentansprüche

1. Fälschungssicheres und nicht missbräuchlich verwendbares, tragbares elektronisches Parkgenehmigungsetikett (10) für Fahrzeuge, die behinderte Personen befördern, umfassend:
- a) ein Gehäuse (28), das in einem Fahrzeug (11)

so platziert werden kann, dass ein universelles Behindertensymbol (15) und eine mit dem Gehäuse versehene Parkberechtigung von der Umgebung des Fahrzeugs aus sichtbar sind,

b) ein Speichermodul (23), das ausgelegt ist, Daten bezüglich der Person(en) zu speichern, die das Etikett aktivieren darf/dürfen, wobei die darin gespeicherten Daten mindestens einen Teil der persönlichen biometrischen Informationen der einzelnen Person(en) darstellen und in das Speichermodul eingebrannte Daten enthalten,

c) ein biometrisches Identifikationsmodul (22), das ausgelegt ist, biometrische Daten der Person zu beziehen, die versucht, das Etikett zu aktivieren,

d) mindestens eine Anzeigeeinheit (17), die ausgelegt ist, den Status des Etiketts anzuzeigen, ob aktiviert oder deaktiviert,

e) eine Verarbeitungseinheit (24), die ausgelegt ist, die bezogenen biometrischen Daten mit den gespeicherten Daten zu vergleichen und den Etikettstatus auf einen aktivierten Status auszulösen, wenn die bezogenen biometrischen Daten und die gespeicherten Daten übereinstimmen,

f) Mittel (31), ausgelegt zum Deaktivieren des Etiketts, wenn sich das Fahrzeug nach dem Parken nicht mehr in einer Parkposition befindet oder wenn das Etikett nach seiner Aktivierung bewegt wird,

g) einen Sender (30) zum periodischen Übertragen gesicherter Daten, die sich auf den Namen und die Genehmigungsnummer der behinderten Person beziehen, die das Etikett aktiviert hat, an seine nähere Umgebung, um von einer Parkaufsichtsinstanz empfangen und überprüft zu werden, und

h) Mittel (26), die ausgelegt sind, das Etikett mit Strom zu versorgen.

2. Etikett nach Anspruch 1, ferner umfassend Kommunikationsmittel (19, 25), die ausgelegt sind, das Hochladen oder Herunterladen von Daten auf das Speichermodul (23) über seine gesicherte Betriebssoftware bezüglich der Person(en) zu ermöglichen, die das Etikett aktivieren darf/dürfen.
3. Etikett nach Anspruch 2, bei dem die Kommunikationsmittel drahtlose Kommunikationsmittel, drahtgebundene Kommunikationsmittel oder Kombinationen davon sind.
4. Etikett nach Anspruch 2, bei dem einige der Daten lokal in dem Etikett codiert und gespeichert oder von einem Server oder einer Datenbank, der/die die persönlichen und biometrischen Informationen jeder der Personen enthält, die das Etikett aktivieren dür-

