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Harrison

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- (54) **SYSTEM, METHOD, AND APPARATUS FOR REDUCING DRIVING WHILE TEXTING**
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H04W 4/40 (2018.01)
H01Q 17/00 (2006.01)
- (52) **U.S. Cl.**
CPC **G07C 5/0841** (2013.01); **G07C 5/008** (2013.01); **H01Q 17/00** (2013.01); **H04W 4/40** (2018.02); **H04W 4/80** (2018.02)
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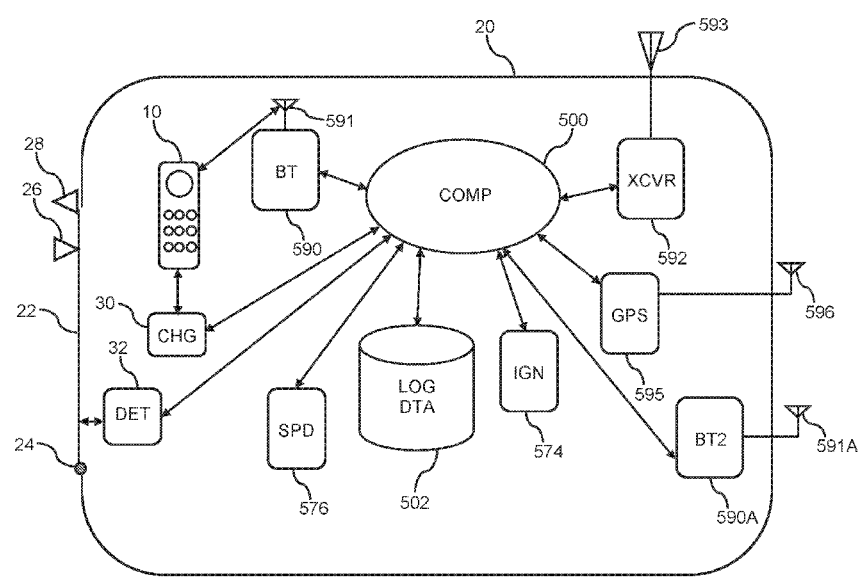
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(57) **ABSTRACT**

A system for reducing driving while texting includes a containment vessel with a door. When the door is closed, the containment vessel attenuates Bluetooth radio signals and cellular radio signals to prevent the user device held there within from communicating with a transceiver that is external to the containment vessel. A Bluetooth transceiver having an antenna internal to the containment vessel and paired with a Bluetooth transceiver of the user device is used to detect the presence of the user device within the containment vessel. A sensor detects when the door is closed. There is a way to detecting movement of a vehicle in which the containment vessel is held and a way to log data indicating at least time periods in which movement is detected and either the door is open or the Bluetooth transceiver cannot connect with the user device. The data is reported (e.g. to a parent/guardian).

