

IN THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application.

1. **(Currently Amended)** A door hinge system for an automotive vehicle, comprising:

 a hinge body having a first portion pivotably attached to a door, and a second portion pivotably attached to a vehicle body;

 a central control link having a first link end and a second link end, with said central control link being pivotably attached to said hinge body at a location offset laterally from a line connecting the pivot points at which said hinge body is attached to said door and said vehicle body, with said control link being attached at a position mediate said ~~[[first]]~~ first and second link ends;

 a body link having a first end pivotably attached to said vehicle body, and a second end pivotably attached to the first link end of said central control link; and

 a door link having a first end pivotably attached to said door, and a second end pivotably attached to the second link end of said central control link.

2. **(Original)** A door hinge system according to Claim 1, wherein said hinge body comprises a rigid, C-shaped member having a first end pivotably attached to said door and a second end pivotably attached to said vehicle body.

3. **(Original)** A door hinge system according to Claim 1, wherein said second portion of said hinge body is pivotably attached to a C pillar portion of a vehicle body.

4. **(Canceled)**

5. **(Original)** A door hinge system according to Claim 1, wherein said hinge body is attached to said door and to said vehicle body for rotation about generally vertical axes.

6. **(Original)** A door hinge system according to Claim 1, wherein said central control link is attached to said hinge body at a location offset longitudinally from the center of a line which is parallel to a line connecting the pivot points at which said hinge body is attached to said door and said vehicle body.

7. **(Currently Amended)** A door system for an automotive vehicle, comprising:
- a door adapted for swinging about a generally vertical axis;
 - an upper hinge body having a first end pivotably attached to an upper portion of said door, and a second end adapted for pivotable attachment to an upper portion of a vehicle body;
 - and upper central control link having a first link end and a second link end, with said central control link being pivotably attached to said upper hinge body at a location offset laterally from a line connecting the pivot points at which said hinge body is attached to said door and said vehicle body, with said control link being attached at a position mediate said first and second link ends;
 - a body link having a first end adapted for pivotable attachment to said vehicle body, and a second end pivotably attached to the first link end of said upper central control link;
 - a door link having a first end pivotably attached to said door and a second end pivotably attached to the second link end of said upper central control link;
 - a lower hinge body having a first end pivotably attached to a lower portion of said door, and a second end adapted for pivotable attachment to a lower portion of a vehicle body;
 - a lower central control link having a first link end and a second link end, with said central control link being pivotably attached to said lower hinge body at a location offset laterally from a line connecting the pivot points at which said hinge body is attached to said door and said vehicle body, with said control link being attached at a position mediate said first and second link ends;
 - a body link having a first end adapted for pivotable attachment to said vehicle

body, and a second end pivotably attached to the first link end of said lower central control link;

a door link having a first end pivotably attached to said door and a second end pivotably attached to the second link end of said lower central control link.

8. **(Currently Amended)** An automotive vehicle, comprising:
- a body having a passenger compartment with a door opening;
 - a door sized to fit said door opening;
 - a hinge body having a first end pivotably attached to said door, and a second end pivotably attached to said body, such that said door may be rotated about a plurality of generally vertical axes;
 - a central control link having a first link end and a second link end, with said central control link being pivotably attached to said hinge body at a location offset laterally from a line connecting the pivot points at which said hinge body is attached to said door and said vehicle body, with said control link being attached at a position mediate said first and second link ends;
 - a body link having a first end pivotably attached to said vehicle body, and a second end pivotably attached to the first link end of said central control link; and
 - a door link having a first end pivotably attached to said door, and a second end pivotably attached to the second link end of said central control link.
9. **(Original)** An automotive vehicle according to Claim 8, wherein said second end of said hinge body is attached to a C pillar of said body.
10. **(Original)** An automotive vehicle according to Claim 8, wherein said hinge body comprises a C-shaped member.

REMARKS

Claims 1-3 and 5-10 remain in the application. Claims 1, 7 and 8 are in independent form. By this amendment, Claims 1, 7 and 8 have been amended and Claim 4 has been canceled.

Claim Objections

Claim 1 stands objected to because the Examiner believes that Applicants' preamble does not match the body of the claim.

Applicants respectfully submit, however, that the preamble of Claim 1 is well-suited for the body of the claim because the preamble of Claim 1 sets forth a door hinge system for an automotive vehicle. A system includes all parts described as being attributable to the system, thus the door hinge system includes not only the links and pins, but also the structures which are attached to it, i.e., the automotive body and the door itself. As a result, Applicants further submit that the Examiner's objection is not well-founded and Claim 1, as amended, should be passed to issue.

Claim Rejections Under 35 U.S.C. § 103

Claims 1-10 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Gross (US 758,530) in view of Siladke (US 5,491,875).

Claims 1, 7 and 8 have all been amended by incorporating the substance of dependent Claim 4 therein. In making the rejection of Claim 4, the Examiner states that Gross discloses a door hinge system having a central control link 15, attached to hinge body 12 at a location offset laterally from a line connecting pivot points at which the hinge body is attached to the door and the vehicle body. The Examiner cites Figure 1 of Gross.

Moving now to Figure 1 of Gross, it is seen that Gross's hinge body 12 is attached at point 13 to the "door," and 14 to the "body." Gross's central control link, 15, is attached along the line connecting points 13 and 14. As a result, Gross's central control link 15 is not attached to hinge body 12 at a location offset laterally from a line connecting pivot points at which Gross's hinge body 12 is attached to his door and to a "vehicle body." Thus, the Examiner's rejection of Claim 4 is not sustainable and Claim 1, as well as Claims 7 and 8, all of which now have the limitation that the Applicant's central control link is pivotably attached to the hinge body at a location offset laterally from a line connecting the pivot points at which the hinge body is attached to the door and the vehicle body, is allowable over the Examiner's rejection and each of Claims 1, 7 and 8, as well as all of the claims depending therefrom, are allowable and should be passed to issue. Such action is earnestly solicited.

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Concluding Remarks

Reconsideration of this application as amended is respectfully requested.

It is believed that this application is now in condition for allowance. Further and favorable action is requested.

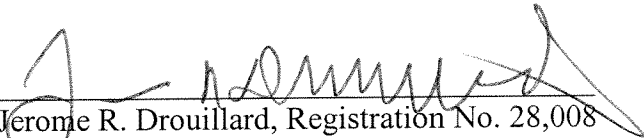
The Patent Office is authorized to charge any fee deficiency or refund any excess to Deposit Account No. 06-1510.

Respectfully submitted,

DICKINSON WRIGHT PLLC

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Jerome R. Drouillard, Registration No. 28,008
38525 Woodward Avenue, Suite 2000
Bloomfield Hills, MI 48304-2970
734-623-1698