- fen, über spezielle, von den Aufsichtsinstanzen betriebene Servicestationen auf das Etikett hochgeladen werden.
5. Etikett nach Anspruch 1, bei dem die im Speichermodul (23) gespeicherten Daten ferner persönliche Details und die Parkberechtigung für jede Person umfassen, die das Etikett aktivieren darf. 5
  6. Etikett nach Anspruch 1, wobei das zum Deaktivieren des Etiketts ausgebildete Mittel ein Bewegungsmelder (31) ist. 10
  7. Etikett nach Anspruch 1, bei dem die mindestens eine Anzeigeeinheit (17) ausgelegt ist, Informationen über die Person, die das Etikett aktiviert hat, und die entsprechende Parkberechtigung anzuzeigen. 15
  8. Etikett nach Anspruch 7, bei dem die Informationen entsprechend den im Speichermodul (23) gespeicherten Daten elektronisch angezeigt werden. 20
  9. Etikett nach Anspruch 1, bei dem das universelle Behindertensymbol (15) auf einer Frontplatte (8) des Etiketts aufgedruckt oder geritzt ist. 25
  10. Ein Etikett nach Anspruch 1, das ein HF-Identifikationsetikett ist.
  11. Parkgenehmigungsverfahren zur Vorbeugung gegen Fälschung und Missbrauch tragbarer elektronischer Parkgenehmigungsetiketten (10) für Fahrzeuge, umfassend: 30
    - a) Speichern von Daten bezüglich der Person(en), die das Etikett aktivieren darf/dürfen, in einem Speichermodul (23), das in das Etikett eingebettet ist, wobei die gespeicherten Daten mindestens einen Teil der persönlichen biometrischen Informationen jeder der Person(en) darstellen und in das Speichermodul eingetragene Daten enthalten; 35
    - b) Beziehen biometrischer Daten der Person, die versucht, das Etikett über ein biometrisches Identifikationsmodul (22) zu aktivieren; 40
    - c) Vergleichen der bezogenen biometrischen Daten mit den gespeicherten Daten; 45
    - d) Auslösen eines Etikettstatus zu einem aktivierten Status, wenn die bezogenen biometrischen Daten und die gespeicherten Daten übereinstimmen, wobei das Etikett über eine Stromversorgungseinrichtung (26) betrieben wird; 50
    - e) periodisches Übertragen gesicherter Daten, die sich auf einen Namen und eine Genehmigungsnummer der Person(en) beziehen, die berechtigt ist/sind, das Etikett zu aktivieren, an seine nähere Umgebung, und die von einer Parkaufsichtsinstanz empfangen und überprüft werden; 55
  - f) Anzeigen des Status des Etiketts, ob aktiviert oder deaktiviert; und;
  - g) Deaktivieren des Etiketts mit Hilfe von in das Etikett eingebetteten Deaktivierungsmitteln (31), wenn sich das Fahrzeug nach dem Parken nicht mehr in einer Parkposition befindet, oder wenn das Etikett nach dem Aktivieren bewegt wird.
  12. Verfahren nach Anspruch 11, umfassend ferner das Ermöglichen des Hoch- oder Herunterladens von Daten in das Speichermodul (23) bezüglich der Person(en), der/denen die Aktivierung des Etiketts über Kommunikationsmittel (19, 25) gestattet ist.
  13. Verfahren nach Anspruch 11, wobei die Kommunikationsmittel drahtlose Kommunikationsmittel, drahtgebundene Kommunikationsmittel oder eine Kombination davon sind.
  14. Verfahren nach Anspruch 11, wobei das Deaktivierungsmittel ein Bewegungsmelder (31) ist.
  15. Verfahren nach Anspruch 11, umfassend ferner das Anzeigen von Informationen über die Person, die das Etikett aktiviert hat, und die entsprechende Parkgenehmigung.
  16. Verfahren nach Anspruch 15, wobei die Informationen entsprechend den im Speichermodul (23) gespeicherten Daten elektronisch angezeigt werden.
  17. Verfahren nach Anspruch 15, bei dem die Informationen auf eine Frontplatte (8) des Etiketts aufgedruckt oder geritzt sind.
  18. Verfahren nach Anspruch 11, bei dem die Daten von einem Server oder einer Datenbank, der/die die persönlichen und biometrischen Informationen jeder der Personen enthält, die das Etikett aktivieren dürfen, über spezielle, von den Aufsichtsinstanzen betriebene Servicestationen auf das Etikett hochgeladen werden.
  19. Verfahren nach Anspruch 11, umfassend ferner das Ermöglichen der Kommunikation über ein HF-Identifikationsetikett.

### Revendications

1. Etiquette électronique portable d'autorisation de stationnement (10) non falsifiable et non susceptible d'emploi abusif, conçue pour les véhicules transportant les personnes handicapées, comprenant :
  - a) un boîtier (28) qui peut être installé dans un