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20 Claims, 7 Drawing Sheets



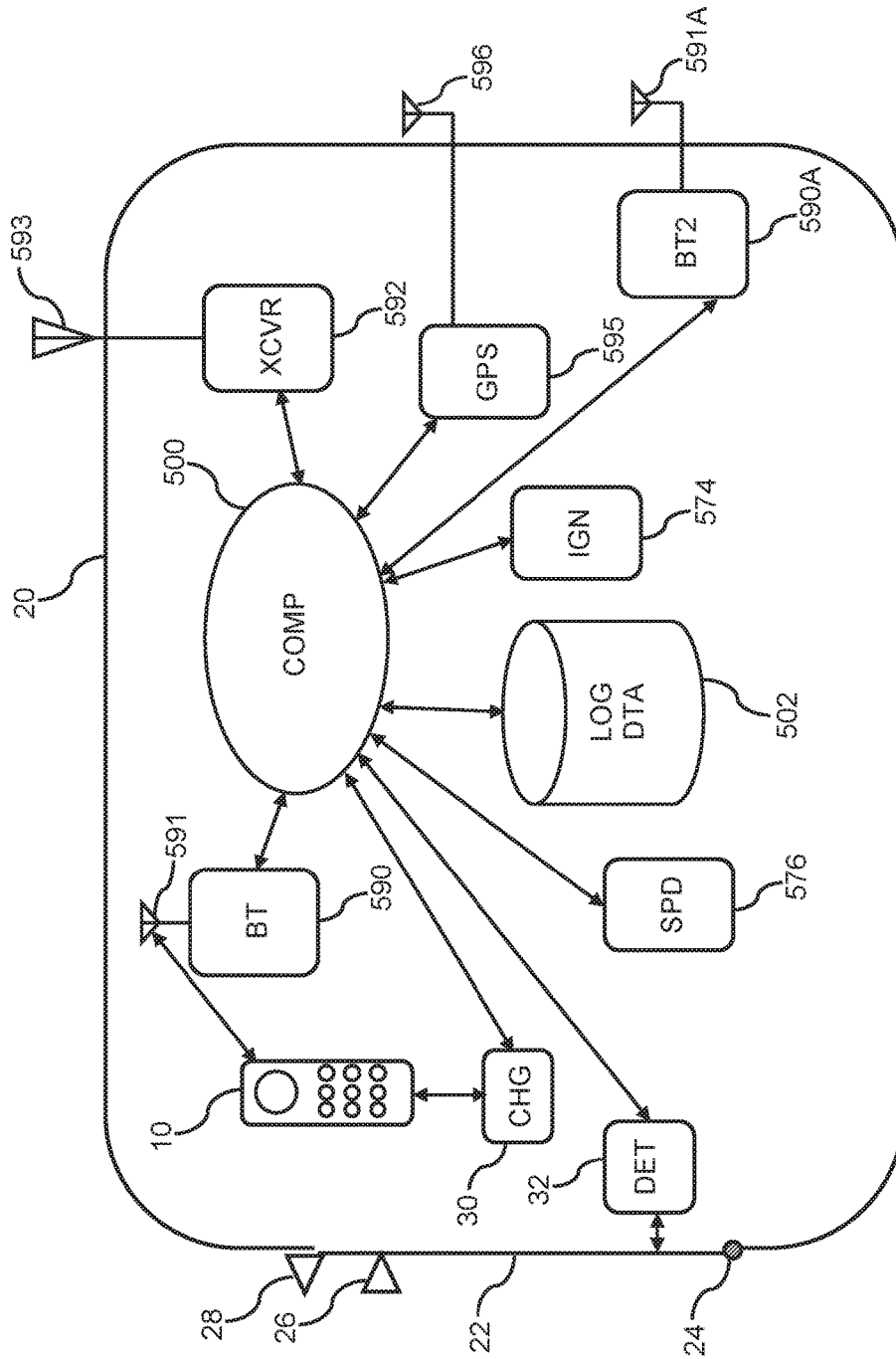


FIG. 1

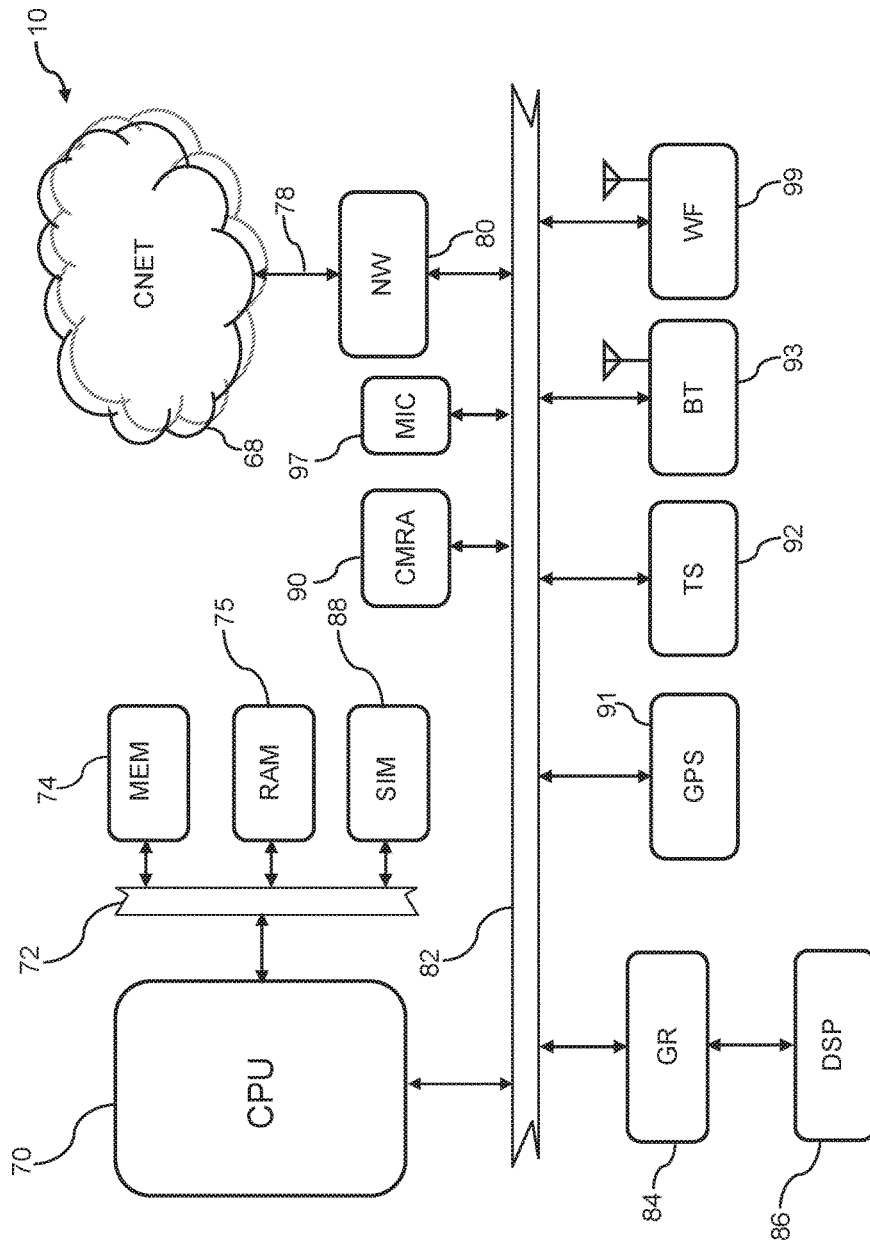


FIG. 2

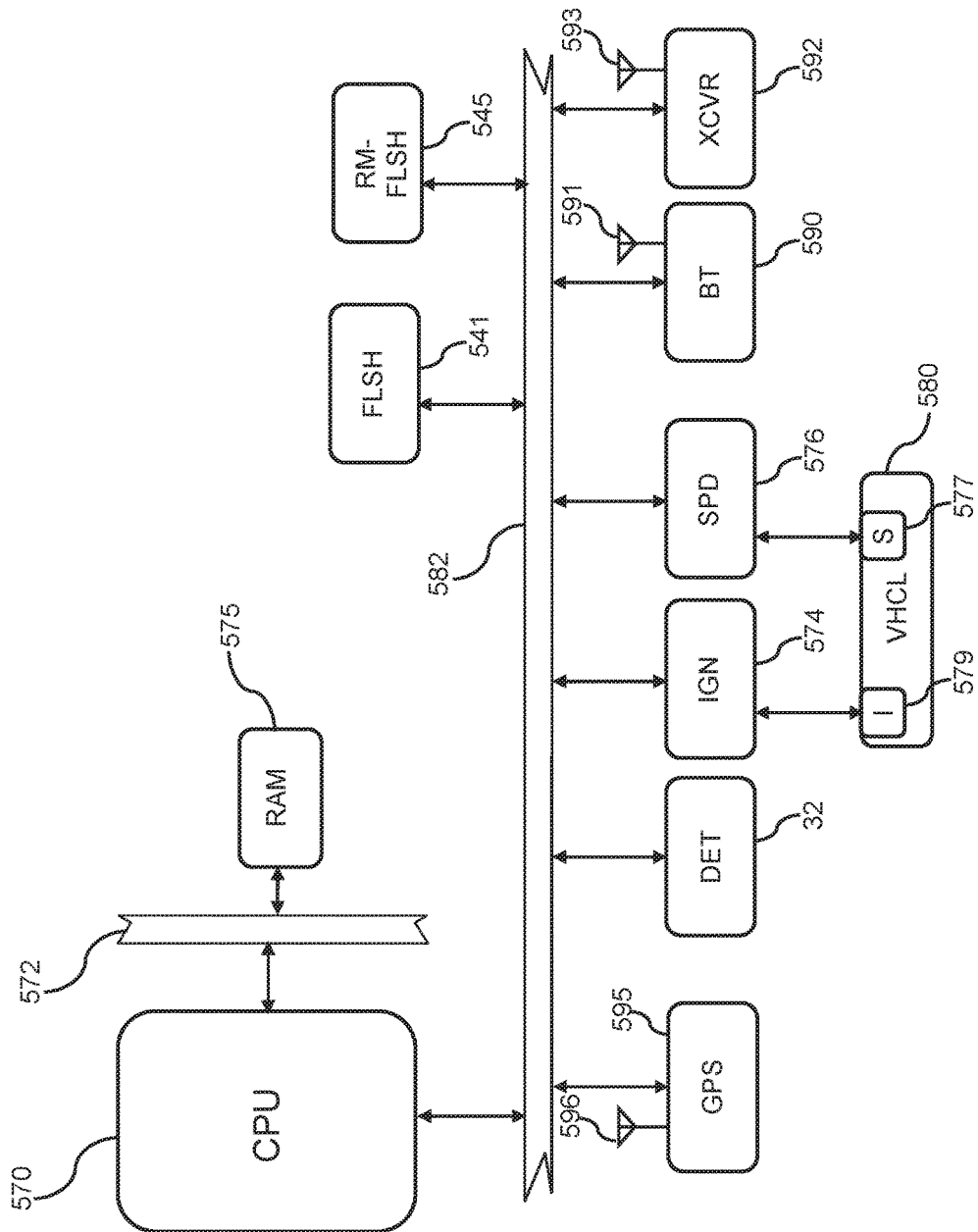


FIG. 3

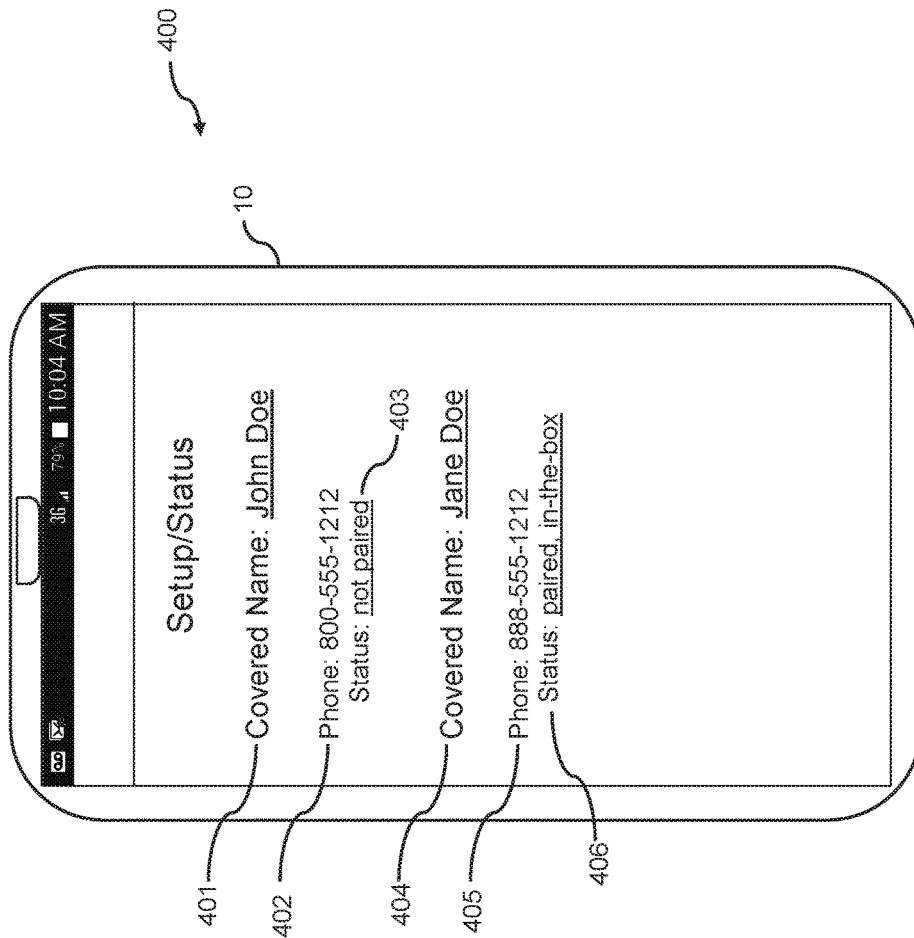


FIG. 4

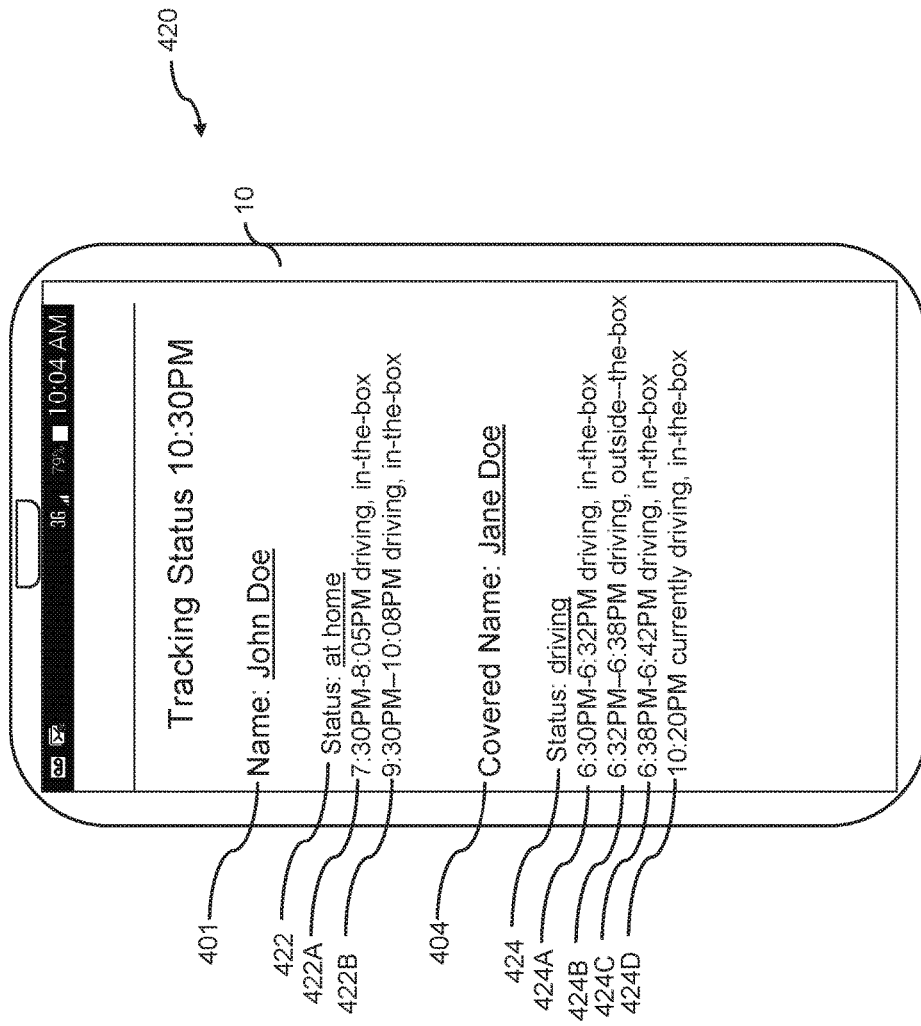


FIG. 5

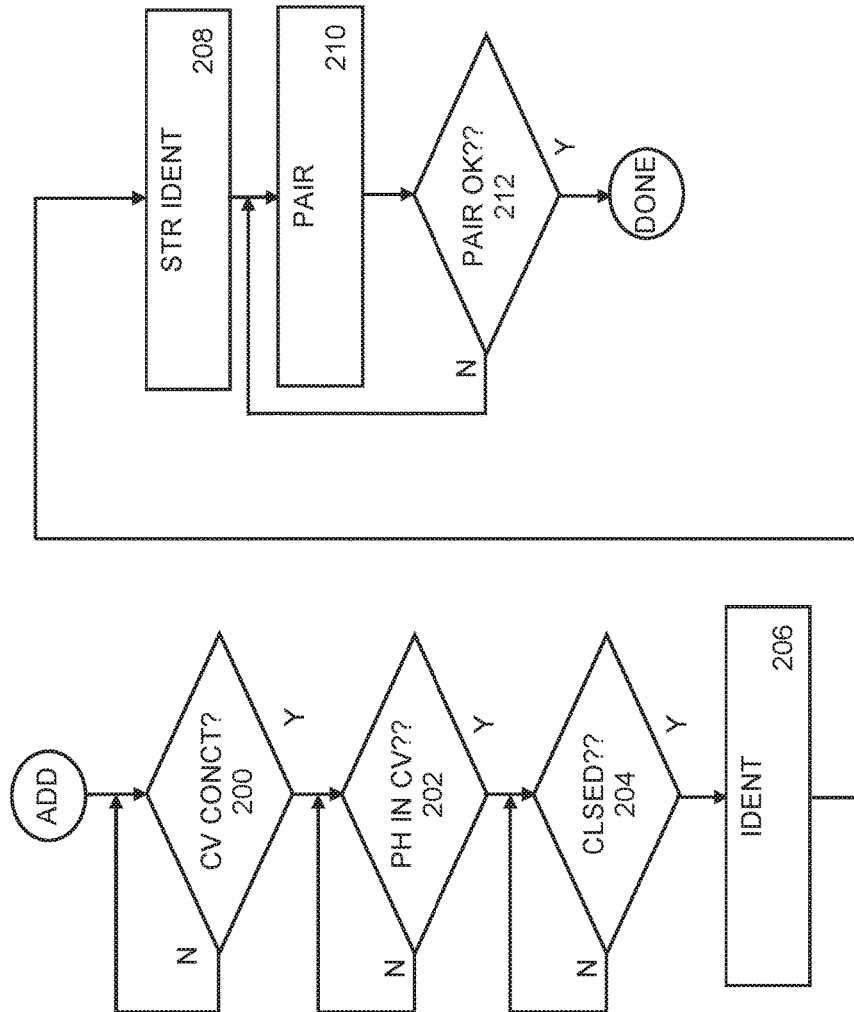


FIG. 6

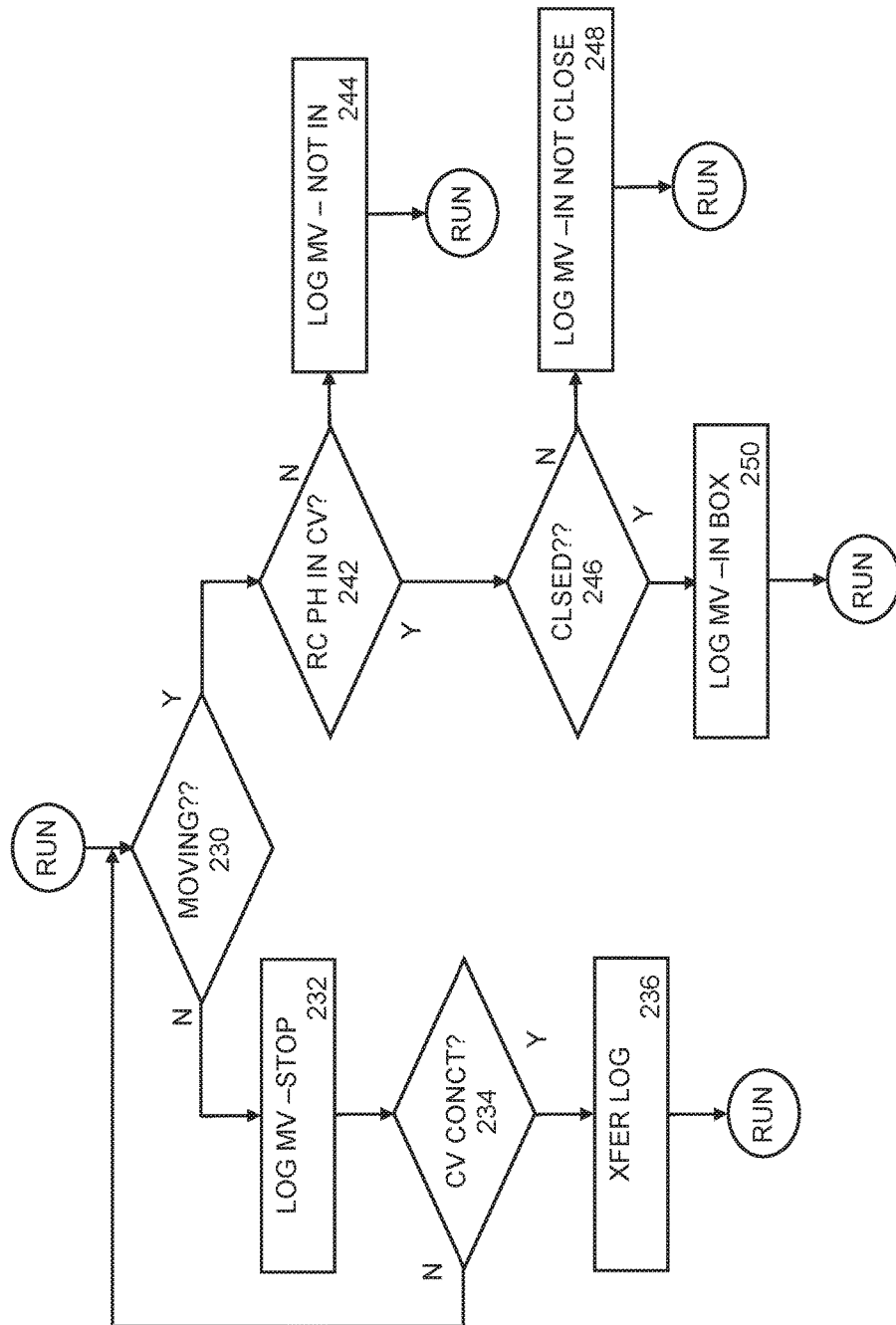


FIG. 7

1

SYSTEM, METHOD, AND APPARATUS FOR REDUCING DRIVING WHILE TEXTING

FIELD

This invention relates to the field of safety and more particularly to a system for reducing the use of cellular phones while driving.

BACKGROUND

Almost everybody knows that there is a greater risk of an accident when driving while distracted. Many people have caused motor vehicle accidents after minor distractions such as changing the radio station or lighting a cigarette. Lately, with the proliferation of cellphones that are capable of sending text messages, a huge increase in motor vehicle accidents have been recorded, especially when young drivers are involved. Many such accidents have led to the loss of such young people.

Texting while driving requires the driver to look at their cellphone to read the message and, as cellphone keyboards or virtual keyboards are very small, look at their cellphones while typing. For an expert at texting, this may take only a few seconds, but traveling at 55 miles per hour, a vehicle travels 403 feet in five seconds, more than the length of a football field. In those five seconds, a pedestrian may step out in front of the vehicle or another vehicle in front may stop to make a turn. Again, this is how accidents happen.

