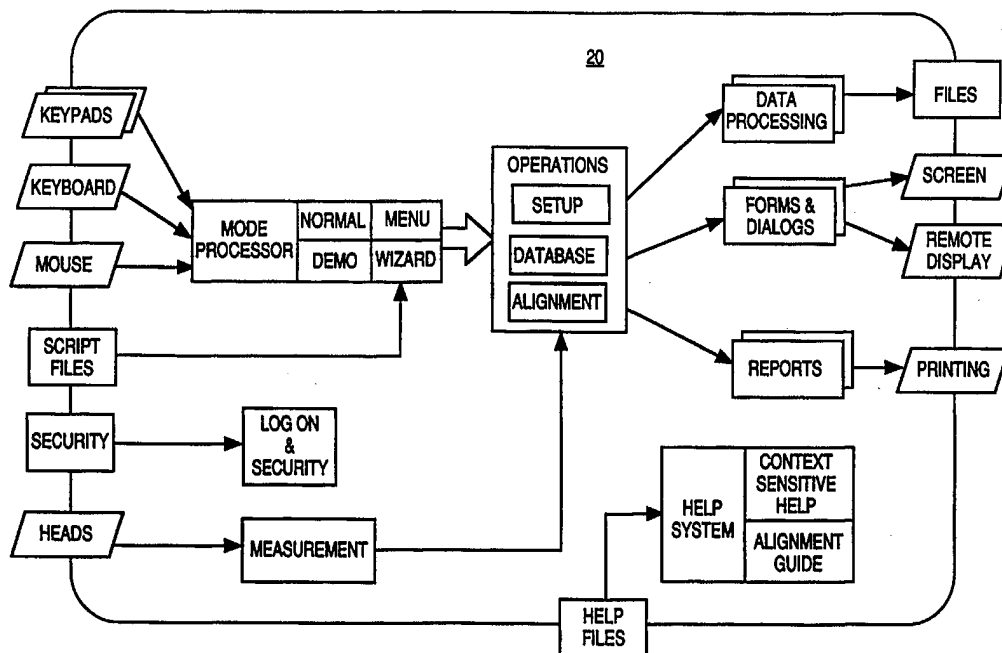




INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

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(21) International Application Number: PCT/US98/10110 (22) International Filing Date: 15 May 1998 (15.05.98) (30) Priority Data: 08/857,725 16 May 1997 (16.05.97) US (71) Applicant: SNAP-ON TECHNOLOGIES, INC. [US/US]; 420 Barclay Boulevard, Lincolnshire, IL 60069 (US). (72) Inventors: DE BELLEFEUILLE, Jean; RR#5, Box 2515, Brunswick, ME 04011 (US). ROGERS, Steven, Wade; 2210 Remington Road, Conway, AR 72032 (US). GILL, George, Michael; 27 Stump Street, Vilonia, AR 72173 (US). KLING, Michael, John, III; 10 Fontenay Circle, Little Rock, AR 72211 (US). BAIRD, Michael, Lloyd; 891 Terrace Drive, Los Altos, CA 94024 (US). CASBY, Alan, David; 1634 Greenwood Circle, Conway, AR 72032 (US). O'MAHONY, Patrick, B.; 12 Ashton Park, Blackrock Road, Cork City (IE). BRENNAN, John, C.; 34 Bridgewater, Carrigrohane (IE). ZHENG, Ju; 1701 N. Bryant Street, No. 58, Little Rock, AR 72207 (US). SANDUSKY, Gary, L.; 1243 Chandler Circle, Prosper, TX 75078 (US). (74) Agent: CRUZ, Lawrence; Niro, Scavone, Haller & Niro, Suite 4600, 181 W. Madison, Chicago, IL 60602 (US).			(81) Designated States: AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, CA, CH, CN, CU, CZ, DE, DK, EE, ES, FI, GB, GE, GH, GM, GW, HU, ID, IL, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MD, MG, MK, MN, MW, MX, NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI, SK, SL, TJ, TM, TR, TT, UA, UG, UZ, VN, YU, ZW, ARIPO patent (GH, GM, KE, LS, MW, SD, SZ, UG, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, ML, MR, NE, SN, TD, TG). Published <i>With international search report.</i>

(54) Title: IMPROVED COMPUTERIZED AUTOMOTIVE SERVICE SYSTEM



(57) Abstract

The present invention is directed to an apparatus and method for the exchange and sharing of information on the Internet. A vehicle service system (20) for measuring vehicle characteristics and for providing output relating to the characteristic which includes a control means for providing operating instructions and for receiving data, a vehicle characteristic measuring means adapted to communicate with the control means, an access means for accessing remotely, comprising hypertext transmission protocol, located computers enabling transfer of information and executable signals between the control means and at least one of the remotely located computers.

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IMPROVED COMPUTERIZED AUTOMOTIVE SERVICE SYSTEM

BACKGROUND AND SUMMARY OF THE INVENTION

Computerized automotive service and diagnostic equipment systems for measuring or testing various parameters and for providing maintenance or repair procedure instructions to an operator are generally known. Such systems utilize a central control processor and various data input and storage means including, for example, vehicle-mounted instrument sensors, manual data input consoles, and electronically-stored databases.

