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UNITED STATES DEPARTMENT OF COMMERCE

United States Patent and Trademark Office

March 14, 2024

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OF:**

APPLICATION NUMBER: 14/050,314

FILING DATE: *October 09, 2013*

PATENT NUMBER: 9171268

ISSUE DATE: *October 27, 2015*



Certified by

Kathi

Performing the Functions and Duties of the
Under Secretary of Commerce
for Intellectual Property
and Director of the United States
Patent and Trademark Office

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Application Data Sheet 37 CFR 1.76		Attorney Docket Number	VOLTP018.5.C1
		Application Number	
Title of Invention	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles		
The application data sheet is part of the provisional or nonprovisional application for which it is being submitted. The following form contains the bibliographic data arranged in a format specified by the United States Patent and Trademark Office as outlined in 37 CFR 1.76. This document may be completed electronically and submitted to the Office in electronic format using the Electronic Filing System (EFS) or the document may be printed and included in a paper filed application.			

Secrecy Order 37 CFR 5.2

☐ Portions or all of the application associated with this Application Data Sheet may fall under a Secrecy Order pursuant to 37 CFR 5.2 (Paper filers only. Applications that fall under Secrecy Order may not be filed electronically.)
--

Inventor Information:

Inventor 1					Remove	
Legal Name						
Prefix	Given Name	Middle Name	Family Name	Suffix		
	Angel	A.	Penilla			
Residence Information (Select One) ☒ US Residency ☐ Non US Residency ☐ Active US Military Service						
City	Sacramento	State/Province	CA	Country of Residence	i US	
Mailing Address of Inventor:						
Address 1		710 Lakeway Drive Suite 200				
Address 2						
City	Sunnyvale	State/Province	CA			
Postal Code	94085	Country	i US			
Inventor 2					Remove	
Legal Name						
Prefix	Given Name	Middle Name	Family Name	Suffix		
	Albert	S.	Penilla			
Residence Information (Select One) ☒ US Residency ☐ Non US Residency ☐ Active US Military Service						
City	Sunnyvale	State/Province	CA	Country of Residence	i US	
Mailing Address of Inventor:						
Address 1		710 Lakeway Drive Suite 200				
Address 2						
City	Sunnyvale	State/Province	CA			
Postal Code	94085	Country	i US			
All Inventors Must Be Listed - Additional Inventor Information blocks may be generated within this form by selecting the Add button. Add						

Correspondence Information:

Enter either Customer Number or complete the Correspondence Information section below.
For further information see 37 CFR 1.33(a).

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	VOLTP018.5.C1
		Application Number	
Title of Invention	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles		

☐ An Address is being provided for the correspondence information of this application.

Customer Number	25920		
Email Address	al@mpiaw.com	Add Email	Remove Email

Application Information:

Title of the Invention	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles		
Attorney Docket Number	VOLTP018.5.C1	Small Entity Status Claimed ☒	
Application Type	Nonprovisional		
Subject Matter	Utility		
Suggested Class (if any)		Sub Class (if any)	
Suggested Technology Center (if any)			
Total Number of Drawing Sheets (if any)	22	Suggested Figure for Publication (if any)	6

Publication Information:

☐ Request Early Publication (Fee required at time of Request 37 CFR 1.219)

☒ **Request Not to Publish.** I hereby request that the attached application not be published under 35 U.S.C. 122(b) and certify that the invention disclosed in the attached application **has not and will not** be the subject of an application filed in another country, or under a multilateral international agreement, that requires publication at eighteen months after filing.

Representative Information:

Representative information should be provided for all practitioners having a power of attorney in the application. Providing this information in the Application Data Sheet does not constitute a power of attorney in the application (see 37 CFR 1.32). Either enter Customer Number or complete the Representative Name section below. If both sections are completed the customer Number will be used for the Representative Information during processing.

Please Select One:	☒ Customer Number	☐ US Patent Practitioner	☐ Limited Recognition (37 CFR 11.9)
Customer Number	25920		

Domestic Benefit/National Stage Information:

This section allows for the applicant to either claim benefit under 35 U.S.C. 119(e), 120, 121, or 365(c) or indicate National Stage entry from a PCT application. Providing this information in the application data sheet constitutes the specific reference required by 35 U.S.C. 119(e) or 120, and 37 CFR 1.78.