Many states have passed laws to restrict the use of a cellphone while driving, many allowing hands-free operation while driving. Hands-free operation is still a distraction (imaging a couple having a heated argument while one of them is driving), but does not require handling of the cellphone or entering information into the keyboard. It has been found that legislating the use of cellphones is about as effective as legislating the use of seatbelts. We all know someone who refuses to wear their seatbelt and we will likely know someone who texts while driving, even when such activities are illegal and may result in a ticket and/or fine.

It is therefore extremely difficult to curb cellphone usage for a majority of the population, but what about young drivers who are still under the influence of their parents? This category of drivers accounts for the majority of accidents involving such distraction, possibly because young adults are quite verse in texting and use texting as a primary form of communications with friends and family.

The prior art includes applications that a parent can load on their young driver's cellphones. One such application is LifeSaver. Once loaded on the young driver's phone, the LifeSaver application blocks phone usage while the young driver is driving. In this, the application senses that the cellphone is in a moving vehicle through the use of global positioning and accelerometer and block usage or informs parents of usage. Unfortunately, the young driver population is technology savvy and quickly learns how to disable or bypass any application that has been loaded on their cellphone. Further, it has been found that the more difficult it is to configure such applications, the quicker a parent will abort installation or install the application with minimal protection against the user (young driver) tampering with the application.

What is needed is a system that will prevent usage of a cellphone while driving.

SUMMARY

In one embodiment, a system for reducing driving while texting is disclosed including a containment vessel that has

2

at least a partial faraday shield. The at least partial faraday shield attenuates at least Bluetooth radio signals and cellular radio signals thereby preventing a user device held within the containment vessel from communicating either by way of cellular service or by way of Bluetooth to a transceiver that is external to the containment vessel. There is a way to insert the user device into the containment vessel (e.g. a door) and a way to detect the presence of the user device within the containment vessel (e.g. a paired Bluetooth transceiver). There is also a way to detect movement of a vehicle (e.g. GPS or speed sensor) in which the containment vessel is held. Data regarding time periods in which movement is detected and an absence of the user device is detected are logged and the data is reported (e.g. to a parent/guardian).