- véhicule (11), de sorte qu'un symbole universel de personne handicapée (15) et une autorisation de stationnement fournie avec ledit boîtier soient visibles autour du véhicule ;
- b) un module de mémoire (23) adapté pour stocker les données relatives à la ou aux personnes autorisées à activer ladite étiquette, dans lequel lesdites données stockées représentent au moins une partie des informations biométriques personnelles de chacune de ladite personne ou des dites personnes et comprennent des données gravées dans ledit module de mémoire ;
- c) un module d'identification biométrique (22) adapté pour obtenir des données biométriques sur la personne essayant d'activer ladite étiquette ;
- d) au moins une unité d'affichage (17) adaptée pour indiquer le statut de ladite étiquette, s'il est activé ou désactivé ;
- e) une unité de traitement (24) adaptée pour comparer lesdites données biométriques obtenues avec lesdites données stockées et pour déclencher le statut activé de l'étiquette, si lesdites données biométriques obtenues et lesdites données stockées correspondent ;
- f) moyens (31) adaptés pour désactiver ladite étiquette lorsque le véhicule n'est plus en position de stationnement à la fin du stationnement ou lorsque ladite étiquette est déplacée après avoir été activée ;
- g) un émetteur (30) pour transmettre de façon périodique à son voisinage immédiat, des données sécurisées relatives au nom et au numéro d'autorisation de la personne handicapée ayant activé ladite étiquette, à recevoir et à vérifier par une autorité de stationnement ; et
- h) moyens (26) adaptés pour alimenter ladite étiquette.
2. Étiquette selon la revendication 1, comprenant en outre moyens de communication (19, 25) adaptés pour téléverser ou télécharger des données sur le module de mémoire (23) via son logiciel d'exploitation sécurisé, relatives à la ou aux personnes autorisées à activer l'étiquette.
  3. Étiquette selon la revendication 2, dans laquelle les moyens de communication sont des moyens de communication sans fil, des moyens de communication avec fil ou une combinaison des deux.
  4. Étiquette selon la revendication 2, dans laquelle certaines données sont codées et stockées localement sur ladite étiquette ou téléversées sur ladite étiquette depuis un serveur ou une base de données contenant les informations personnelles et biométriques de chacune des personnes autorisées à activer ladite étiquette, à travers des stations-service dédiées,
- exploitées par les autorités.
5. Étiquette selon la revendication 1, dans laquelle les données stockées sur le module de mémoire (23) comprennent en outre des détails personnels et une autorisation de stationnement pour chaque personne autorisée à activer l'étiquette.
  6. Étiquette selon la revendication 1, dans laquelle le moyen adapté pour désactiver l'étiquette est un détecteur de mouvement (31).
  7. Étiquette selon la revendication 1, dans laquelle au moins une unité d'affichage (17) est adaptée pour afficher les informations sur la personne ayant activé ladite étiquette et sur l'autorisation de stationnement correspondante.
  8. Étiquette selon la revendication 7, dans laquelle les informations sont affichées par voie électronique en fonction des données stockées sur le module de mémoire (23).
  9. Étiquette selon la revendication 1, dans laquelle le symbole universel de personne handicapée (15) est imprimé ou gravé sur une plaque frontale (8) de ladite étiquette.
  10. Étiquette selon la revendication 1, qui est une étiquette d'identification RF.
  11. Procédé d'autorisation de stationnement pour prévenir la falsification et l'emploi abusif des étiquettes électroniques portables d'autorisation de stationnement (10) pour véhicules, comprenant :
    - a) le stockage des données sur la ou les personnes autorisées à activer ladite étiquette sur un module de mémoire (23) incorporé dans ladite étiquette, dans lequel lesdites données stockées représentent au moins une partie des informations biométriques personnelles de chacune des dites personne ou personnes et comprennent des données gravées sur ledit module de mémoire ;
    - b) l'obtention des données biométriques de la personne essayant d'activer ladite étiquette via un module d'identification biométrique (22) ;
    - c) la comparaison des dites données biométriques obtenues avec lesdites données stockées ;
    - d) le déclenchement d'un statut « activé » de l'étiquette si lesdites données biométriques obtenues et lesdites données stockées correspondent, ladite étiquette fonctionnant à l'aide de moyens d'alimentation (26) ;
    - e) la transmission périodique au voisinage immédiat de ladite étiquette des données sécuri-

