EXHIBIT

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Harrison

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(54) **SYSTEM, METHOD, AND APPARATUS FOR REDUCING DRIVING WHILE TEXTING**

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This patent is subject to a terminal disclaimer.

(21) Appl. No.: **16/199,560**

(22) Filed: **Nov. 26, 2018**

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(51) **Int. Cl.**

H04K 3/00	(2006.01)
H04W 48/04	(2009.01)
H04W 4/029	(2018.01)
G06F 21/35	(2013.01)

(52) **U.S. Cl.**
CPC ***H04K 3/68*** (2013.01); ***G06F 21/35*** (2013.01); ***H04K 3/415*** (2013.01); ***H04W 4/029*** (2018.02); ***H04W 48/04*** (2013.01); *H04K 2203/22* (2013.01)

(58) **Field of Classification Search**
CPC H04K 3/00; H04K 3/415; H04K 3/68
See application file for complete search history.

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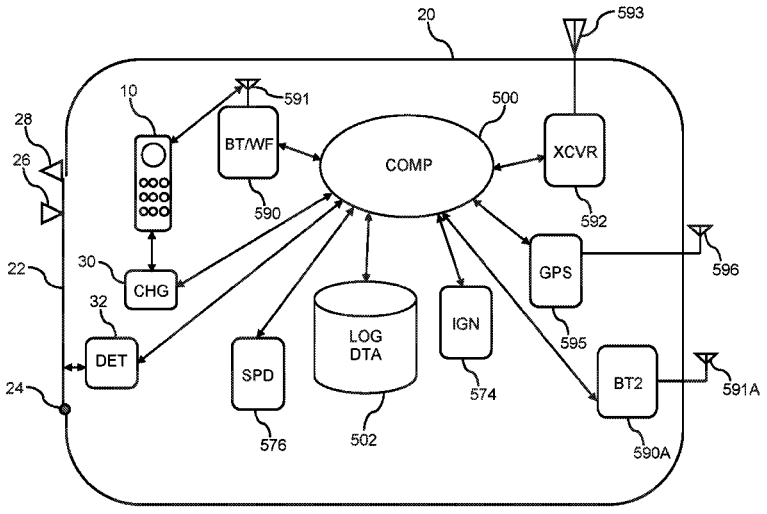
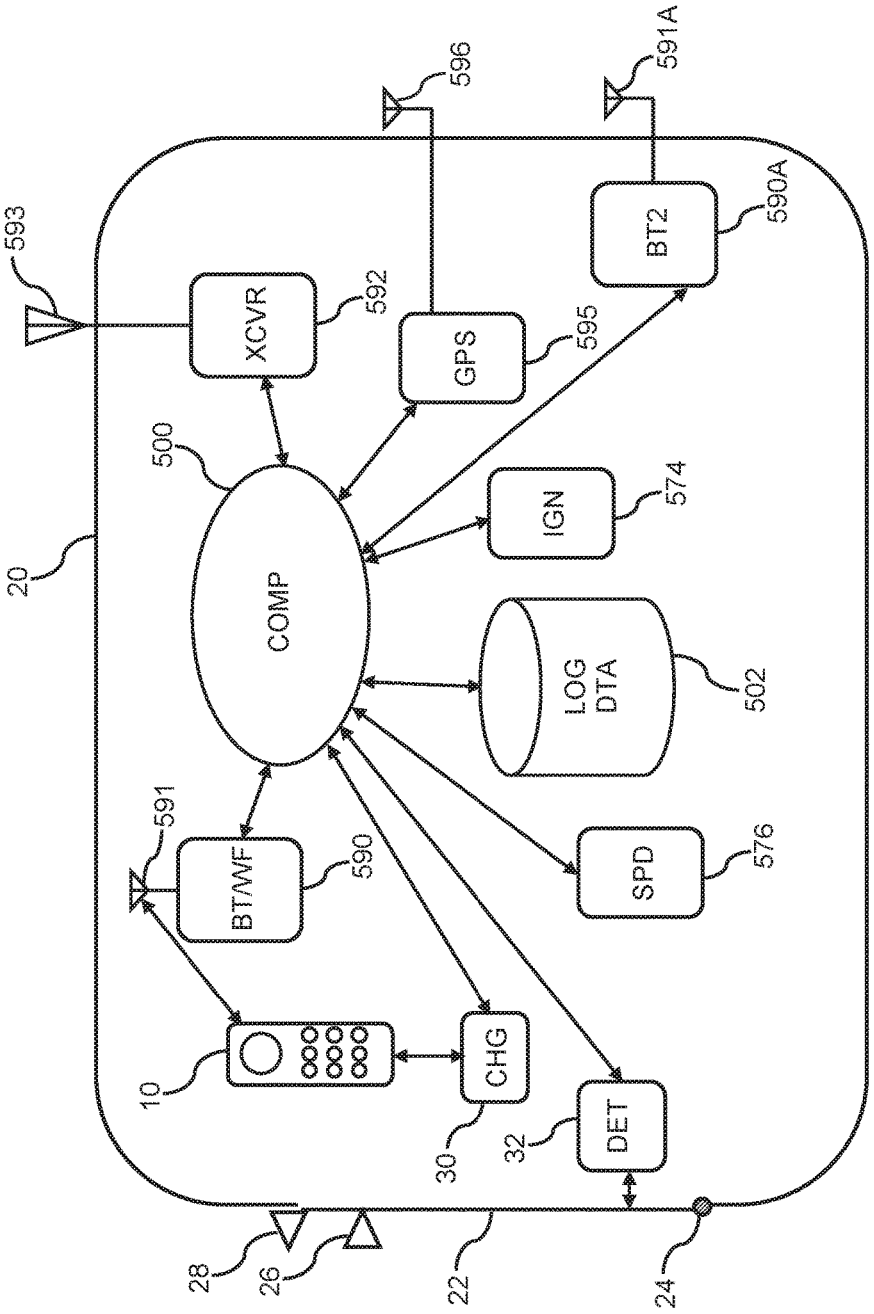
(57) **ABSTRACT**