Prior Application Status	Pending	Remove	
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)
	non provisional of	61745729	2012-12-24

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	VOLTP018.5.C1
		Application Number	
Title of Invention	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles		
Prior Application Status	Pending	Remove	
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)
	Continuation in part of	13452882	2012-04-22
Prior Application Status		Remove	
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)
13452882	non provisional of	61478436	2011-04-22
Prior Application Status		Remove	
Application Number	Continuity Type	Prior Application Number	Filing Date (YYYY-MM-DD)
	Continuation of	13824158	2013-03-15
Additional Domestic Benefit/National Stage Data may be generated within this form by selecting the Add button.			Add

Foreign Priority Information:

This section allows for the applicant to claim benefit of foreign priority and to identify any prior foreign application for which priority is not claimed. Providing this information in the application data sheet constitutes the claim for priority as required by 35 U.S.C. 119(b) and 37 CFR 1.55(a).			
			Remove
Application Number	Country i	Filing Date (YYYY-MM-DD)	Priority Claimed
			☒ Yes ☐ No
Additional Foreign Priority Data may be generated within this form by selecting the Add button.			Add

Authorization to Permit Access:

☐ Authorization to Permit Access to the Instant Application by the Participating Offices
If checked, the undersigned hereby grants the USPTO authority to provide the European Patent Office (EPO), the Japan Patent Office (JPO), the Korean Intellectual Property Office (KIPO), the World Intellectual Property Office (WIPO), and any other intellectual property offices in which a foreign application claiming priority to the instant patent application is filed access to the instant patent application. See 37 CFR 1.14(c) and (h). This box should not be checked if the applicant does not wish the EPO, JPO, KIPO, WIPO, or other intellectual property office in which a foreign application claiming priority to the instant patent application is filed to have access to the instant patent application. In accordance with 37 CFR 1.14(h)(3), access will be provided to a copy of the instant patent application with respect to: 1) the instant patent application-as-filed; 2) any foreign application to which the instant patent application claims priority under 35 U.S.C. 119(a)-(d) if a copy of the foreign application that satisfies the certified copy requirement of 37 CFR 1.55 has been filed in the instant patent application; and 3) any U.S. application-as-filed from which benefit is sought in the instant patent application. In accordance with 37 CFR 1.14(c), access may be provided to information concerning the date of filing this Authorization.

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	VOLTP018.5.C1
		Application Number	
Title of Invention	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles		

Applicant Information:

Providing assignment information in this section does not substitute for compliance with any requirement of part 3 of Title 37 of CFR to have an assignment recorded by the Office.

Applicant 1		Remove		
If the applicant is the inventor (or the remaining joint inventor or inventors under 37 CFR 1.45), this section should not be completed. The information to be provided in this section is the name and address of the legal representative who is the applicant under 37 CFR 1.43; or the name and address of the assignee, person to whom the inventor is under an obligation to assign the invention, or person who otherwise shows sufficient proprietary interest in the matter who is the applicant under 37 CFR 1.46. If the applicant is an applicant under 37 CFR 1.46 (assignee, person to whom the inventor is obligated to assign, or person who otherwise shows sufficient proprietary interest) together with one or more joint inventors, then the joint inventor or inventors who are also the applicant should be identified in this section.				
Clear				
☐ Assignee	☐ Legal Representative under 35 U.S.C. 117	☐ Joint Inventor		
☐ Person to whom the inventor is obligated to assign.	☐ Person who shows sufficient proprietary interest			
If applicant is the legal representative, indicate the authority to file the patent application, the inventor is:				
Name of the Deceased or Legally Incapacitated Inventor :				
If the Applicant is an Organization check here. ☐				
Prefix	Given Name	Middle Name	Family Name	Suffix
Mailing Address Information:				
Address 1				
Address 2				
City		State/Province		
Country i		Postal Code		
Phone Number		Fax Number		
Email Address				
Additional Applicant Data may be generated within this form by selecting the Add button. Add				

Non-Applicant Assignee Information:

Providing assignment information in this section does not substitute for compliance with any requirement of part 3 of Title 37 of CFR to have an assignment recorded by the Office.