In another embodiment, a method of reducing driving while texting is disclosed including blocking external radio frequency signals from reaching a user device that is held within a containment vessel while communicating with the user device to determine that the user device is that of the user and that the user device is within the containment vessel. Detecting movement of a vehicle in which the containment vessel is held and if the vehicle is moving when the user device is not within the containment vessel, logging data indicative of the vehicle moving when the user device is not within the containment vessel. Finally, reporting the data (e.g. to a parent/guardian).

In another embodiment, a system for reducing driving while texting is disclosed including a containment vessel that has a door for inserting a user device there within. When closed, the containment vessel attenuates at least Bluetooth radio signals and cellular radio signals thereby preventing the user device held within the containment vessel from communicating either by way of cellular service or by way of Bluetooth to a transceiver that is external to the containment vessel. A Bluetooth transceiver of the system for reducing driving while texting is paired with a Bluetooth transceiver of the user device to detect the presence of the user device within the containment vessel. A sensor detects when the door is closed. There is a way to detecting movement of a vehicle in which the containment vessel is held and a way to log data indicating at least time periods in which movement is detected by the means for detecting movement and either the door is open or the Bluetooth transceiver cannot connect with the user device. The data is reported (e.g. to a parent/guardian).

BRIEF DESCRIPTION OF THE DRAWINGS

The invention can be best understood by those having ordinary skill in the art by reference to the following detailed description when considered in conjunction with the accompanying drawings in which:

FIG. 1 illustrates a data connection diagram of the system for reducing driving while texting.

FIG. 2 illustrates a schematic view of a typical smartphone.

FIG. 3 illustrates a schematic view of a typical computer system of the reducing driving while texting.

FIG. 4 illustrates a first typical user interface of the system for reducing driving while texting.

FIG. 5 illustrates a second typical user interface.

FIG. 6 illustrates an exemplary program flow for provisioning of the system for reducing driving while texting.

FIG. 7 illustrates an exemplary program flow for operation of the system for reducing driving while texting.

DETAILED DESCRIPTION

Reference will now be made in detail to the presently preferred embodiments of the invention, examples of which are illustrated in the accompanying drawings. Throughout the following detailed description, the same reference numerals refer to the same elements in all figures.

Throughout this description, the term “driver” refers to the holder of a user device that is performing the task of driving. Although the disclosed invention is applicable to any driver, the disclosed invention is intended to be used by a driver who is supervised by another such as a young driver supervised by a parent, a handicapped driver supervised by another, a husband/wife that is supervised by a wife/husband, etc.

Although this description concentrates on a single driver and a single user device, it is fully anticipated that there are multiple potential drivers, each having a user device, or there are multiple user devices per driver. As it is difficult to determine which of the potential drivers are actually driving, it is up to the parent/guardian to set rules as to which user device(s) must be confined in the containment vessel.

Throughout this description, a user device is secured so as to prevent usage while driving. For clarity and brevity reasons, a smartphone 10 (see FIGS. 1-2) is used to represent this user device, though any communications device is equally anticipated including, but not limited to, a personal computer, a tablet computer, a smartwatch, etc. Typically, the user device (e.g. smartphone 10) is assigned or owned by a user that is being supervised, for example, a young driver that is supervised by a parent/guardian, etc.

Referring to FIG. 1, a data connection diagram of the exemplary system for reducing driving while texting is shown. In this example, the smartphone 10 of the driver attempts to emit radio frequency signals (e.g. attempts to connect to a cell tower). Such transmissions are attenuated by a containment vessel 20 that forms a partial or full faraday shield around the smartphone 10, preventing the smartphone 10 from communicating with external radio frequency systems such as a cell tower (not shown for brevity reasons). Therefore, whenever the smartphone 10 of the driver is within the containment vessel 20, the driver is precluded from talking or texting since the smartphone 10 of the driver will not be in communications contact with a cell tower.

Such attenuation reduces the signal strength of a cellular radio signal from the smartphone 10 to a low enough level so that the smartphone 10 cannot establish communications with a cellular tower. Likewise, attenuation also occurs for radio frequency signals in the Bluetooth range so that a smartphone 10 that is outside of the containment vessel 20 cannot communicate with a Bluetooth transceiver 590 that is within the containment vessel 20 until the smartphone 10 is placed within the containment vessel 20.

In some embodiments, the containment vessel 20 is a box-like structure having a door 22 that attaches by a hinge 24, though any form of opening or orifice that accepts the smartphone 10 of the driver is anticipated, for example, a sliding door, a scrolling door like on a pencil box, etc. In some embodiments, the door 22 has a handle 26. In some embodiments, the door 22 has a lock 28.

As the smartphone 10 will not be able to communicate with a cell tower, it is anticipated that battery life of the smartphone 10 will be reduced. Therefore, in some embodi-

ments, a charger 30 is provided for connecting to the smartphone 10 while the smartphone 10 is within the containment vessel 20. In some embodiments, the charger 30 is a wireless charger.

Within or external to the containment vessel 20 is logic that detects when the door 22 is open, when the smartphone 10 is present within the containment vessel 20, and when the vehicle 580 (see FIG. 3) is moving, as well as other functions as necessary.

To detect that the door 22 is open or closed, a door detect sensor 32 is configured within the containment vessel 20. Any form of door detect sensor 32 is anticipated, including, but not limited to micro switches, light sensors, cell tower sensors (detecting radio waves from a cell tower), magnetic switches, etc. It is important that the door detect sensor 32 is difficult to defeat so that the driver cannot fool the system for reducing driving while texting into believing that the door 22 is closed when in fact, the door 22 is open. Such is anticipated to be performed by burying the door detect sensor 32 within the containment vessel 20 with linkages from the door 22.

To detect the presence of the smartphone 10 of the driver, the smartphone 10 of the driver is paired with a Bluetooth transceiver 590 with Bluetooth antenna 591 within the containment vessel 20. It is anticipated that the parent or other guardian pairs the smartphone 10 of the driver, the driver's smartphone with the Bluetooth transceiver 590 as part of the setup and installation procedures. Through this pairing process, when the smartphone 10 of the driver is within the containment vessel 20, the logic (computer 500) is informed that the pairing is in effect. By also monitoring the door detect sensor 32, the logic (computer 500) is able to determine that the smartphone 10 of the driver is within the containment vessel 20 and the door 22 is closed. In this way, the driver cannot simply place another phone in the containment vessel 20 to spoof the system for reducing driving while texting, as this other phone will not be paired with the Bluetooth transceiver 590. An absence of the smartphone 10 (user device) is detected by a lack of connection between the Bluetooth transceiver 93 of the smartphone 10 and the Bluetooth transceiver 592 of the system for reducing driving while texting and, in some embodiments, the door detect sensor 32 indicating that the door 22 is open.

In some embodiments, a second Bluetooth transceiver 590A with Bluetooth antenna 591A that extends external to the containment vessel 20 is provided for detecting user devices (e.g. smartphones 10) that are external to the containment vessel 20. This is used, for example, to determine that a user device is present external to the containment vessel 20. For example, if there are multiple potential drivers of one vehicle 580, then one may have their device within the containment vessel 20 and the other may have their user device external to the containment vessel 20. In another example, the driver forgot to bring their user device (e.g. forgot their smartphone 10 at home) and, therefore, there is no user device in the containment vessel 20, but there is also no user device within the vehicle 580.