Systems that utilize vehicle-mounted instruments enable sensors or measuring devices in the instruments to provide measurement signals to a central processor for comparison with data or computation of vehicle conditions. In addition to providing input or measured data, vehicle-mounted sensors enable live or real-time monitoring of various conditions.

Measured data and operator-input data provided through, for example, a keyboard or similar means, can be compared to pre-stored data or parameters calculated from one or more of pre-stored data, measured data, or user-input data. Data and computed or measured results can be compared to known, pre-stored data for specific makes and models of vehicles or parts to identify conditions or to diagnose problems. Possible problems and conditions are pre-stored in the memory of the computer and are displayed or presented to the operator via a display screen or printer.

In addition, such systems can include step-by-step adjustment or repair procedure instructions displayed in response to measured or input data in order to guide an operator or technician through an adjustment or repair procedure.

The present invention relates to computerized vehicle servicing and diagnostic systems and, more particularly, to such systems that communicate with or access remotely located computers ^{over} via the Internet, that have pre-stored data or that utilize pre-stored data and parameters. A further aspect of the invention relates to utilizing the same to access remotely located computers that are interfaced with other equipment or human operators for real-time or frequently updated information.

The present invention is directed to an apparatus and method for the exchange and sharing of information on the Internet. The popularity of the Internet has promoted development of improved standards in communication technology. One such standard is "HTTP" or Hypertext Transmission Protocol. HTTP is the underlying protocol that allows information to flow through the World Wide Web of the Internet. Specifically, http allows the transfer of information between dissimilar types of computers, enabling any computer system that can process HTTP to communicate with any computer in the world that can also process HTTP, regardless of the specific computer architecture (PC, Apple, RISC, etc.), operating system (MS-DOS, Windows 95, Windows NT, Unix, etc.), or spoken language. By using HTTP equipment and inventory systems at different locations around the world can use common information databases and exchange information or share data easily. Furthermore, individuals at remote locations can communicate in real time with or direct the operations of a computer control located at a repair or service site.

The most notable characteristic of the Internet in current times is that it easily enables information to be requested and retrieved from virtually anywhere. Once a user has installed a Web browser on his computer and is connected to the Internet through an Internet service provider (ISP) he can access a Web page from any World Wide Web (WWW) server throughout the world. There is no need for special configuration or compatibility requirements because of the universal nature of the communication standards. The ability to access a select, remote location for data or programs alleviates problems associated with long development cycles for custom software, cumbersome integration of multiple service applications on a single computer, periodic updates involving CD-ROM or floppy discs, and remote diagnostic software written as an addition to the standard application but not integrated.

U.S. Patent number 4,404,639, issued on September 13, 1983, prior to the emergence of the Internet and the World Wide Web, is directed to a communicating network of computers stationed at various service agencies and sharing various databases in order to provide service agencies with up to date data maintained in a central location. Such a network, however, is limited to users having dedicated computers and common or compatible interface hardware and software.

Another aspect of the present invention is directed to the software and manual methods for managing textual phrases used in the vehicle equipment system of the present invention, hereafter referred to as the International Language Management (ILM) system. The software extracts phrases and builds a database of the phrases, provides an editing page where target phrases for various languages may be edited for minor correction, and generates target resource files for compilation into dynamic libraries that

are used by the vehicle service system to operate in any of the various language provided within the system.

A further aspect of the invention relates to implementing 32-bit software in the present invention vehicle service system for improved overall performance and compatibility with the latest developments in computer technology. In particular, the preferred embodiment of the invention utilizes Microsoft's new 32-bit Windows™ application.

Yet a further aspect of the invention is directed to a novel, flexible navigation control that allows the ability to facilitate process selection for the user so that the user may run the system from either random access or sequential progression. The required processes sometimes need to be activated individually and at other times need to follow a pre-determined sequential progression. In the past, the pre-determined sequence was hard-coded into the software and the end user could not alter it or could only alter it minimally. The present system provides a navigational framework with two modules, the Menu Mode (random) and the Wizard Mode (sequential). The Menu Mode provides direct access to any required process and Wizard Mode provides a flexible control of the process sequences and allows for user modification.

Another aspect of the present invention vehicle service system is the enhanced display of both a live gauge and pre-stored adjustment instructions for the operator or technician to simultaneously monitor measured data and perform adjustment or servicing steps on a vehicle either directly or through specialized equipment.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic of the vehicle service system of the present invention.

FIG.2 is a schematic of the language management feature of the present invention vehicle service system.

FIG.3 is a schematic of the navigation framework with process sequence control for the present invention vehicle service system.

FIG.4 is a schematic of the wizard setup process sequence control mode of the present invention vehicle service system.

FIG.5 is a display screen showing simultaneous display of both a measuring gauge and an adjustment procedure illustration.

DESCRIPTION OF THE PREFERRED EMBODIMENT

The preferred embodiment of the present invention is directed to performance enhancements for computerized measuring and servicing systems for machinery, such as those disclosed in U.S. Patent number 4,383,370 and 5,208,646 which are both incorporated by reference herein.