A system for reducing driving while texting includes a containment vessel with a door. When the door is closed, the containment vessel attenuates cellular radio signals to prevent the user device held there within from communicating with a transceiver that is external to the containment vessel (e.g. Cell Tower). A transceiver having an antenna internal to the containment vessel looks for a 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 and either the door is open or the transceiver of the user device is not detected. The data is reported (e.g. to a parent/guardian).

20 Claims, 7 Drawing Sheets

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591A
593
590A
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XCVR
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595
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COMP
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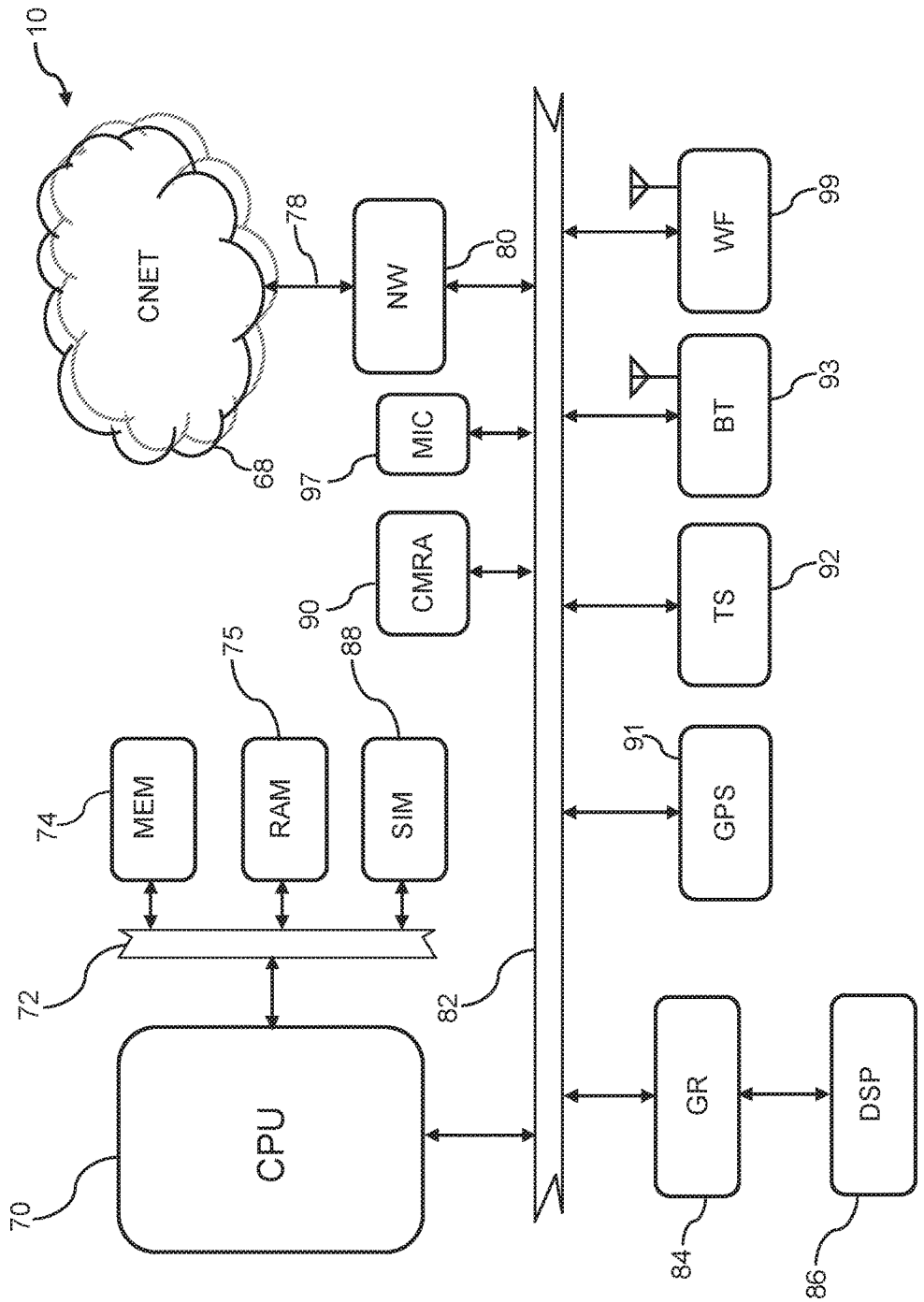
SPD
576
CHG
10
30
32
DET
28
26
22
24

