

**From:** DAN [REDACTED]  
**To:** -- City Clerk  
**Subject:** regarding new business and land use, I ask that you review this information  
**Date:** Sunday, July 30, 2023 6:40:05 PM

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To: City Council members

From: Dan Dudley email address [REDACTED]

Good day,

As city council members, working with additional departments and officials, are the ones who make decisions regarding new business and land use, I ask that you review this information

and for your opinion if this service would benefit your constituents.

I filed a patent with the title of -Providing a Mobile Service For Charging The Batteries of Electric Vehicles- on 05/14/2021 with USPTO confirmation No. 6207, as I believe that adding this mobile service would have a positive impact, and promote the ownership and future sales of electric vehicles.

Even after the years it may take to install as many public stationary EV charging stations as there are gas stations, and the goal of having some available every 50 miles on interstate highways, this Mobil EV Charging Service could continue to provide a major contribution, as many may either be full charging other EV's with owners having to wait to plug in, or not all charging ports operating for need of repair.

Persons with Electric Vehicles would have the convenience of ordering this service to be delivered to their vehicle while at a restaurant, theater, the office, a hotel or apartment or home without any Electric Vehicle Charging ports.

How many parents knowing that their daughters or sons who may drive electric vehicles, learn of their vehicles only having a partial charge and without access to a charging port, need to make an overnight trip. These parents would have the opportunity to order this Mobile Charging service so they would not need to stop in the middle of the night to recharge by themselves at a public charging station.

I recently received a notice from a USPTO Examiner that my claim was rejected as

being clearly anticipated by Kamen et al US PGPUB 2011/0025267 – (USPTO approved Patent No. 12/847,354) Regarding claim 1, Kamen discloses a mobile electric charging service [figs. 1-2 & 5; par. 33; a charging vehicle 104 can charge another vehicle 102, thus a “mobile electric charging service”]

This Patent No. 12/847,354 also includes [0029] A "charging device" or "charging station" may be stationary, parked, mobile (such as a portable trailer or a pod), “the charging vehicle 104 may include any power source, including but not limited to, any external or internal combustion generator, solar panels or fuel cells.”

Mr. Kamen and additional listed patent holders have the option of applying these mobile charging applications themselves, to come to agreements with others to provide the customer service and additional infrastructure and battery systems, or for the reassignment and transfer of ownership of this patent.

I have been in contact and sending information and suggestions to holders of Patent Number - 12/847,354 via <http://www.dekaresearch.com/contact-us/#1470173215984-9d6b4822-ce42>

And US mail to Correspondence address - DEKA Research & Development Corp.

340 Commercial Street Manchester, NH. 03101 603.669.5139, also to the auto manufactures of electric vehicles, including Ford, General Motors, Tesla, Rivian, Fisker, Toyota, Nissan, Hyundai, Kia, BMW and Audi.

This patent holder could choose to apply any of the specific methods and systems of charging electric vehicles. This may include a large capacity battery with the capability of charging an electric vehicle (similar to the Tesla Powerwall) manufactured with the North American Charging Standard (NACS) connectors and adapters for Combined Charging System (CCS-1) connector.

These large capacity battery systems could then be retrofitted to any of the existing roadside assistance fleet of vehicles (similar to AAA roadside assistance).

In the potential for additional mobile EV charging capability, the trailer or pod detailed in patent No. 12/847,354 could be designed and manufactured to include any type of battery with the self-contained charging capability and connectors, then possibility using the ridesharing business model similar to Lift and Uber, hire, and dispatch these independent contractors in any of their personal vehicles that have towing capabilities.

In the rural areas of your state, these independent contractors who would like the job opportunity to provide this mobile EV charging service may have the space available

to store these trailers or pods, and recharge them by plugging into their home electrical power supply. This could also be accomplished in using solar panels installed on top of these self-contained chargers, and perhaps adding additional recharging capacity to these units using portable ground placed solar panels.

In your city where any potential independent contractors may not have this space, I ask if you would consider to begin to locate state, city, or privately owned property that could be used for the staging, storing and recharging area for these EV charging portable trailers or pods, which could also include overhead coverings, or rooftop solar panels installed and used as a source for this mobile EV recharging capacity, saving your state power grid supply.

If you agree that this would benefit your constituents to have the option of using this service, and all the all the additional new job opportunities it will provide, I ask that you forward this to Tesla and/or any additional auto manufacturing companies, to send proposals to provide the customer service, additional infrastructure and battery systems for this.

All city council members may consider that if you are willing to agree to show a commitment to

the potential of approving the property for this staging and storage, with the overhead covering or rooftop solar panels to be used as a source for the recharging of these mobile EV battery systems, that every auto manufacture that sells electric vehicles in this country may also agree to commit to reallocate the portion of their battery manufacturing capacity to the designs for “a mobile electric charging service” that are detailed in this USPTO approved Patent No. 12/847,354 by Kamen et al US PGPUB 2011/0025267.

Best regards,

Dan Dudley