Integration of an Automotive Service System Based on HyperText Transmission Protocol

With reference to the preferred embodiments, a transmission control protocol (TCP) or an Internet Protocol (IP), collectively referred to as "TCP/IP," refer to

a set of protocols for network operations that provide for communication between interconnected networks or computers having diverse hardware architectures and various operating systems. TCP/IP is a lower level protocol that communicates with a network card driver. The network card driver in turn communicates with the network hardware or physical layer of the protocol stack. TCP/IP supplies the source and destination address of the data. File Transfer Protocol (FTP) is an older protocol used for transferring files between different computers.

The underlying protocol that is used by clients and servers to communicate on the World Wide Web (WWW) is Hypertext Transmission Protocol (HTTP). HTTP has generally superseded FTP, which is characterized by a required logon to the remote computer and the ability to browse directories and two-way file transfer. HTTP is an application-level protocol for distributed, collaborative, hypermedia information systems. It is a generic and object-oriented protocol characterized by the typing and negotiation of data representation, allowing systems to be built independently of data being transferred. A simple markup language used to create hypertext documents that are portable from one platform to another is Hypertext Markup Language (HTML). HTML files are simple ASCII text files with codes embedded to indicate formatting and hypertext links.

The World Wide Web (WWW) has become synonymous with the Internet. The WWW, however, began as an information network project by Tim Berners-Lee at the European Laboratory for Particle Physics (CERN). The WWW refers to the software, protocols, conventions, and information that enable hypertext and multimedia publishing of resources on different computers around the world. HTML is the formatting language used for documents on the WWW. The WWW can be "surfing" or browsed using a Web

browser, which is a software program that retrieves a document from a Web server, interprets HTML codes, and displays the document to the user. A document on the WWW is referred to as a Web page. A Web server is a computer equipped with the server software necessary to respond to HTTP requests, such as a request from a Web browser.

Web pages are typically constructed and stored as static files and served to a Web browser upon demand. In this case the content of the Web page cannot change as the result of any action from the Web browser. A request can be sent from the Web browser to the Web server to execute a (Common Gateway Interface) CGI script file. A CGI script is a custom program that will perform a function if executed and provided with necessary information. One example of how CGI scripts are currently used is when a CGI script enables a user to construct a Web page by passing information to the Web server. Another example is the use of CGI scripts to produce a counter for tracking the number of visits by Web browsers to a Web page. CGI scripts are separately executable files and are not part of the Web server software. They run as separate programs in a different address space from the Web server software.

A system of the present invention is specifically directed to an embodiment featuring a non-dedicated vehicle service console system. The system features the utilization of a single computer to host more than one service system such as, for example, a combination wheel aligner and engine analyzer. Such a combined system technically requires independent programs and independent sets of service hardware to accommodate the two functions, while sharing a common PC. While it is technically possible to design the systems to co-exist, they cannot be truly integrated.

Under the present invention, the aligner system comprises a collection of vehicle sensors and a Web server. The Web server maintains, for example, areas for storing data relating to the customer, the vehicle type, and vehicle problem information. The Web server would also maintain an area dedicated to alignment procedures, specific to both the vehicle and to the equipment for performing the alignment procedure.

The alignment procedures in the system (10) of the present invention are constructed under a group of compatible communication tools, such as Microsoft ActiveX™ technology as shown in FIG.1. The alignment procedures utilize ActiveX™ components and controls and are located on ActiveX™ server pages. Preferably the sensors are configured to communicate on an internal shop network or Intranet. Data from the sensors is transferred to the Web server with direct communication between the ActiveX™ controls in the server pages and in the sensor subsystems. Such direct communication is accomplished through an object communication standard such as, for example, the Distributed Component Object Model (DCOM) (12) from Microsoft Corporation, enabling software on one computer to work with software on another computer. Thus, the Web server running the ActiveX™ server pages for the aligner, for example, will run even if the vehicle sensors are not directly attached to the server computer.

International Language Management for Vehicle Service System

Another aspect of the present invention is directed to the software and manual methods for managing textual phrases used in the vehicle equipment system of the

present invention, hereafter referred to as the International Language Management (ILM) system (14), as illustrated in FIG.2. The software extracts phrases and builds a database (16) of the phrases, provides an editing page where target phrases for various languages may be edited for minor correction, and generates target resource files (18) for compilation into dynamic libraries that are used by the vehicle service system to operate in any of the various language provided within the system. The method steps to complete the management cycle comprise identifying the master English language phrase file, establishing sub-projects in the development system for the target languages, and building target resource files into the dynamic libraries. The vehicle service system uses the dynamic libraries by building an index and presenting the list to the user for selection upon demand. Synchronization of the languages is facilitated when changes to the master phrase file occur, whereby the target language phrases are inserted during editing, and the target phrase file and dynamic libraries are regenerated.

The ILM system software conforms to the design guidelines as set forth in Microsoft Corporation's Visual C++ development environment for 32-Bit Windows™ software. It uses a Microsoft database system which allows the use of the database management program ACCESS™ to selectively inspect and edit the phrases. The software can be implemented in a dialog-based user interface, or in a multi- or single-document application. The software is capable of using other platforms such as MacIntosh or UNIX. The preferred embodiment executes on Windows-95™ or WindowsNT™, and is a 32-bit application.

The software manages a variety of international languages through its capability to decode and display the various languages required for the vehicle service system,

including, but not limited to, all European single-byte languages based on ISO-Latin I and ISO-Latin II; Cyrillic, Greek, Hebrew and Arabic; Chinese, Japanese, Korean and Thai. The software is capable of processing Unicode if desired.