Application Data Sheet 37 CFR 1.76		Attorney Docket Number	VOLTP018.5.C1
		Application Number	
Title of Invention	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles		

Assignee 1				
Complete this section only if non-applicant assignee information is desired to be included on the patent application publication in accordance with 37 CFR 1.215(b). Do not include in this section an applicant under 37 CFR 1.46 (assignee, person to whom the inventor is obligated to assign, or person who otherwise shows sufficient proprietary interest), as the patent application publication will include the name of the applicant(s).				
				Remove
If the Assignee is an Organization check here. ☐				
Prefix	Given Name	Middle Name	Family Name	Suffix
Mailing Address Information:				
Address 1				
Address 2				
City			State/Province	
Country i			Postal Code	
Phone Number			Fax Number	
Email Address				
Additional Assignee Data may be generated within this form by selecting the Add button.				Add

Signature: [Remove](#)

NOTE: This form must be signed in accordance with 37 CFR 1.33. See 37 CFR 1.4 for signature requirements and certifications					
Signature	/Albert Penilla/		Date (YYYY-MM-DD)	2013-10-09	
First Name	Albert	Last Name	Penilla	Registration Number	39487
Additional Signature may be generated within this form by selecting the Add button.				Add	

This collection of information is required by 37 CFR 1.76. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 23 minutes to complete, including gathering, preparing, and submitting the completed application data sheet form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether the Freedom of Information Act requires disclosure of these records.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspections or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

**DECLARATION (37 CFR 1.63) FOR UTILITY OR DESIGN APPLICATION USING AN
APPLICATION DATA SHEET (37 CFR 1.76)**

Title of Invention	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles
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As the below named inventor, I hereby declare that:

This declaration is directed to: ☒ The attached application, or
☐ United States application or PCT international application number _____
filed on _____.

The above-identified application was made or authorized to be made by me.

I believe that I am the original inventor or an original joint inventor of a claimed invention in the application.

I hereby acknowledge that any willful false statement made in this declaration is punishable under 18 U.S.C. 1001 by fine or imprisonment of not more than five (5) years, or both.

WARNING:

Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form PTO-2038 submitted for payment purposes) is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application) or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms PTO-2038 submitted for payment purposes are not retained in the application file and therefore are not publicly available.

LEGAL NAME OF INVENTOR

Inventor: Angel A. Penilla Date (Optional) : _____
Signature: /Angel Penilla/

Note: An application data sheet (PTO/SB/14 or equivalent), including naming the entire inventive entity, must accompany this form or must have been previously filed. Use an additional PTO/AIA/01 form for each additional inventor.

This collection of information is required by 35 U.S.C. 115 and 37 CFR 1.63. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 1 minute to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

Privacy Act Statement

The **Privacy Act of 1974 (P.L. 93-579)** requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether disclosure of these records is required by the Freedom of Information Act.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
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7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (*i.e.*, GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspection or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

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APPLICATION DATA SHEET (37 CFR 1.76)**

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As the below named inventor, I hereby declare that: This declaration is directed to: ☒ The attached application, or ☐ United States application or PCT international application number _____ filed on _____. The above-identified application was made or authorized to be made by me. I believe that I am the original inventor or an original joint inventor of a claimed invention in the application. I hereby acknowledge that any willful false statement made in this declaration is punishable under 18 U.S.C. 1001 by fine or imprisonment of not more than five (5) years, or both. WARNING: Petitioner/applicant is cautioned to avoid submitting personal information in documents filed in a patent application that may contribute to identity theft. Personal information such as social security numbers, bank account numbers, or credit card numbers (other than a check or credit card authorization form PTO-2038 submitted for payment purposes) is never required by the USPTO to support a petition or an application. If this type of personal information is included in documents submitted to the USPTO, petitioners/applicants should consider redacting such personal information from the documents before submitting them to the USPTO. Petitioner/applicant is advised that the record of a patent application is available to the public after publication of the application (unless a non-publication request in compliance with 37 CFR 1.213(a) is made in the application) or issuance of a patent. Furthermore, the record from an abandoned application may also be available to the public if the application is referenced in a published application or an issued patent (see 37 CFR 1.14). Checks and credit card authorization forms PTO-2038 submitted for payment purposes are not retained in the application file and therefore are not publicly available.	
LEGAL NAME OF INVENTOR Inventor: <u>Albert S. Penilla</u> Date (Optional) : _____ Signature: <u>/Albert Penilla/</u>	
Note: An application data sheet (PTO/SB/14 or equivalent), including naming the entire inventive entity, must accompany this form or must have been previously filed. Use an additional PTO/AIA/01 form for each additional inventor.	