In some embodiments, the containment vessel 20 is a stand-alone system that is mounted or attached to the vehicle 580 or not attached to the vehicle 580. In some embodiments, the containment vessel 20 that is a stand-alone system is powered by a battery and/or interfaced to the power system of the vehicle 580 (e.g. through a USB or cigarette lighter plug).

In some embodiments, the containment vessel 20 is integrated into the vehicle 580, for example, the containment vessel 20 is the glove compartment or console compartment

of the vehicle **580**. In such, it is anticipated that power is provided directly from the power subsystem of the vehicle **580**.

The system for reducing driving while texting needs to determine when the vehicle is moving to record/report when the smartphone(s) **10** of the driver is external to the containment vessel **20** while the vehicle **580** is moving. To know when the vehicle **580** is moving, the computer **500** has access to devices that provide data indicating that the vehicle **580** is in motion. One device that provides data indicating that the vehicle **580** is in motion is a global positioning receiver **595**. This is one device for detecting movement. In this, data from the global positioning receiver **595** is monitored by the logic (computer **500**) and changes in latitude and longitude are monitored, corresponding to movement of the vehicle **580**. If such changes are detected while the smartphone **10** of the driver is external to the containment vessel **20**, the logic (computer **500**) records/reports that the smartphone **10** of the driver is external to the containment vessel **20** during driving (e.g. writes data to a log file **502** indicating the location and time of the infraction). As the containment vessel **20** is a partial or full faraday shield, the antenna **596** of the global positioning receiver **595** is mounted outside of the containment vessel **20** in order to be able to receive radio frequency signals from the geo-stationary satellite network (not shown for brevity and clarity reasons).

In some embodiments, particularly when the containment vessel **20** is integrated into the vehicle **580**, for example, within the glove compartment or console compartment of the vehicle **580**, data is available from the vehicle **580** that indicates whether the vehicle is moving. For one, a speed sensor interface **576** connected to a speed sensor **577** of the vehicle **580**, informing the logic (computer **500**) when the vehicle **580** is moving (e.g. speed is greater than zero). This is another device for detecting movement. Another indication of movement is an ignition interface **574** that is connected to the ignition **579** of the vehicle **580**, informing the logic (computer **500**) when the vehicle **580** is running, even if the vehicle **580** is at rest. This is another device for detecting movement, in that, when the ignition is on, it is anticipated that the vehicle **580** is being driven.

Once it is determined that the smartphone **10** of the driver is not within the containment vessel **20** and the vehicle is either running and/or moving, actions are taken to record the event and/or contact the parent/guardian of the infraction. In one embodiment, data regarding the infraction is written to the log file **502**, for example, the location and time of the infraction, the length of the infraction, driving speed during the infraction, etc. In such, once a connection is made between the radio transceiver **592** of the system for reducing driving while texting and data network that is connected to a device of the parent/guardian (e.g. a smartphone owned by the parent/guardian), a message is sent from the radio transceiver **592** of the system for reducing driving while texting and the device of the parent/guardian indicating details of the infraction. In one embodiment, the radio transceiver **592** is a Wi-Fi transceiver and when the driver moves the vehicle to within range of a wireless home Wi-Fi network of the parent/guardian (e.g. in the driveway or garage of the parent's/guardian's home) data from the log file **502** is transferred to the device of the parent/guardian where an application presents the data to the parent/guardian and, hopefully, the data indicates that the driver did not use their smartphone **10** while driving, otherwise, the parent/

guardian has the information needed to reprimand the driver (e.g. take away driving privileges, take away cellphone privileges).

As the containment vessel **20** is a partial or full faraday shield, the antenna **593** of the radio transceiver **592** is mounted outside of the containment vessel **20** in order to be able to receive and transmit radio frequency signals, e.g. to/from the wireless home Wi-Fi network or computer of the parent/guardian.

It is fully anticipated that there are multiple potential drivers, each having a user device. In such, the parent/guardian has the ability to dictate which user device(s) (e.g. smartphone **10**) must be within the containment vessel **20**. In such embodiments, it is anticipated that a second Bluetooth transceiver **590A** includes an antenna **591A** that extends outside of the containment vessel **20** for detection of a user device or user devices (e.g. smartphone(s) **10**) that are external to the containment vessel **20**.

It is fully anticipated that there are there are multiple user devices per driver (e.g. a smartphone **10** and a smartwatch). In such, the parent/guardian has the ability to dictate which user device(s) (e.g. smartphone **10**) must be within the containment vessel **20** while the driver is driving. In such embodiments, it is anticipated that the Bluetooth transceiver **590** has the ability to pair with multiple user devices (e.g. smartphones **10**, etc.) to log which devices are within the containment vessel **20** during driving (motion of the vehicle **580**).

Referring to FIG. **2**, a schematic view of a typical smart device, a smartphone **10** is shown though other portable (wearable or carried with a person) end-user devices such as tablet computers, smartwatches, smart ear buds, smart eye-wear, personal fitness devices, etc., are fully anticipated. Although any end-user device is anticipated, for clarity purposes, the smartphone **10** of the driver will be used in the remainder of the description.

The example smartphone **10** of the driver represents a typical device and is shown in one form with a sample set of features. Different architectures are known that accomplish similar results in a similar fashion and the present invention is not limited in any way to any particular smartphone **10** of the driver architecture or implementation. In this exemplary smartphone **10** of the driver, a processor **70** executes or runs programs in a random-access memory **75**. The programs are generally stored within a persistent memory **74** and loaded into the random-access memory **75** when needed. Also accessible by the processor **70** is a SIM card **88** (subscriber information module) having a subscriber identification and often persistent storage. The processor **70** is any processor, typically a processor designed for phones. The persistent memory **74**, random-access memory **75**, and SIM card are connected to the processor by, for example, a memory bus **72**. The random-access memory **75** is any memory suitable for connection and operation with the selected processor **70**, such as SRAM, DRAM, SDRAM, RDRAM, DDR, DDR-2, etc. The persistent memory **74** is any type, configuration, capacity of memory suitable for persistently storing data, for example, flash memory, read only memory, battery-backed memory, etc. In some exemplary smartphones **10**, the persistent memory **74** is removable, in the form of a memory card of appropriate format such as SD (secure digital) cards, micro SD cards, compact flash, etc.

Also connected to the processor **70** is a system bus **82** for connecting to peripheral subsystems such as a cellular network interface **80**, a graphics adapter **84** and a touch screen interface **92**. The graphics adapter **84** receives com-

mands from the processor 70 and controls what is depicted on the display 86. The touch screen interface 92 provides navigation and selection features.

In general, some portion of the persistent memory 74 and/or the SIM card 88 is used to store programs, executable code, and data, etc. In some embodiments, other data is stored in the persistent memory 74 such as audio files, video files, text messages, etc.

The peripherals are examples and other devices are known in the industry such as Global Positioning Subsystem 91, speakers, microphones, USB interfaces, camera 90, microphone 97, Bluetooth transceiver 93, Wi-Fi transceiver 99, image sensors, temperature sensors, health sensors, biometric sensors, etc., the details of which are not shown for brevity and clarity reasons. One feature of the Bluetooth transceiver and the Wi-Fi transceiver 99 is a unique address that is encoded into transmissions that is used to uniquely correlate between the smart device (smartphone 10) and the user.