The advantages of the present invention ILM system include the ability to display the various languages without requiring a localized version of Windows™. Management required to ensure that phrase duplication in the vehicle service system is eliminated is minimal. The synchronization of languages is simplified into a three-step method of database generation and extension, phrase resource generation, and dynamic library generation.

32-Bit Software for Vehicle Service System

Another aspect of the invention relates to implementing 32-bit software in the present invention vehicle service system. In particular, the preferred embodiment of the invention utilizes Microsoft's new 32-bit Windows™ application.

Current vehicle service equipment is designed to run on the DOS platform as 16-bit applications. These 16-bit applications do not take advantage of the 32-bit architecture of the latest CPU chips, such as the 486 or the PENTIUM, and the 32-bit architecture of Windows95™ and WindowsNT™. By using the latest software tools and software design methods, vehicle service equipment applications can be improved in the following ways. For example, 32-bit applications provide an inherent speed advantage over 16-bit applications. The software executes faster on the CPU. Various functions such as integer arithmetic, function calls, and huge array access are executed more

rapidly. As 32-bit systems are marketed more heavily, older 16-bit systems will receive less product support.

The vehicle service system in the preferred embodiment of the present invention is programmed to support the WIN32® application programming interface (API). This is in the form of an executable file generated with a 32-bit application generator (compiler) which generates an executable file of the Portable Executable format. The Microsoft Visual C++ compiler (version 2.0 or later), Microsoft's Visual Basic, Borland Delphi and other 32-bit application generators can be used. The vehicle service system utilizes Microsoft Foundation Classes (MFC) to reduce development time. These classes provide easier implementation of the graphical user interface (GUI), data access, and general operating system interfaces. By using these pre-programmed controls less human effort is required to produce a well-functioning and marketable vehicle service system. Time from design to market is reduced as well, providing a competitive edge. The use of object-oriented technology and language, such as Visual C++, enhances the ability of the software to be maintained and extended.

The system of the present invention uses 32-bit Dynamic Link Libraries (DLL), which reduces memory requirements. These DLLs allow multiple applications to use the same procedure. If running the WindowsNT™ operating system it may run on Intel, MIPS, Alpha, and PowerPC processors. Currently, only Intel is supported for Windows95™. Because of the object-oriented nature of the system of the present invention, porting to other platforms (i.e., UNIX, XENIX, MacOS, etc) may be accomplished in a practical manner. The system of the present invention uses 32-bit Windows graphical user interface metrics wherever appropriate. This allows the system

to be set up to accommodate individual operator preferences. The system further utilizes a DCOM OLE 2.0 container and/or object server to allow the user to drag objects between the system and other windows applications. Because the system supports the Universal Naming Convention (UNC), UNC paths allow logical connections to network devices without the need to specifically reference a network drive letter enabling easy file access across network connections.

In the system of the present invention windows device drivers connect the application layer to the hardware layer of the system via a device independent API. Such a driver device can be, for example, a Virtual Device Driver (VxD) for Windows95™. A kernel mode driver can be utilized with WindowsNT™. With the introduction of Microsoft's Windows Driver Model (WDM) one driver will be able to work for WindowsNT™, Windows95™ or perhaps the latest Microsoft Windows™ product. The advantage of this architecture is that the application layer does not have to change because of underlying hardware changes. Only the device driver will need to be changed to support the new hardware. The device driver provides the same API regardless of hardware type allowing easier changing and interfacing to the present invention system instrument sensor units. Available device driver kits such as those available from Vireo Software can make driver implementation simpler.

The system of the present invention utilizes multitasking in the form of multiple processes and multithreaded code. A process is an executing application that consists of a private virtual address space, code, data and other operating system resources, such as files, pipes and synchronization objects that are visible to the process. A process contains one or more threads that run in the context of the process. A thread is the basic entity to

which the operating system allocates CPU time. A thread can execute any part of the application code, including a part simultaneously being executed by another thread. All threads of a process share the virtual address space, global variable and operating system resources of the process. This mechanism creates the effect of simultaneous execution of various parts of the program. The applications are object-oriented and event driven. The multitasking techniques manage multiple activities such as simultaneous sensor communications, user inputs, data manipulations, program state management, and complex visual controls. The advantage of this technique is to handle multiple inputs concurrently providing real time instrumentation. The programs are more efficient and faster by distributing tasks among multiple threads for independent processing.

With the improved 32-bit performance characteristics of the vehicle service system of the present invention, a variety of simultaneous program actions and displays can be achieved. One example is the simultaneous display of both data, such as live measurement gauge readouts (22), and procedural instructions (24), such as adjustment steps, as illustrated in FIG.5. In prior known systems and operator had to memorize adjustment instructions or toggle out of a measurement read-out mode to view such instructions while servicing a vehicle. The improvement of the present invention enables both to be viewed simultaneously by combining the instruction screen with the measurement screen. The instruction screen may display still illustrations, video, audio, text, or any combination thereof.

Installing and Uninstalling the 32-bit Software

The installation and uninstallation features of the present invention vehicle service system and file integrity checking capability will now be explained.