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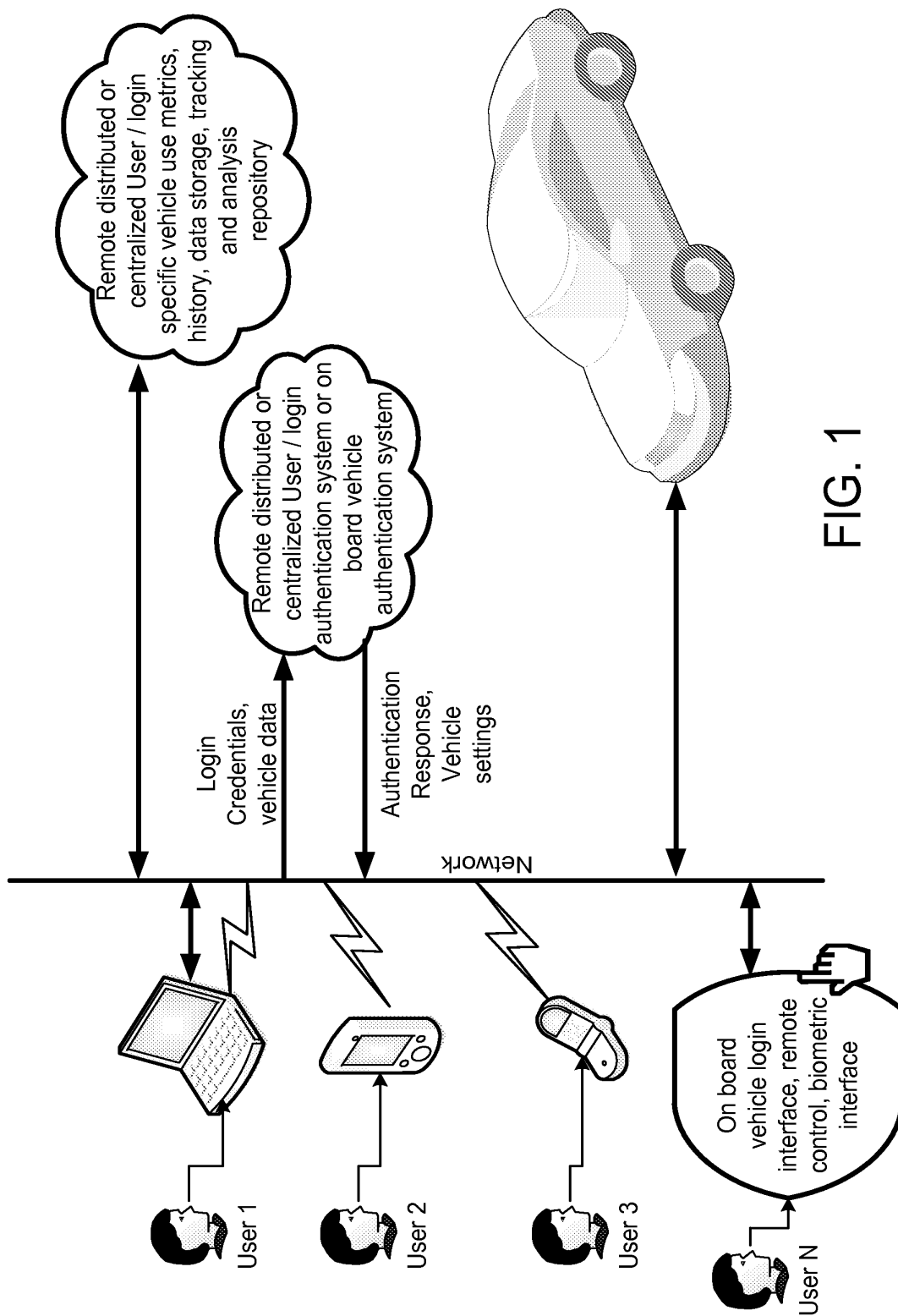
If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

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The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether disclosure of these records is required by the Freedom of Information Act.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (*i.e.*, GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspection or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.