FIG. 1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CNET
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88
MEM
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82
91
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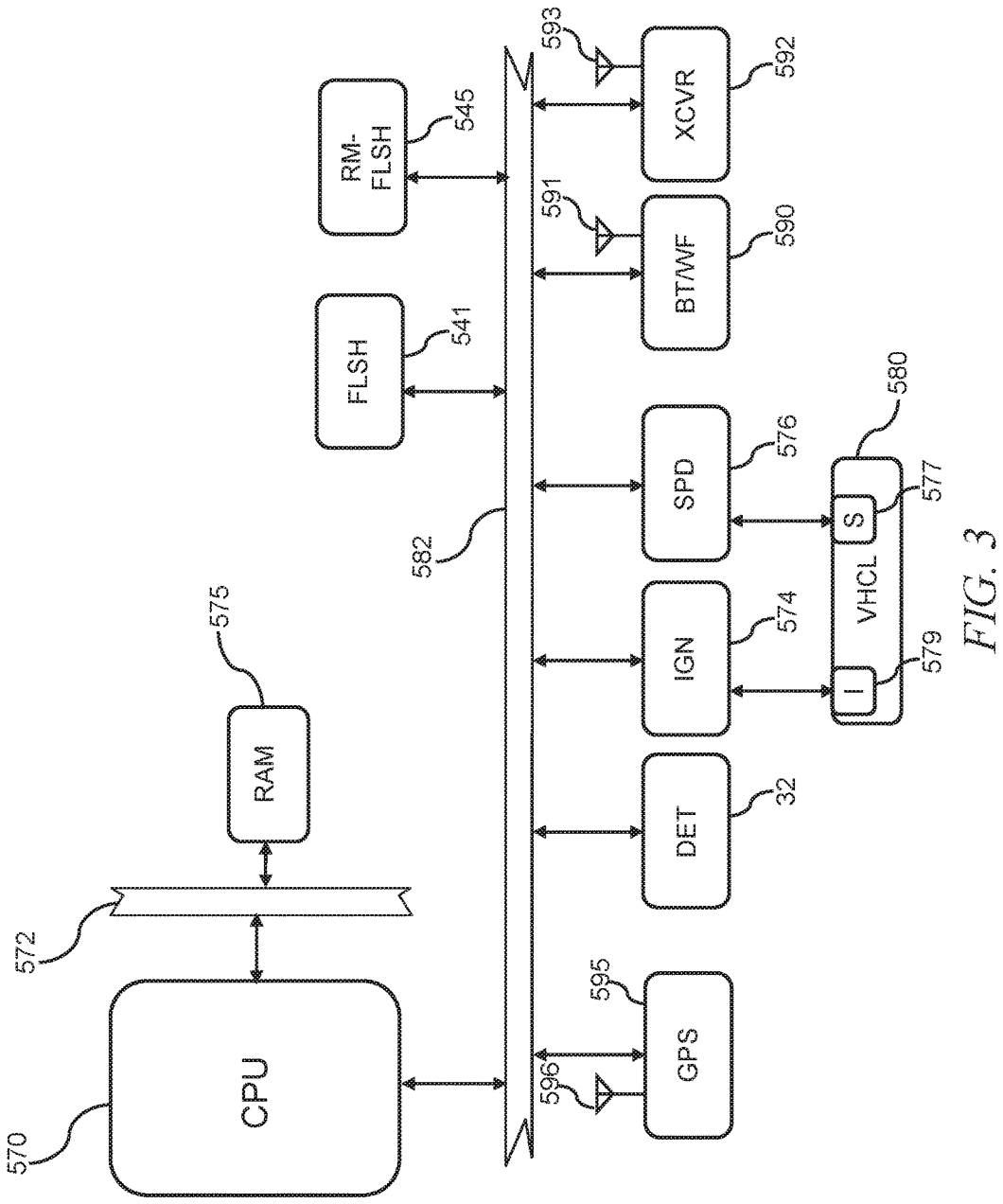
TS
92
BT
93
WF
99
GR
84
DSP
86