- sées relatives à un nom et à un numéro d'autorisation de la ou des personnes autorisées à activer ladite étiquette, à recevoir et à vérifier par une autorité de stationnement ;
- f) l'affichage du statut activé ou désactivé de ladite étiquette ; et
- g) la désactivation de ladite étiquette lorsque le véhicule n'est plus en position de stationnement à la fin du stationnement ou lorsque ladite étiquette est déplacée après avoir été activée en utilisant des moyens de désactivation (31) incorporés dans ladite étiquette.
- 5
- 10
12. Procédé selon la revendication 11, comprenant en outre la possibilité de téléverser ou de télécharger des données sur le module de mémoire (23), relatives à la ou aux personnes autorisées à activer l'étiquette via des moyens de communication (19, 25).
- 15
13. Procédé selon la revendication 11, dans lequel les moyens de communication sont des moyens de communication sans fil, moyens de communication avec fil ou une combinaison des deux.
- 20
14. Procédé selon la revendication 11, dans lequel le moyen de désactivation est un détecteur de mouvement (31).
- 25
15. Procédé selon la revendication 11, comprenant en outre l'affichage d'informations relatives à la personne ayant activé ladite étiquette et l'autorisation de stationnement correspondante.
- 30
16. Procédé selon la revendication 15, dans lequel les informations sont affichées par voie électronique en fonction des données stockées sur le module de mémoire (23).
- 35
17. Procédé selon la revendication 15, dans lequel les informations sont imprimées ou gravées sur une plaque frontale (8) de ladite étiquette.
- 40
18. Procédé selon la revendication 11, dans lequel les données sont téléversées sur l'étiquette à partir d'un serveur ou d'une base de données contenant les informations personnelles et biométriques de chacune des personnes autorisées à activer ladite étiquette, à travers des stations-service dédiées, exploitées par les autorités.
- 45
- 50
19. Procédé selon la revendication 11, comprenant en outre la possibilité de communiquer au moyen d'une étiquette d'identification RF.
- 55