WindowsNT™ and Windows95™ application software installation is very complex. Among the complexities are the need for components such as DLLs and ActiveX controls to be registered in the operating directory. When multiple applications share resources like DLLs, the registry must be updated to show multiple resource usage so tat when an application is deleted the resource is not removed. ActiveX controls used by the application must be registered in the registry. Means must be provided for the installer to be launched through the ADD/ REMOVE program from the Windows Control Panel. When installing the software the user privilege level must be monitored. The installation processes can be simplified such that a non-skilled person can install vehicle service system software, as described below.

The system of the present invention uses an installer routine to install the software into the desired computer environment. The installer is a graphical setup program which automatically leads the user through the installation process. The installer copies all necessary files from the distribution media onto the desired computer's environment. The installer makes configuration changes, such as registry changes, automatically. The installer installs and registers all required components such as DLLs, ActiveX components, etc. The installer provides means for the software to be installed with the ADD/ REMOVE program from within the Windows™ Control Panel. The installer makes use of the operating system's registry to register installed components. The main

advantage of the automated installer is that it allows users to self-install the system's software, rather than having an expert technician install the software.

The installer described herein executes in a 32-bit Microsoft Windows™ environment and takes advantage of the CD-ROM autoplay features of Windows95™ and WindowsNT™. When the distribution CD is placed in the CD-ROM drive, the installer routine is automatically prompted for execution. This is accomplished by placing the "AUTORUN.INF" file on the root directory of the CD, which has instructions to execute when the CD is inserted. The AUTORUN.INF file contains the following contents for automatically starting the setup routine.

```
[autorun]
```

```
open=setup
```

Implementation of the installer can be accomplished by programming in any language, as the program takes advantage of the operating system's application programming interface to accomplish these tasks. This would be time-consuming and would require extensive maintenance as each version of the software is released. A more efficient way to achieve the same effect is to use InstallShield Corporation's product InstallShield™ which visually guides a user through the setup process. The user selects files, DLLs, registry entries, etc. to be installed into the computer's environment. The tool kit then makes an image of the distribution media that is required for installation, which is copied on to the distribution media.

The system of the present invention users a fully automatic uninstaller routine that removes program files, folders and registry entries from the installed environment, except for data files and resources used by other programs. The uninstaller also removes itself.

The uninstaller enables an unskilled operator to remove the system's software without inadvertently removing the wrong files and thereby affecting the other Windows™ applications.

Maintaining installed file integrity is accomplished by installing a file integrity check tool. Since software installed on a hard disk drive is subject to damage by magnetic fields. The file integrity check software will make a record of the installed files consisting of file size, file date, file checksum (addition of all the bytes in the file), CRC (Cyclic Redundancy Check) and similar means of recording file characteristics. The record is saved on a target installation device and backed up on a removable media device. The file integrity check software will use the recorded information to check the integrity of each file. It can be run as a diagnostic tool whenever there is a problem with the installed software, each time the system is started, or any time it is desired.

Navigational Framework with Process Sequence Control System for 32-Bit Vehicle Service System

Another feature of the present invention system is a flexible navigation control (20), as shown in FIG.3, that allows the ability to facilitate process selection for the user so that the user may run the system from either random access or sequential progression. The required processes sometimes need to be activated individually and at other times need to follow a pre-determined sequential progression. In the past, the pre-determined sequence was hard-coded into the software and the end user could not alter it or could only alter it minimally. The present system provides a navigational framework with two

modules, the Menu Mode (random) and the Wizard Mode (sequential). The Menu Mode provides direct access to any required process and Wizard Mode provides a flexible control of the process sequences and allows for user modification.

The navigational feature is implemented using C++ programming language following object-oriented design/ programming (OOD/OOP) methods. This technology allows each process to be defined and implemented individually and used as needed in the overall system. Each process is encapsulated and self-contained and can be controlled from the program navigational framework. Navigation is accomplished through a hierarchical menu system using the pointing device, standard keyboard inputs or special keypads. The operator can perform any service process at any time at will. Selections will be restricted only if the operation would produce an inaccurate result.

The Wizard Mode, an example of which is illustrated in FIG. 4, is a sequential procedure and is determined by a script or object file. It guides the operator through a vehicle service operation step-by-step. A system can have any number of Wizard procedures. Wizard procedures can be pre-selected, selected by preferences, selected by the operator, keyed to a particular vehicle, keyed to the operator, or any combination of the preceding. Once a Wizard mode is invoked, the steps are determined by the Wizard and the operator input for each step. The Wizard mode enables novice operators to take required steps. The operator can move through a procedure with a minimum of keystrokes, go back and repeat a step, skip a step or abort a procedure. When the Wizard procedure is completed it records the results and returns to the normal operation menu.

A separate Wizard Editor program is used to create and edit the Wizard files. This program provides an easy to use graphical interface with the facility to create, edit,

save and view the Wizard files. The operator can select from all available vehicle service equipment processes and insert them into a desired sequence. An end user or service provider can customize the Wizard's step properties for specific conditions.

While the preferred embodiments of the present invention have been herein disclosed and described, it is realized that various modifications can be made to the presently disclosed embodiments without departing from the essence of the presently claimed invention.

WE CLAIM:

- 1) A vehicle service system for measuring vehicle characteristics and for providing output relating to said characteristics comprising
 - control means for providing operating instructions and for receiving data;
 - vehicle characteristic measuring means adapted to communicate with said control means;
 - access means for accessing remotely located computers enabling transfer of information and executable signals between said control means and at least one said remotely located computers.
- 2) The system of claim 1, wherein
 - said access means comprise hypertext transmission protocol.