FIG. 2


CPU
570
572
RAM
575
582
RM-FLSH
545
FLSH
541
593
XCVR
592
591
BT/WF
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IGN
574
DET
32
595
GPS
596
580
VHCL
S
577
I
579

FIG. 3

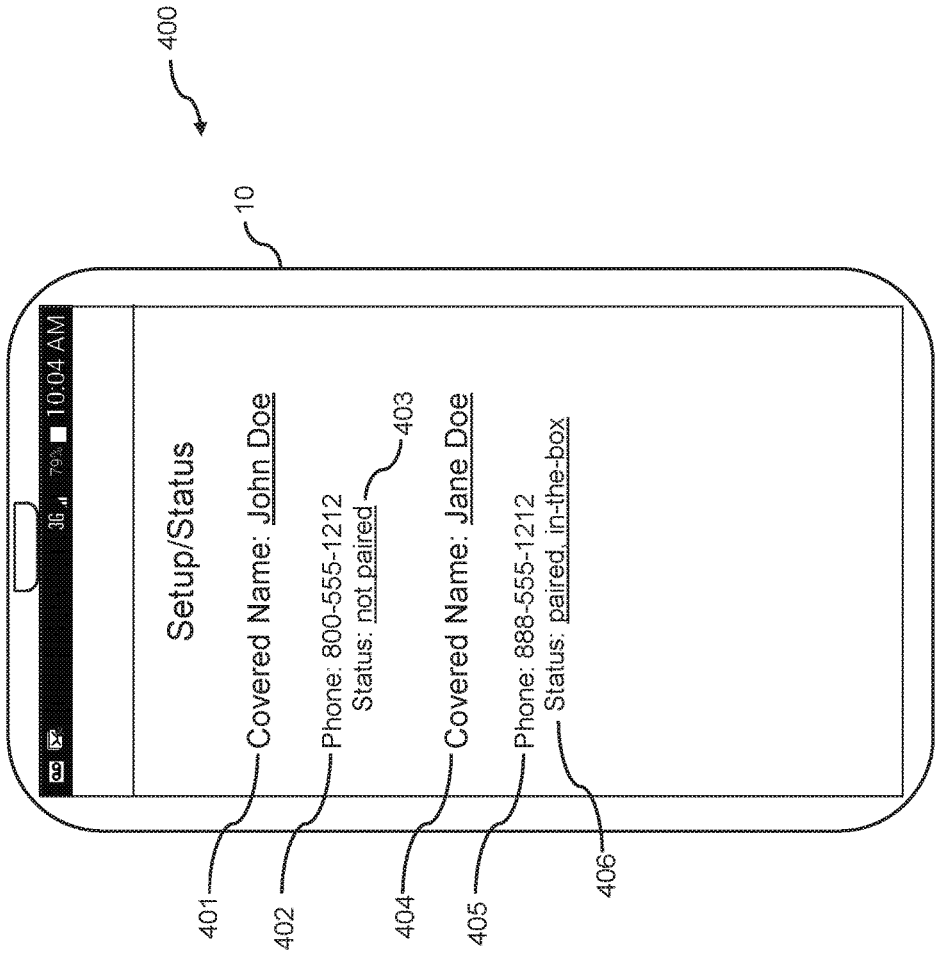

400
10
10:04 AM
79%
Setup/Status
Covered Name: John Doe
Phone: 800-555-1212
Status: not paired
403
Covered Name: Jane Doe
Phone: 888-555-1212
Status: paired, in-the-box
401
402
404
405
406