User 1

User 1 Logins	User 1 Roles	User 1 Vehicles
Administrator(edit) Add New	- Owner(edit) - Weekend driving(edit) - Commute driving(edit) Add New	- Ford SUV(edit) - Honda Hybrid(edit) Add New



User 2

User 2 Logins	User 2 Roles	User 2 Vehicles
Child(edit)	- School commute(edit) - Errands(edit)	Honda Hybrid



User 1

User 2 Logins	User 2 Roles	User 2 Vehicles
Child(edit) Add New	- School commute(edit) - Errands(edit) Add New	Honda Hybrid Add New

FIG. 2

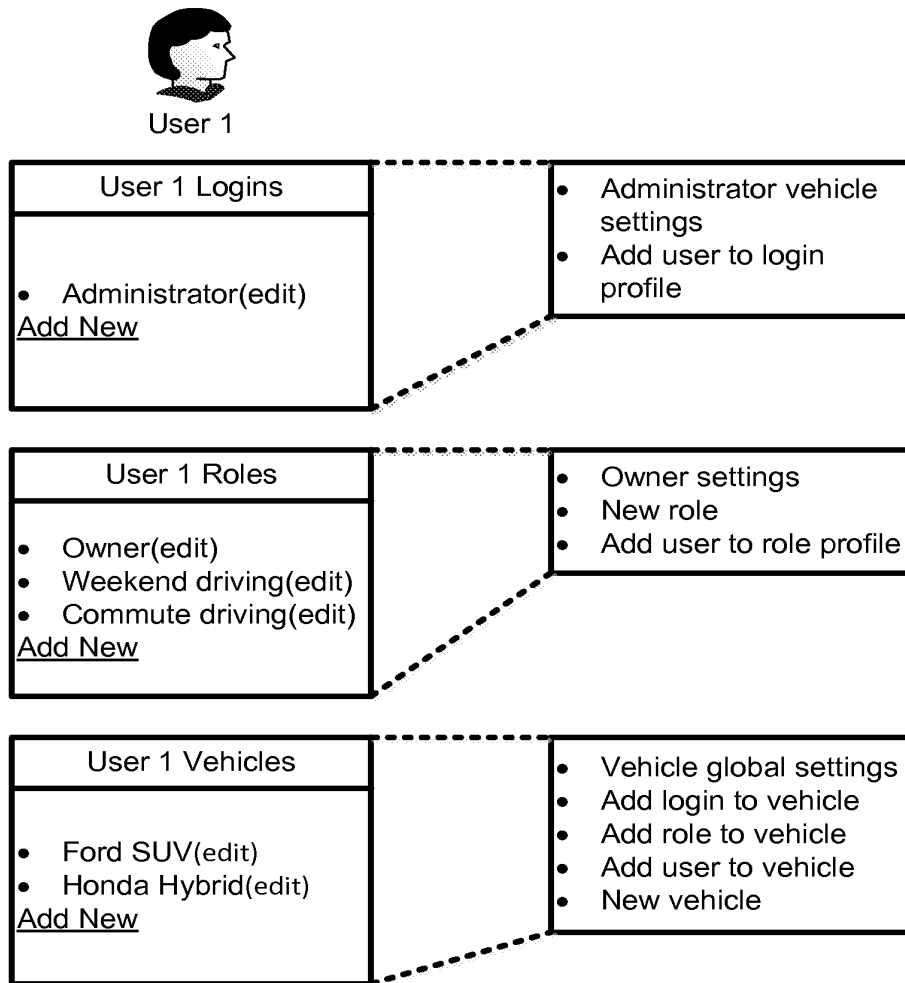


FIG. 3



User 2

User 2's login settings for login: CHILD	
Fuel use settings	• Electric battery • Plug in • Fuel • Hybrid
Driving characteristics	• Speed restrictions • Fuel use restrictions
Location based settings	• GPS aided travel restrictions • Map restrictions • Travel radius boundaries • Dynamically load maps • Dynamically load directions • Dynamically load fuel • Dynamically load charge • Dynamically load battery • Fuel purchase location restrictions
Time based use and restrictions	• Day driving • Night driving • Time specific driving
Automatic purchase settings	• Financial institution linking • Fuel purchase settings • Charge time purchase settings • Battery purchase settings • Car wash purchase settings