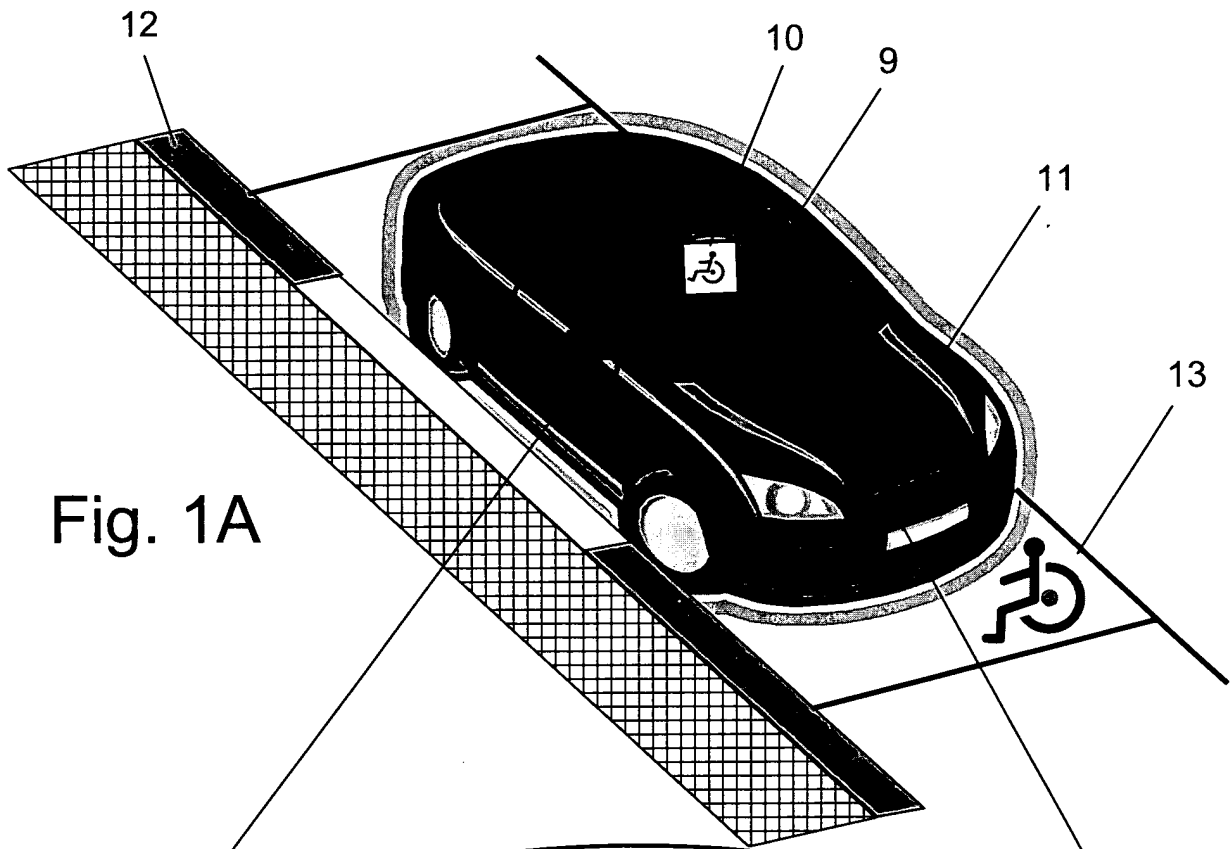


Fig. 1A

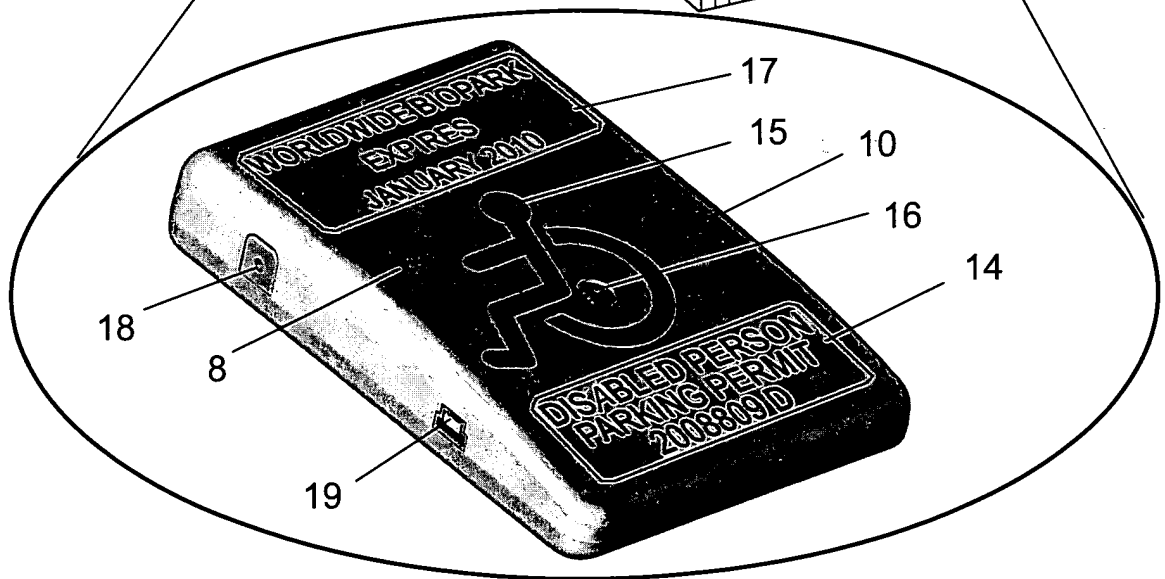


Fig. 1B

Front view

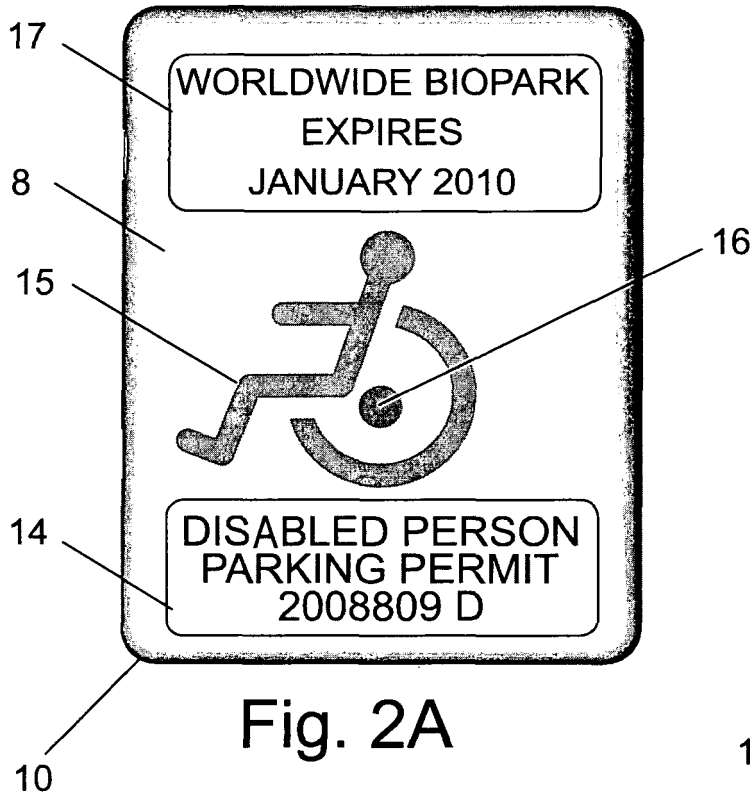


Fig. 2A