3) The system of claim 1, wherein

said system is directed to a vehicle wheel alignment system.

4) A vehicle service system for measuring vehicle characteristics and for providing output relating to said characteristics comprising

control means for providing operating instructions and for receiving data;

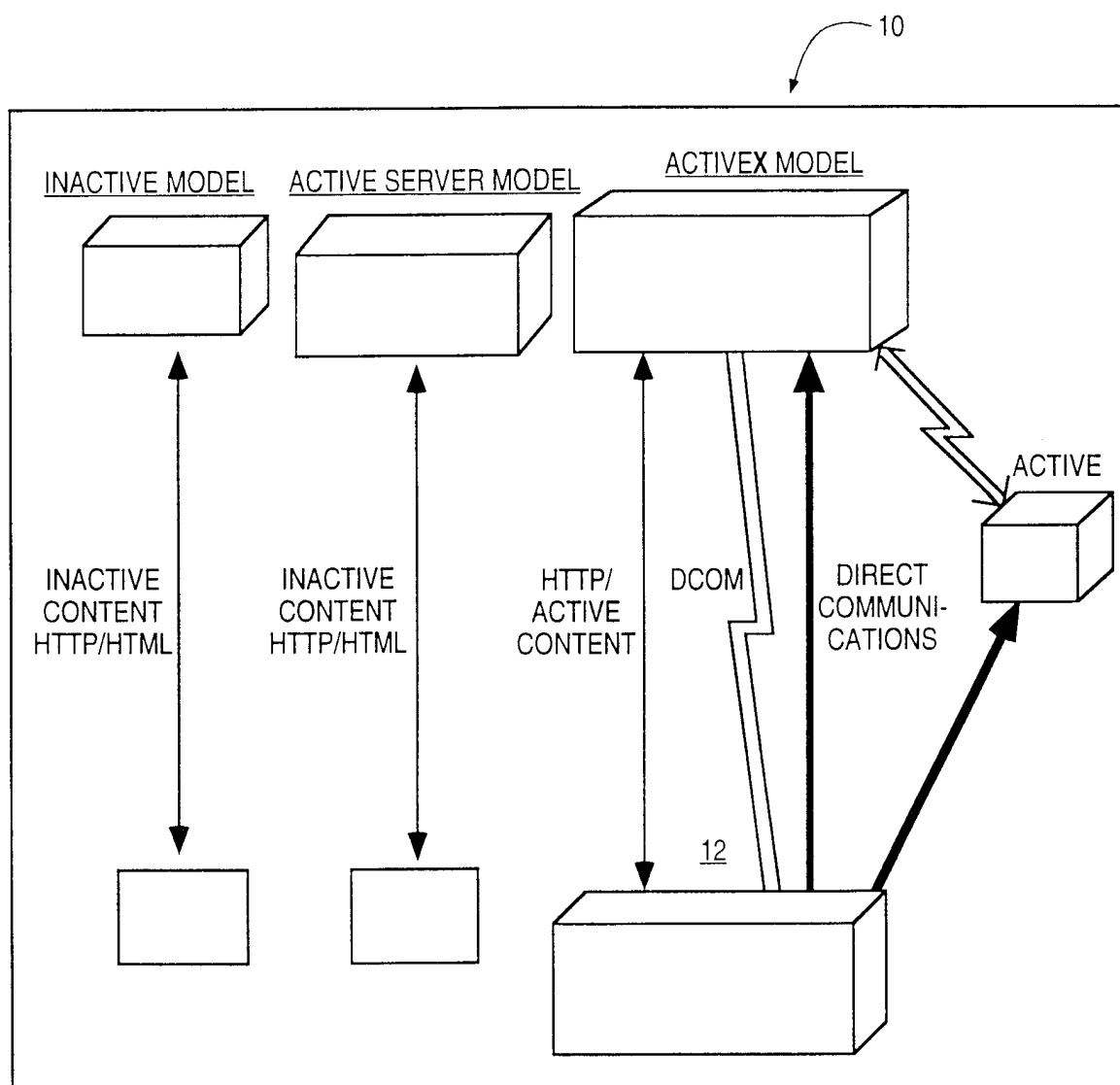
vehicle characteristic measuring means adapted to communicate with said

control means;

whereby said control means operate on a 32-Bit operating system.