FIG. 4

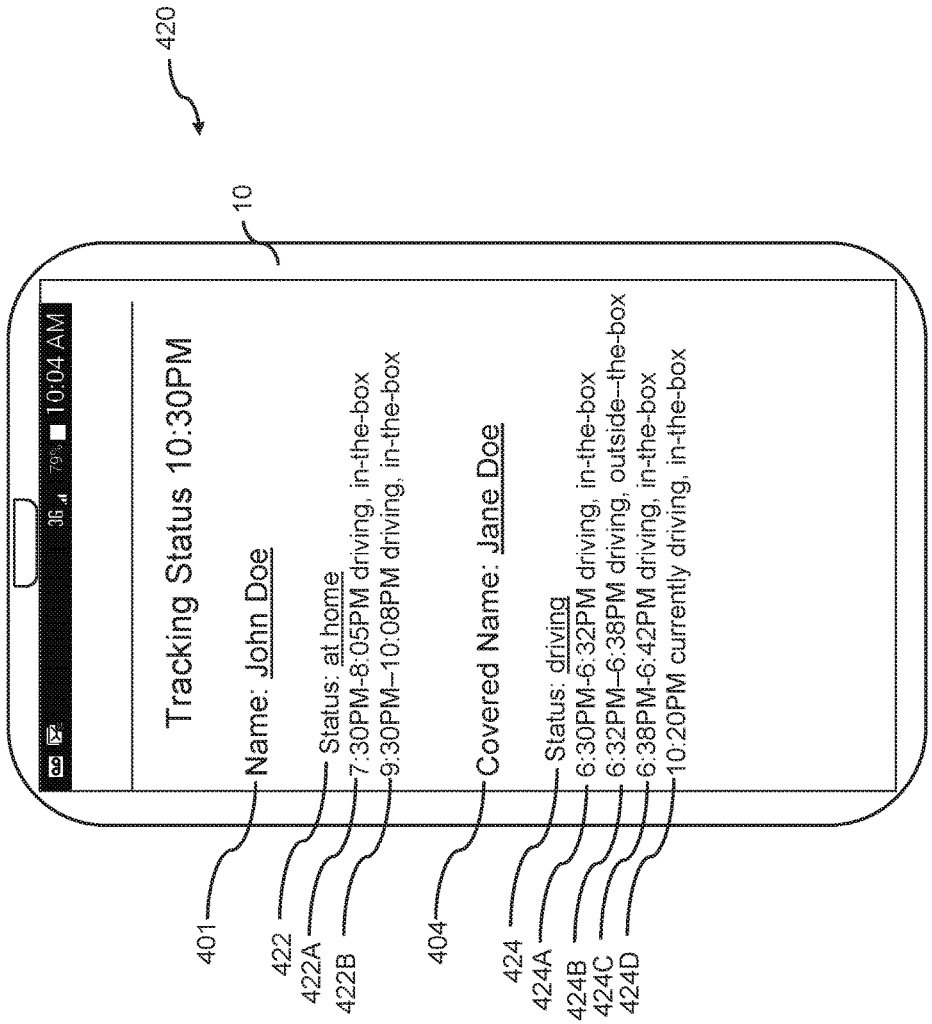

420
10
Tracking Status 10:30PM
Name: John Doe
Status: at home
7:30PM-8:05PM driving, in-the-box
9:30PM–10:08PM driving, in-the-box
Covered Name: Jane Doe
Status: driving
6:30PM-6:32PM driving, in-the-box
6:32PM–6:38PM driving, outside--the-box
6:38PM-6:42PM driving, in-the-box
10:20PM currently driving, in-the-box
401
422
422A
422B
404
424
424A
424B
424C
424D