Side view

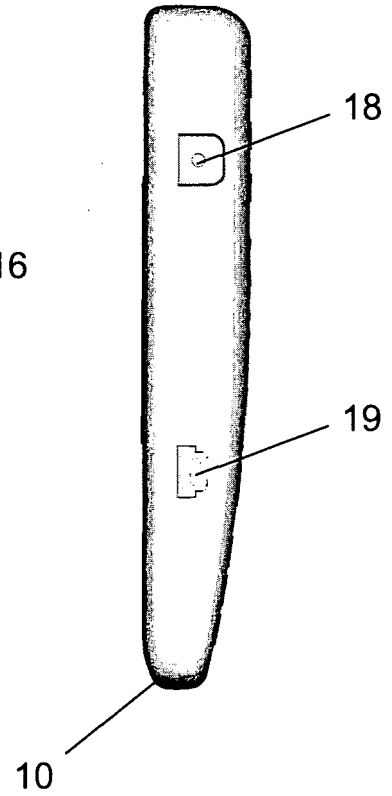


Fig. 2B

Top view

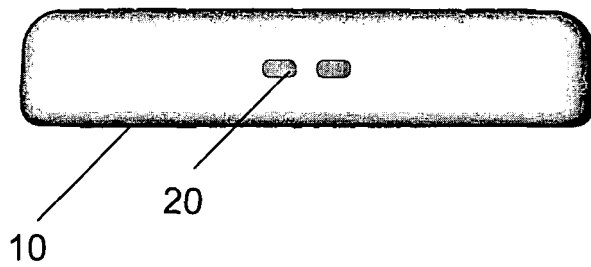


Fig. 2C

Rear view

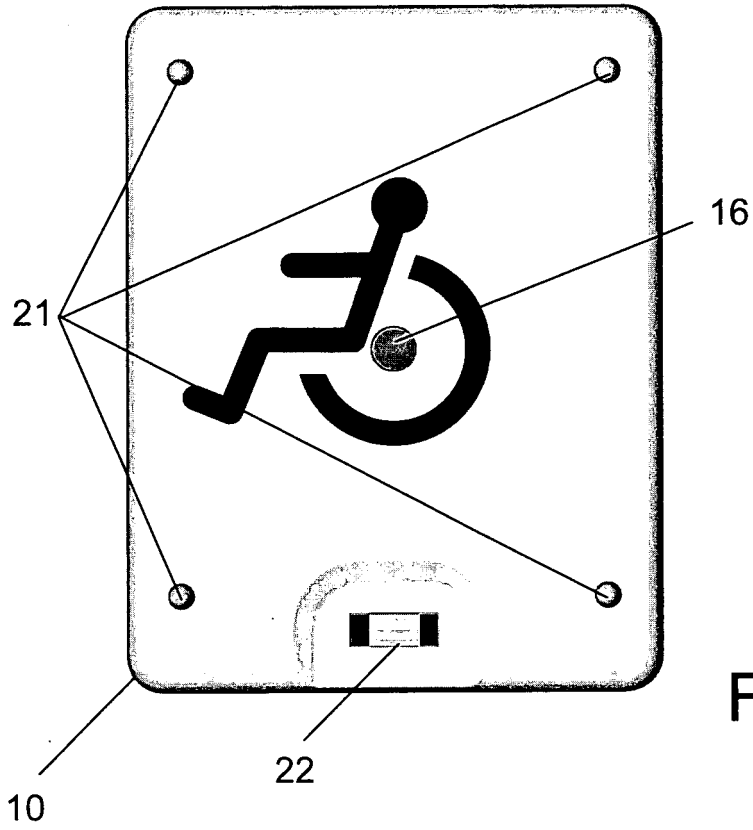