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FIG. 1



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FIG. 2

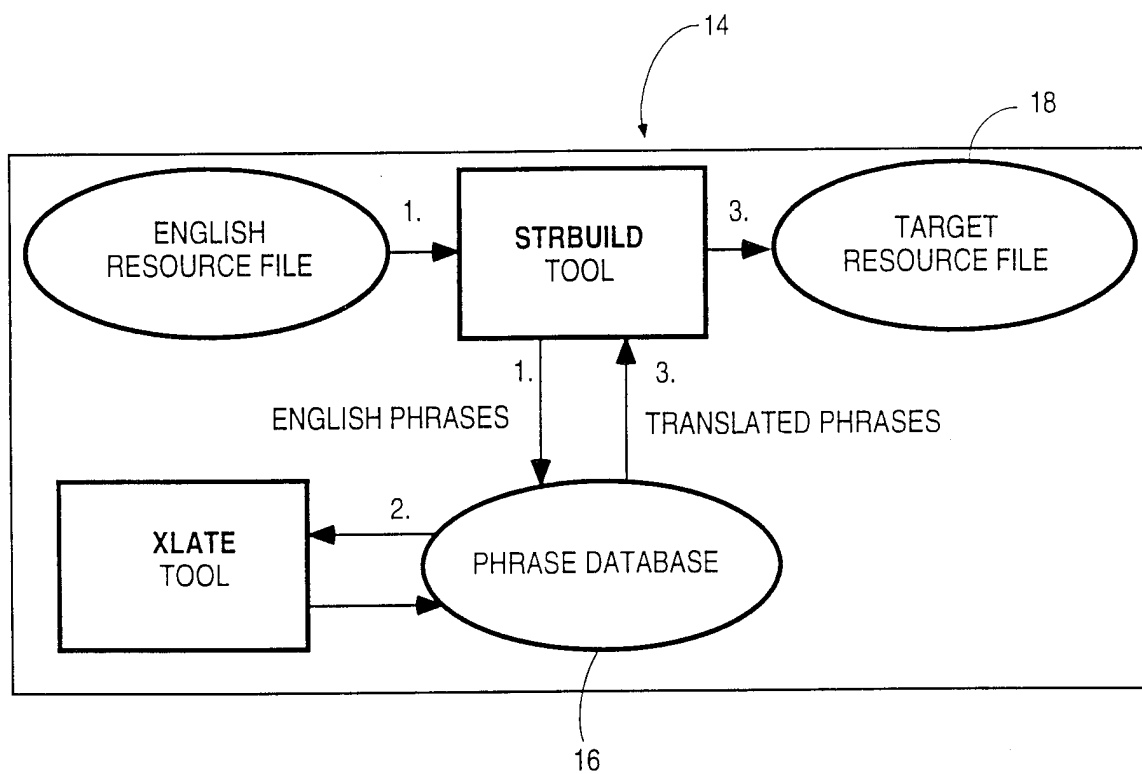
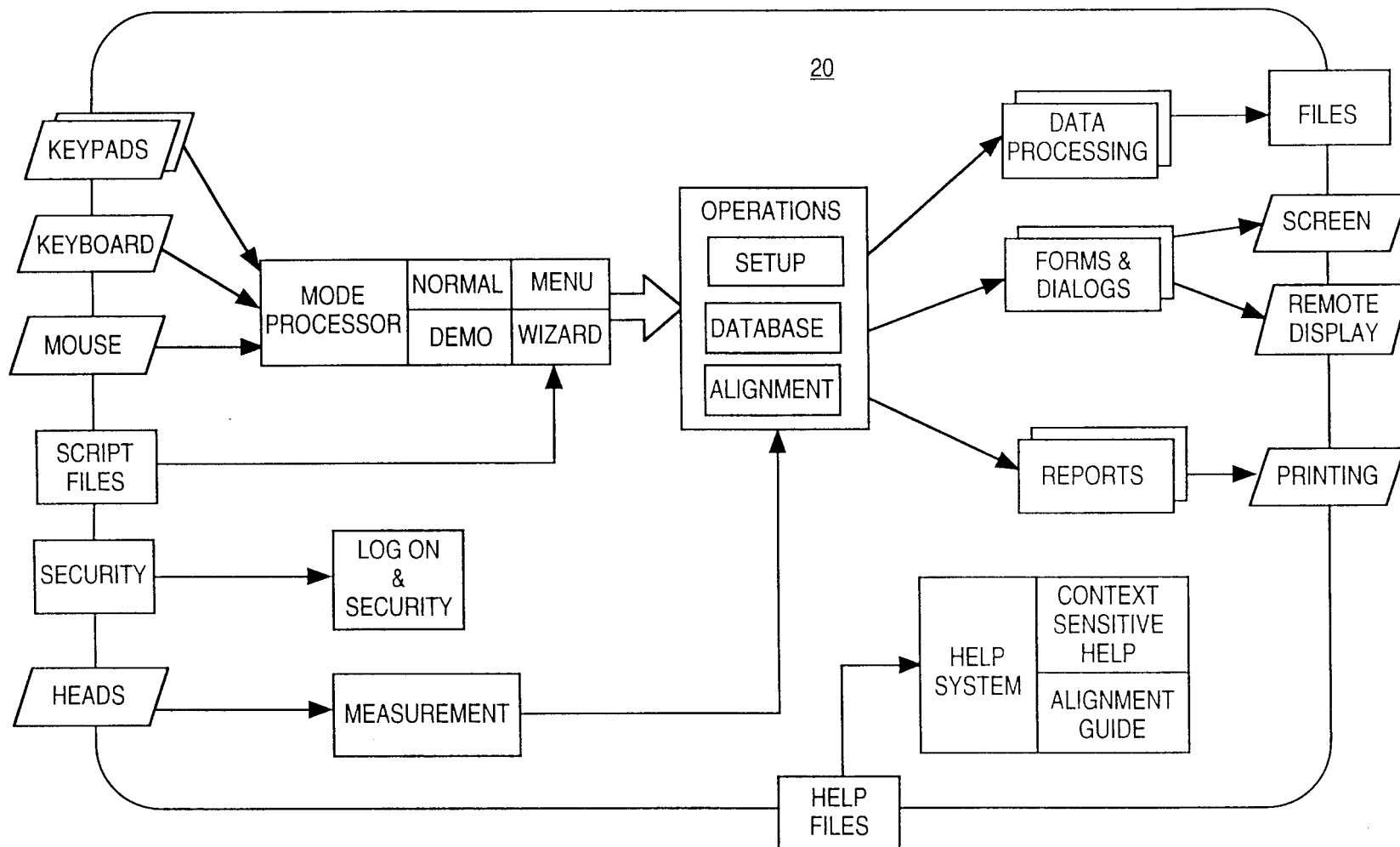
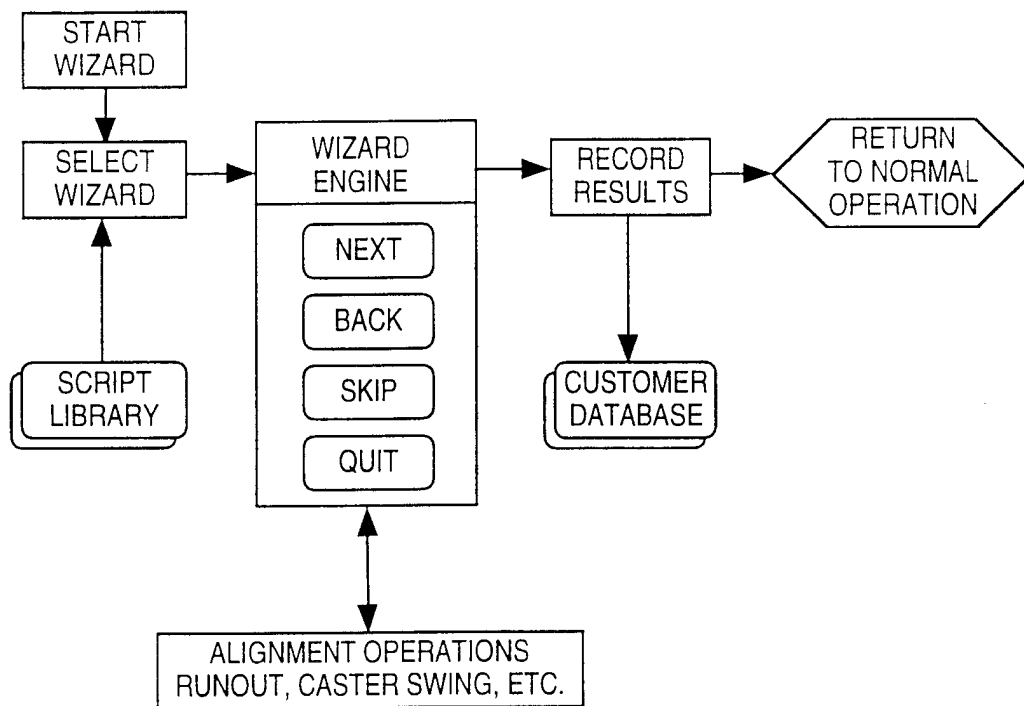