FIG. 5

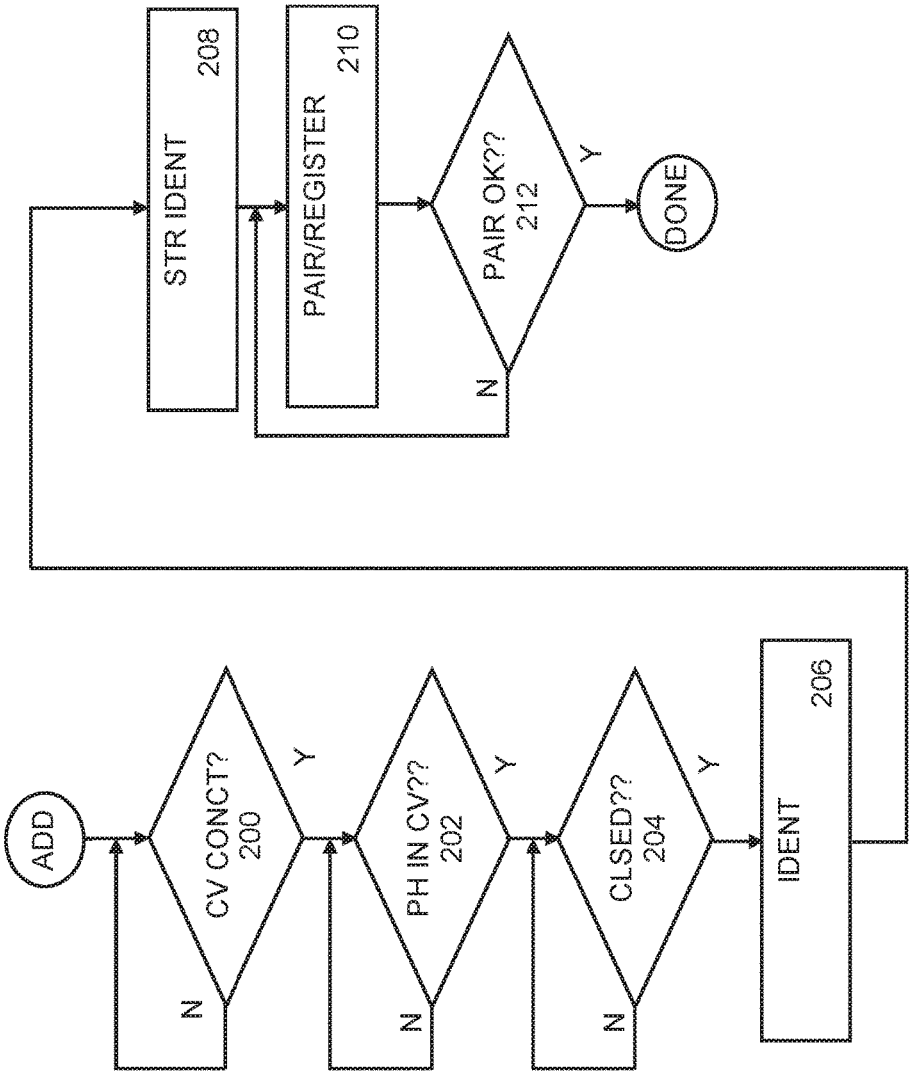
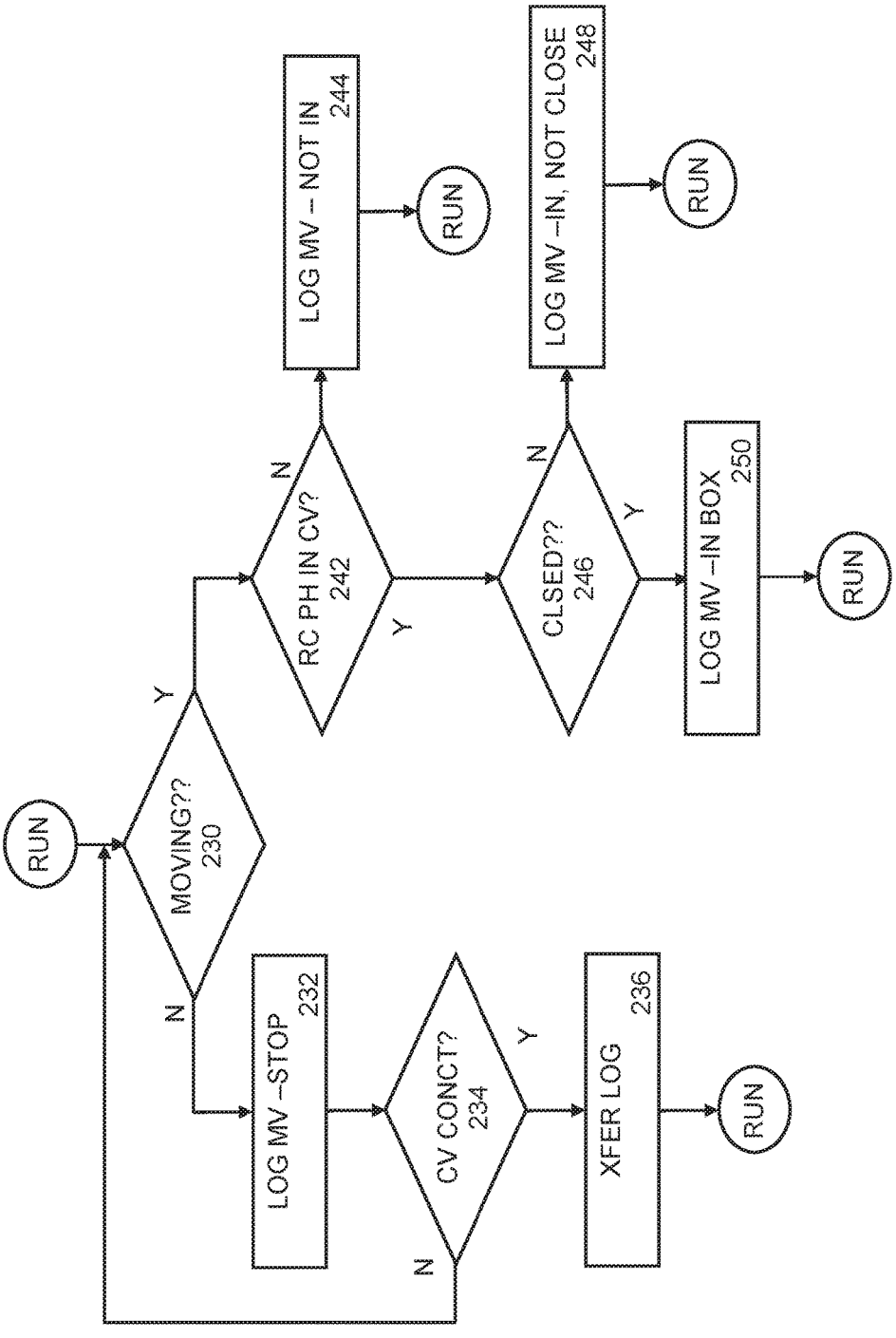

ADD
CV CONCT?
200
Y
N
PH IN CV??
202
Y
N
CLSED??
204
Y
N
IDENT
206
STR IDENT
208
PAIR/REGISTER
210
PAIR OK??
212
Y
N
DONE