Fig. 2D

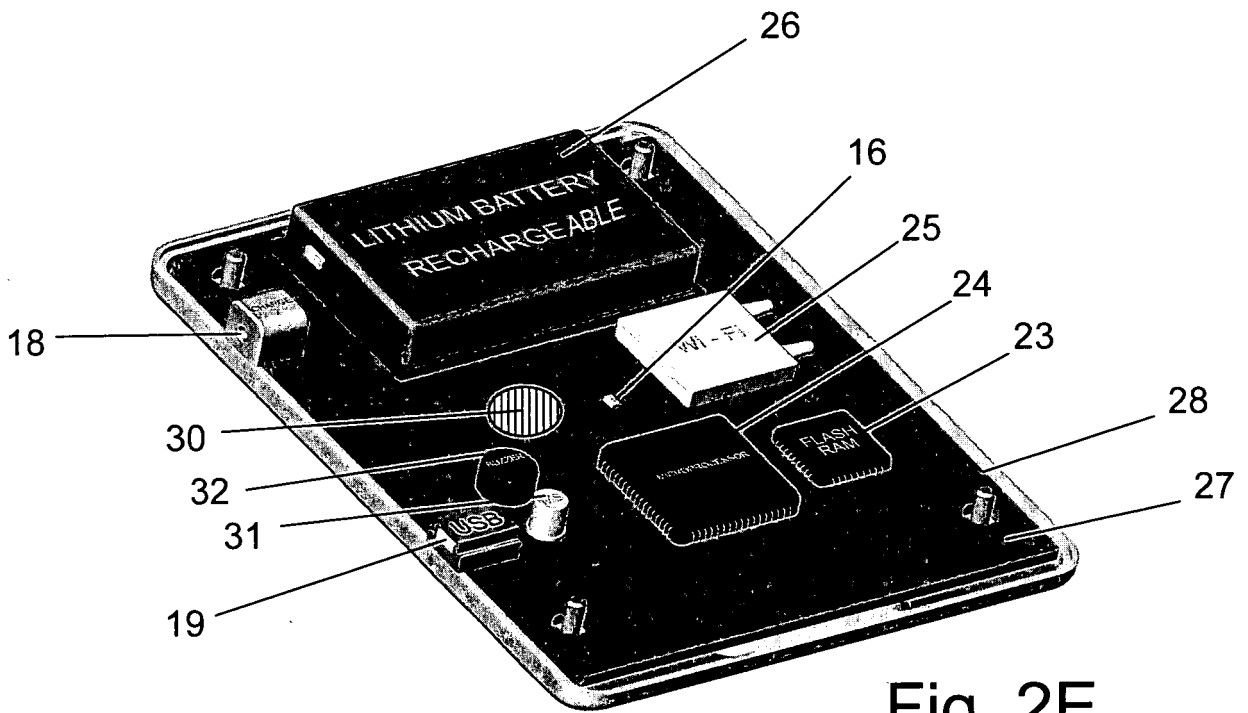


Fig. 2E



Fig. 2F

**REFERENCES CITED IN THE DESCRIPTION**

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