FIG. 3



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FIG. 4



ANY REFERENCE TO FIGURE 5 SHALL BE CONSIDERED NONN-EXISTENT

INTERNATIONAL SEARCH REPORT

International application No.
PCT/US98/10110

A. CLASSIFICATION OF SUBJECT MATTER

IPC(6) : G01B 5/24, 7/315; B62D 17/00; G06F 19/00

US CL : Please See Extra Sheet.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

U.S. : 701/2, 29, 33 35; 364/551.01, 556; 340/438; 33/286, 288; 356/138, 155; 379/1

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched
NONE

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

APS

search terms: vehicle, diagnostic, hyperlink, hypertext, http, internet

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 5,506,772 A (KUBOZONO et al) 09 April 1996 (09.04.96), abstract, figures 1 and 3.	1
Y	US 5,732,074 A (SPAUR et al) 24 March 1998 (24.03.98), abstract and figure 2.	2
Y	US 5,602,733 A (ROGERS et al) 11 February 1997 (11.02.97), abstract.	3
Y,P	US 5,713,075 A (THREADGILL et al) 27 January 1998 (27.01.98), col. 20, lines 59-65.	4
A	US 5,157,610 A (ASANO et al) 20 October 1992 (20.10.92), abstract and figure 1.	1
A	US 4,977,524 A (STREGE et al) 11 December 1990 (11.12.90), see figure 1.	1 and 3



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents:	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention
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Date of the actual completion of the international search

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Date of mailing of the international search report

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INTERNATIONAL SEARCH REPORT

International application No.
PCT/US98/10110

C (Continuation). DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 4,404,639 A (McGUIRE et al) 13 September 1983 (13.09.83), abstract and figure 1.	1
A	US 4,381,548 A (GROSSMAN et al) 26 April 1983 (26.04.83), figure 1.	1 and 3

INTERNATIONAL SEARCH REPORT

International application No.
PCT/US98/10110

A. CLASSIFICATION OF SUBJECT MATTER:

US CL :

701/2, 29, 33 35; 364/551.01, 556; 340/438; 33/286, 288; 356/138, 155; 379/1