FIG. 6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MOVING?? 230
Y
N
RC PH IN CV? 242
N
Y
LOG MV – NOT IN 244
RUN
CLSED?? 246
N
Y
LOG MV –IN, NOT CLOSE 248
RUN
LOG MV –IN BOX 250
RUN
LOG MV –STOP 232
CV CONCT? 234
N
Y
XFER LOG 236
RUN

FIG. 7

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 at least a partial faraday shield. The at least partial faraday shield attenuates at least cellular radio signals to/from a user device, thereby preventing the user device held within the containment vessel from communicating by way of cellular service 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. detection of a registered transceiver such as Bluetooth or WiFi). 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 a registered device (e.g. a device 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 cellular radio signals thereby preventing the user device held within the containment vessel from communicating by way of cellular service to a transceiver that is external to the containment vessel. A transceiver of the system for reducing driving while texting detects a transceiver of the registered device (e.g. 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).

In another embodiment, a system for reducing driving while texting is disclosed including a containment vessel that includes shielding that attenuates cellular radio signals thereby preventing a user device held within the containment vessel from communicating to a cellular radio transceiver that is external to the containment vessel. There is a way to detect the presence of the user device within the containment vessel (e.g. detection of a registered transceiver of the user device such as Bluetooth or WiFi). There is 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 from the containment vessel 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 when the user device is held within a containment vessel while communicating with a radio transceiver the user device to determine that the user device is a registered device (e.g. a device of the user) by way of a unique identification received from the radio transceiver of the user device while 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. The user device has a user device radio frequency transceiver. The containment vessel attenuates cellular radio signals thereby preventing the user device held within the containment vessel from communicating using cellular services. A second radio frequency transceiver of the system for reducing driving while texting searches for a signal from a user device radio frequency transceiver, the presence of the user device within the containment vessel is known when the second radio frequency transceiver receives the signal from the user device radio frequency transceiver and the user device radio frequency transceiver is authenticated as having a pre-registered unique address. A sensor detects when the door is closed and a device detects movement of a vehicle in which the containment vessel is held. At least time periods in which movement is detected and either the door is open or the second transceiver does not receive the signal from the user device radio frequency transceiver or the second radio frequency transceiver does not recognize the pre-registered unique address of the user device radio frequency transceiver are logged and such are reported (e.g. to a parent or 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. Therefore, throughout this document, for clarity reasons, the user is described in the context of a dependent of a parent/guardian, though there are no limitations as to such. For example, it is fully anticipated that the user be a truck driver and the parent/guardian be an employer of the truck driver, whereas the employer of the truck driver wants to be assured that the truck driver is not using a user device (e.g. smartphone **10** of the truck driver) while driving.

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). Note that a true faraday shield blocks out all radio frequency signals, but a partial faraday shield allows low signal levels to enter the containment vessel **20**, but such low signal levels are insufficient to establish contact with the cellular system and cell towers. 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, in some embodiments, attenuation also occurs for radio frequency signals in the Bluetooth radio frequency range so that a smartphone **10** that is outside of the containment vessel **20** cannot communicate with a 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 embodiments, 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 (e.g., a door detect sensor **32**) 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, for example, 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 registered with the system for reducing driving while texting. In such, any unique address of any radio within the smartphone **10** of the driver is recorded by the system for reducing driving while texting and saved. In one example, a MAC address of the Wi-Fi transceiver **99** is used to identify the smartphone **10** of the driver (Wi-Fi transceivers **99** broadcast a unique MAC address when they search for nearby Wi-Fi networks). In another example, a transceiver **590** with antenna **591** of the system for reducing driving while texting is paired with a Bluetooth transceiver of the smartphone **10** that is within the containment vessel **20**, as Bluetooth radios have unique address (every Bluetooth device has a unique 48-bit address, commonly abbreviated BD_ADDR and usually be presented as a 12-digit hexadecimal value). It is anticipated that the parent or other guardian pairs the smartphone **10** of the driver, registers the driver's smartphone **10** with the system for reducing driving while texting as part of the setup and installation procedures. Through this process, when the smartphone **10** of the driver is within the containment vessel **20**, the logic (computer **500**) is informed whether the registered device and/or paired device is within the containment vessel **20**, thereby preventing the driver from placing another device in the containment vessel **20** to thwart detection. 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 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 radio 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 transceiver **590**A with a second antenna **591**A that extends external to the containment vessel **20** is provided for detecting registered devices (e.g. smartphones **10**) that are external to the containment vessel **20**. This is used, for example, to determine that a registered 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 device external to the containment vessel **20**.

In another scenario, the driver forgot to bring their registered device (e.g. forgot their smartphone **10** at home) and, therefore, there is no registered device in the containment vessel **20**, but there is also no registered device within the vehicle **580**. In such, the second transceiver **590**A with a second antenna **591**A that extends external to the containment vessel **20** will not detect the registered device within the vehicle **580** and record such.

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).