The cellular network interface 80 connects the smartphone 10 to the cellular network 68 through any cellular band and cellular protocol such as GSM, TDMA, LTE, etc., through a wireless medium 78. There is no limitation on the type of cellular connection used. The cellular network interface 80 provides voice call, data, and messaging services to the smartphone 10 through the cellular network 68.

For local communications, many smartphones 10 include a Bluetooth transceiver 93, a Wi-Fi transceiver 99, or both. Such features of smartphones 10 provide data communications between the smartphones 10 and data access points and/or other computers such as a personal computer (not shown). In the system for reducing driving while texting, the Bluetooth transceiver 93 and/or a Wi-Fi transceiver 99, or both, are used to identify when the smartphone 10 of the driver is within the containment vessel 20.

Referring to FIG. 3, a schematic view of a typical computer system 500 is shown. The example computer system 500 represents a typical computer system used in the system for reducing driving while texting for determining when the smartphone 10 of the driver is within the containment vessel 20 and when the vehicle 580 is being operated by the driver. This exemplary computer system is shown in its simplest form. Different architectures are known that accomplish similar results in a similar fashion and the present invention is not limited in any way to any particular computer system architecture or implementation.

Although represented as a computer system 500 having a single processor 570, it is fully anticipated that other architectures be used to obtain the same or similar results.

In the example computer system 500 of FIG. 3, a processor 570 (e.g. embedded processor, programmable interrupt controller, etc.) executes or runs programs in a random-access memory 575. The programs are generally stored within a persistent memory 541 and loaded into the random-access memory 575 when needed. The processor 570 is any processor, typically a processor designed for computer systems with any number of core processing elements, etc. The random-access memory 575 is connected to the processor by, for example, a memory bus 572. The random-access memory 575 is any memory suitable for connection and operation with the selected processor 570, such as SRAM, DRAM, SDRAM, RDRAM, DDR, DDR-2, etc. The persistent memory 541 is any type, configuration, capacity of memory suitable for persistently storing data, for example, magnetic storage, flash memory, read only memory, battery-backed memory, magnetic memory, etc. The persistent memory 541 (e.g., flash storage) is typically interfaced to the

processor 570 through a system bus 582, or any other interface as known in the industry.

Also shown connected to the processor 570 through the system bus 582 is a global positioning system receiver 595 (e.g., for determining movement of the vehicle 380), an ignition interface 574 that is connected to the ignition 579 of the vehicle 50, and a speed sensor interface 576 that is connected to the speed sensor 577 of the vehicle 580. The door detect sensor 32 is also connected to the system bus 582.

For detecting presence of the user device or smartphone 10 of the driver, a Bluetooth transceiver 590 with the Bluetooth antenna 591 that is internal to the containment vessel 20 is interface to the system bus for access by the processor 570.

For communicating with the parent's/guardian's device and/or wireless home network, a radio transceiver 592 with the antenna 593 that is external to the containment vessel 20 is interface to the system bus for access by the processor 570. In some embodiments, there is no transceiver 592 and, instead, the parent/guardian connects their device directly to the system for reducing driving while texting or a removable memory device 545 is connected to the system for reducing driving while texting (connected to the system bus 582) and the log file 502 is transferred to the memory device.

In general, some portion of the persistent memory 541 is used to store programs, executable code, data, and the log file 502, etc.

Referring to FIG. 4, a first typical setup/status user interface 400 of the system for reducing driving while texting is shown. In this, two users are configured, a first user 401 (e.g. John Doe) and a second user 404 (e.g. Jane Doe). The phone number 402 of the smartphone 10 of the first user 401 is shown and the smartphone 10 of the first user 401 has not been paired yet per the first user's status line 403. The phone number 405 of the smartphone 10 of the second user 404 is shown and the smartphone 10 of the second user 404 has been paired and is currently within the containment vessel 20 as shown on the second user's status line 406.

The parent/guardian has access to the setup/status user interface 400 to understand the status and to setup each user (e.g. child or other watched person). Since the first user 401 has not been setup, the parent/guardian initiates setup per a process similar to that of FIG. 6 by, for example, clicking on the first user's status line 403.

Referring to FIG. 5, a second typical user interface 420 of the system for reducing driving while texting is shown. In this example, again, two users are configured, a first user 401 (e.g. John Doe) and a second user 404 (e.g. Jane Doe).

The first user 401 has a status of "at home" 422 and has two log records 422A/422B showing that the first user 401 was driving for a time period from 7:30 PM to 8:05 PM and again for a time period from 9:30 PM to 10:08 PM, both times with the smartphone 10 of the first user 401 within the containment vessel 20. It is anticipated that in some embodiments, the log records 422A/422B are uploaded to the parent/guardian computer when the first user 401 reaches home (e.g. over Wi-Fi). It is also anticipated that in some embodiments, the log records 422A/422B are uploaded to the parent/guardian computer when the first user 401 is away from home and out of range of the home-based local area network (e.g. over Wi-Fi), in this case using a wide area network such as cellular communications.

The second user 404 has a status of "driving" 424 and has four log records 424A/424B/424D/424E showing that the second user 404 was driving for a time period from 6:30 PM to 6:32 PM with the smartphone 10 of the second user 404

within the containment vessel **20** then at 6:32 PM showing that the second user **404** was driving for a time period with the smartphone **10** of the second user **404** outside the containment vessel **20** (likely calling or texting). The third log record **424C** shows the smartphone **10** of the second user **404** within the containment vessel **20** while driving. The fourth entry **424D** shows that the second user **404** is still driving (e.g. driving home). In this embodiment, since the second user **404** is not at home, it is understood that the log records **424A/424B/424D/424E** were uploaded to the parent/guardian computer using a wide area network such as cellular communications.

Referring to FIG. **6**, an exemplary program flow for provisioning of the system for reducing driving while texting is shown. The basis of operation of the system for reducing driving while texting is that, when a user is driving, the smartphone **10** of the user is within the containment vessel **20** and the door **22** of the containment vessel **20** is closed (and locked). Since the containment vessel **20** is a partial or full faraday shield (at least blocking frequencies in the cellular bands and Bluetooth bands), the user cannot place the smartphone **10** on top of the containment vessel **20**, as the Bluetooth transceiver **590** of the system for reducing driving while texting will not detect Bluetooth signals from the smartphone **10** of the user, as the Bluetooth signals will not penetrate the containment vessel **20** when the door **22** of the containment vessel **20** is closed.

For security reasons, the smartphone **10** of the user is paired with the system for reducing driving while texting through the Bluetooth transceiver **590**. In this way, the user (e.g. young adult driver) cannot simply place a smartphone **10** of another person into the containment vessel **20** and fool the system for reducing driving while texting. Therefore, adding a smartphone **10** of the user includes making sure the containment vessel **20** is connected **200** to the home network (either through a local area network such as Wi-Fi or through a wide-area network such as the cellular network). Once connected **200**, it is determined if the smartphone **10** of the user is within **202** the containment vessel **20**. Once the smartphone **10** of the user is within **202** the containment vessel **20**, if it is determined if the door **22** of the containment vessel **20** is closed. Once the smartphone **10** of the user is within **202** the containment vessel **20** and the door **22** of the containment vessel **20** is closed, identity information of the smartphone **10** is captured **206** (either entered by the parent/guardian or read directly from the smartphone **10** of the user) and the identification information is stored **208**. Now pairing **210** of the smartphone **10** of the user with the system for reducing driving while texting is performed and once pairing **210** has completed successfully **212**, this portion of the program flow completes.