In another embodiment, the radio transceiver **592** is a wide-area data transceiver (e.g. a cellular transceiver or a Wi-Fi transceiver that connects to wide-area Wi-Fi networks that are present in many towns and cities). In such, data is simultaneously transferred to the parent/guardian as it is written to the log file **502**, providing immediate notification to the parent/guardian when an infraction occurs.

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 transceiver **590**A includes a second antenna **591**A 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 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 transceiver **590** has the ability to detect and/or 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 eyewear, 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 commands 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 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 transceiver **590** with the 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 such, when connectivity is established, data from the log file **502** is accessible by a device (e.g. computer system) operated by the patent/guardian. In some embodiments, there is no radio 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 some embodiments, the radio transceiver **592** is a wide-area transceiver (e.g. a cellular transceiver) and data regarding operation of the vehicle **580** and usage of the smartphone **10** (or any device) is accessible by a device (e.g. computer system) operated by the patent/guardian.

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 registered/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 registered/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**. In such, at least one unique identifier of the device used by the first user **401** (e.g. smartphone **10**) is captured and associated with the first user **401**, for example a Wi-Fi MAC address or a Bluetooth address.

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 second typical user interface **420** is shown after the parent/guardian device (e.g. smartphone **10**) has received data regarding the users **401**/**404**, either through continuous reception of events sent from the radio transceiver **592** or through reception of the log file **502** either through the radio transceiver **592** or through any known file transfer mechanism (e.g. transfer of removable memory devices).

The first user **401** has a status of "at home" **422** and has two log records **422**A/**422**B 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 **422**A/**422**B 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 **422**A/**422**B 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 **424**A/**424**B/**424**D/**424**E 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 **424**C shows the smartphone **10** of the second user **404** within the containment vessel **20** while driving. The fourth entry **424**D 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 **424**A/**424**B/**424**D/**424**E 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 driver cannot place the smartphone **10** on top of the containment vessel **20**, as the transceiver **590** of the system for reducing driving while texting will not detect radio signals from the smartphone **10** of the driver, 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 device (e.g. smartphone **10**) of the driver is registered or paired with the system for reducing driving while texting through the transceiver **590**. In this way, the driver (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 driver 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 driver is within **202** the containment vessel **20**. Once the smartphone **10** of the driver is within **202** the containment vessel **20**, if is determined if the door **22** of the containment vessel **20** is closed. Once the smartphone **10** of the driver 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 driver) and the identification information is stored **208**. Now registering or pairing **210** of the smartphone **10** of the driver with the system for reducing driving while texting is performed and once registering or 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 receiver **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 radio 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 driver is within **242** the containment vessel **20**. If the smartphone **10** of the driver 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 driver is not in the containment vessel **20**).

If the smartphone **10** of the driver 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 driver 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 driver is not in the containment vessel **20**) and the door **22** is not closed **246**.

If the smartphone **10** of the driver 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 driver is in the containment vessel **20** and the door **22** is closed).

In some embodiments, the system for reducing driving while texting is implemented as part of a vehicle computer system or integrated with the vehicle computer system (not shown) so as to enable features including limiting vehicle speed/acceleration when the driver's smartphone **10** is present in the vehicle **580**, but not secured within the containment vessel **20**.

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 shielding that attenuates cellular radio signals thereby preventing a user device held within the containment vessel from communicating to a cellular radio transceiver that is external to the containment vessel;

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

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 containment vessel includes a door through which the user device is inserted into the containment vessel.

3. The system of claim **2**, further comprising means for detecting that the door is closed.

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

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

6. The system of claim **1**, wherein the means for detecting the user device within the containment vessel comprises a radio transceiver having an antenna operatively coupled thereto whereas the antenna is within the containment vessel

for communicating with a second radio transceiver of the user device that is within the containment vessel.

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 by a containment vessel when the user device is held within the containment vessel;

communicating with a radio frequency transceiver of the user device to determine that the user device is that of the user by way of a unique identification received from the radio frequency transceiver of the user device while 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 before the step of communicating with the radio frequency transceiver of the user device to determine that the user device is that of the user, registering the user device by associating the unique identification of the radio frequency transceiver with the user device.

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. 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 a step of closing a door to close 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 cellular radio signals thereby preventing the user device held within the containment vessel from communicating using cellular services;

a radio frequency transceiver of the system for reducing driving while texting searches for a signal from a user device radio frequency transceiver, the presence of the user device within the containment vessel is known when the system radio frequency transceiver receives the signal from the user device radio frequency transceiver and the signal is authenticated as having a pre-registered unique address;

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 system radio frequency transceiver does not receive the signal from the user device radio frequency transceiver or the system radio frequency transceiver does not recognize the pre-registered unique address of the user device radio frequency transceiver; 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 radio frequency transceiver is a Wi-Fi transceiver and the pre-registered unique address of the user device radio frequency transceiver is a MAC address.

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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