Referring to FIG. **7**, an exemplary program flow for operation of the system for reducing driving while texting is shown. It is anticipated that the exemplary program flow for operation of the system for reducing driving while texting will operate on the processor **570** (or other logic) of the containment vessel **20**.

In a continuous loop, it is determined if the vehicle **580** is moving **230**, for example utilizing the global positioning system **595** of the containment vessel **20**, monitoring the speed sensor **577** and/or ignition **579** of the vehicle **580**, monitoring radio frequency signals utilizing the transceiver **592** with the antenna **593** (external antenna), etc. In embodiments in which moving is determined by monitoring radio frequency signals utilizing the radio transceiver **592** with the antenna **593** (external), it is anticipated that, as the vehicle **580** moves, signal strengths of various Wi-Fi or Bluetooth

transceivers within range of the radio transceiver **592** will increase/decrease, indicating movement of the vehicle **580**.

If it is determined that the vehicle is not moving **230**, a log record indicating stopped **232** is written to the log file **502**. To simplify the flow diagram for clarity and understanding, it is anticipated that, in a preferred embodiment, sequential writing of multiple log records of the same information is suppressed as known in the business, so that adjacent log records indicate something has changed (e.g. changed from stopped to moving, etc.). Now that the vehicle **580** is stopped, it is determined if it is possible to connect **234** to the home network or home computer. If it is possible to connect **234** to the home network or home computer, then the log file **502** is transferred **236** to the home network or home computer for viewing and analysis by the parent/guardian (see FIG. **5**).

If it is determined that the vehicle is moving **230**, then it is determined if the smartphone **10** of the user is within **242** the containment vessel **20**. If the smartphone **10** of the user is not within **242** the containment vessel **20**, a record is written indicating not within **244** the containment vessel **20** (e.g. the vehicle **580** is moving and the smartphone **10** of the user is not in the containment vessel **20**).

If the smartphone **10** of the user is within **242** the containment vessel **20**, it is determined if the door **22** of the containment vessel **20** is closed **246** and, optionally, locked. If the smartphone **10** of the user is within **242** the containment vessel **20** but the door **22** of the containment vessel **20** is not closed **246**, a record is written **248** to the log file **502** indicating within the containment vessel **20** (e.g. the vehicle **580** is moving and the smartphone **10** of the user is not in the containment vessel **20**) and the door **22** is not closed **246**.

If the smartphone **10** of the user is within **242** the containment vessel **20** and the door **22** of the containment vessel **20** is closed **246**, a log record is written **250** indicating that the smartphone **10** is properly within the containment vessel **20** (e.g. the vehicle **580** is moving and the smartphone **10** of the user is in the containment vessel **20** and the door **22** is closed).

Equivalent elements can be substituted for the ones set forth above such that they perform in substantially the same manner in substantially the same way for achieving substantially the same result.

It is believed that the system and method as described and many of its attendant advantages will be understood by the foregoing description. It is also believed that it will be apparent that various changes may be made in the form, construction and arrangement of the components thereof without departing from the scope and spirit of the invention or without sacrificing all of its material advantages. The form herein before described being merely exemplary and explanatory embodiment thereof. It is the intention of the following claims to encompass and include such changes.

What is claimed is:

1. A system for reducing driving while texting, the system comprising:

a containment vessel, the containment vessel having at least a partial faraday shield that attenuates at least Bluetooth radio signals and cellular radio signals thereby preventing a user device held within the containment vessel from communicating either by way of cellular service or by way of Bluetooth to a transceiver that is external to the containment vessel;

means for inserting the user device into the containment vessel;

means for detecting the presence of the user device within the containment vessel;

11

means for detecting movement of a vehicle in which the containment vessel is held;

means for logging at least time periods in which movement is detected by the means for detecting movement and an absence of the user device is detected by the means for detecting the presence of the user device; and means for reporting the time periods.

2. The system of claim 1, wherein the means for inserting comprises a door on the containment vessel.

3. The system of claim 1, wherein the means for detecting movement comprises a global positioning system.

4. The system of claim 1, wherein the means for detecting movement comprises an interface to a speed sensor of the vehicle.

5. The system of claim 1, wherein the means for detecting the user device within the containment vessel comprises a Bluetooth transceiver having an antenna operatively coupled thereto whereas the antenna is within the containment vessel for communicating with a second Bluetooth transceiver of the user device that is within the containment vessel.

6. The system of claim 5, wherein the means for detecting the user device within the containment vessel further comprises means for detecting that the means for inserting the user device within the containment vessel is closed.

7. The system of claim 1, wherein the containment vessel is formed as a glove compartment or console compartment of the vehicle.

8. The system of claim 1, wherein the user device is a smartphone.

9. A method of reducing driving while texting comprising: blocking external radio frequency signals from reaching a user device that is held within a containment vessel; communicating with the user device to determine that the user device is that of the user and that the user device is within the containment vessel;

detecting movement of a vehicle in which the containment vessel is held;

if the vehicle is moving when the user device is not within the containment vessel, logging data indicative of the vehicle moving when the user device is not within the containment vessel; and reporting the data.

10. The method of claim 9, wherein the communicating with the user device to determine that the user device is that of the user and that the user device is within the containment vessel is performed over a paired Bluetooth connection.

11. The method of claim 9, wherein the step of detecting the movement of the vehicle in which the containment vessel is held is performed by monitoring a location of the vehicle as reported by a global positioning system.

12

12. The method of claim 9, wherein the step of detecting the movement of the vehicle in which the containment vessel is held is performed by monitoring a speed sensor of the vehicle.

13. The method of claim 9, wherein the step of blocking the external radio frequency signals from reaching the user device that is held within the containment vessel includes the step of placing the user device into the containment vessel through an orifice and then the step of closing the orifice.

14. The method of claim 9, wherein the user device is a smartphone.

15. A system for reducing driving while texting, the system comprising:

a containment vessel having a door for inserting a user device there within, the containment vessel attenuates at least Bluetooth radio signals and cellular radio signals thereby preventing the user device held within the containment vessel from communicating either by way of cellular service or by way of Bluetooth to a transceiver that is external to the containment vessel;

a Bluetooth transceiver of the system for reducing driving while texting is paired with a second Bluetooth transceiver of the user device and detects the presence of the user device within the containment vessel when a connection is established between the Bluetooth transceiver of the system for reducing driving while texting and the second Bluetooth transceiver of the user device;

a sensor that detects when the door is closed;

means for detecting movement of a vehicle in which the containment vessel is held;

means for logging at least time periods in which movement is detected by the means for detecting movement and either the door is open or the Bluetooth transceiver cannot connect with the user device; and means for reporting the time periods.

16. The system of claim 15, wherein the means for detecting movement comprises a global positioning system.

17. The system of claim 15, wherein the means for detecting movement comprises an interface to a speed sensor of the vehicle.

18. The system of claim 15, wherein the containment vessel is formed as a glove compartment or console compartment of the vehicle.

19. The system of claim 15, wherein the user device is a smartphone.

20. The system of claim 15, wherein the means for reporting the time periods comprises transferring the time periods to a device of a parent/guardian.

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