User editable

Admin or restricted

FIG. 4



User 2

User 1's login settings for login: CHILD	
Tracking & metrics	• Vehicle cameras • Vehicle event recording • Mileage usage characteristics • Top & average speeds • Driving history maps and graphs • Fuel efficiency • Wear and tear notifications
Comfort	• Climate • Seats positions • Seat heater / cooler • Suspension/ride settings • Entry lighting • Remote start / stop
Entertainment	• Radio Memory • Internet access settings • Streaming services
Driving Modes	• Sport • Comfortable • Soft • Off-road • High performance • Economy
Refueling routing and purchase	• Incentive based fuel finder • Refueling availability maps • Offers • History • Metrics

User editable

Admin or restricted

FIG. 5

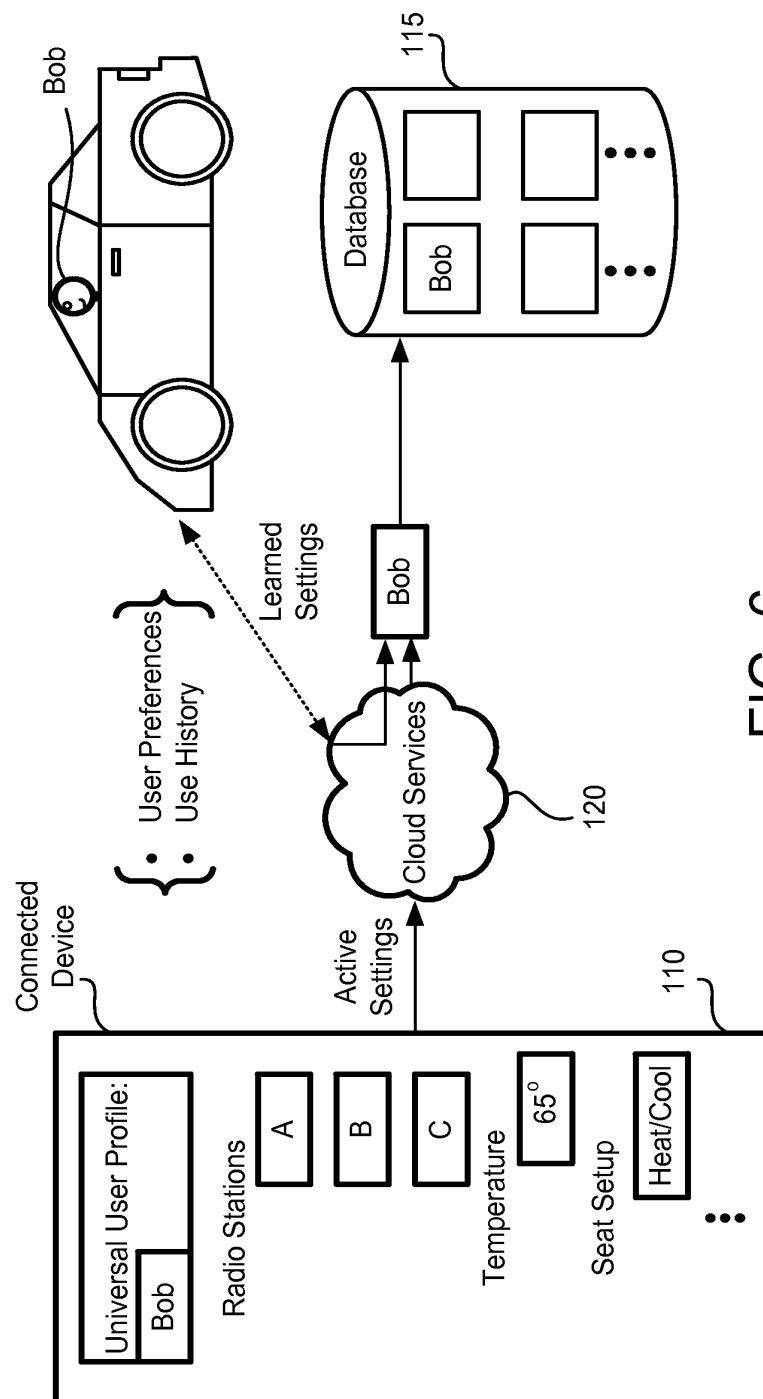


FIG. 6

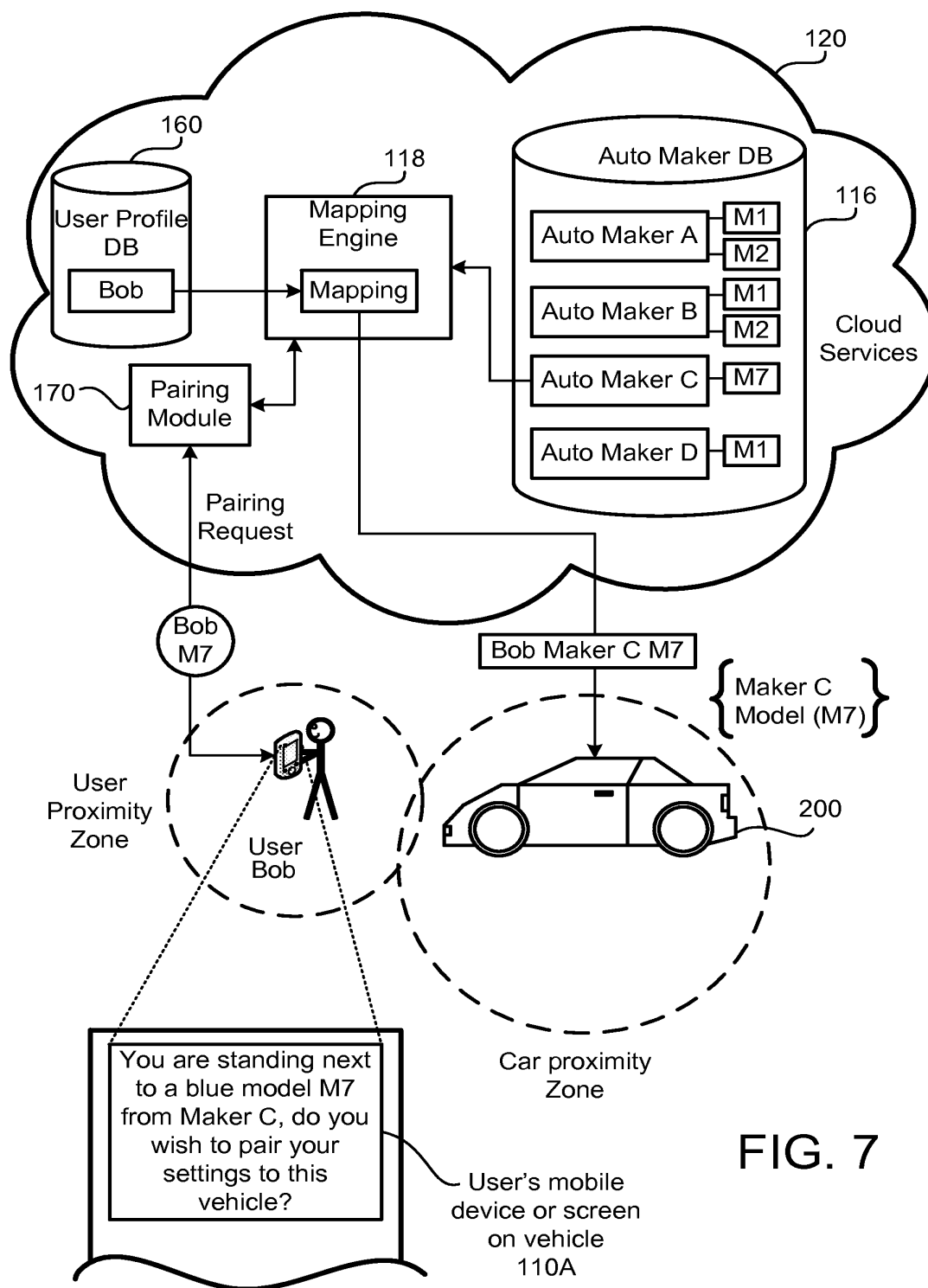
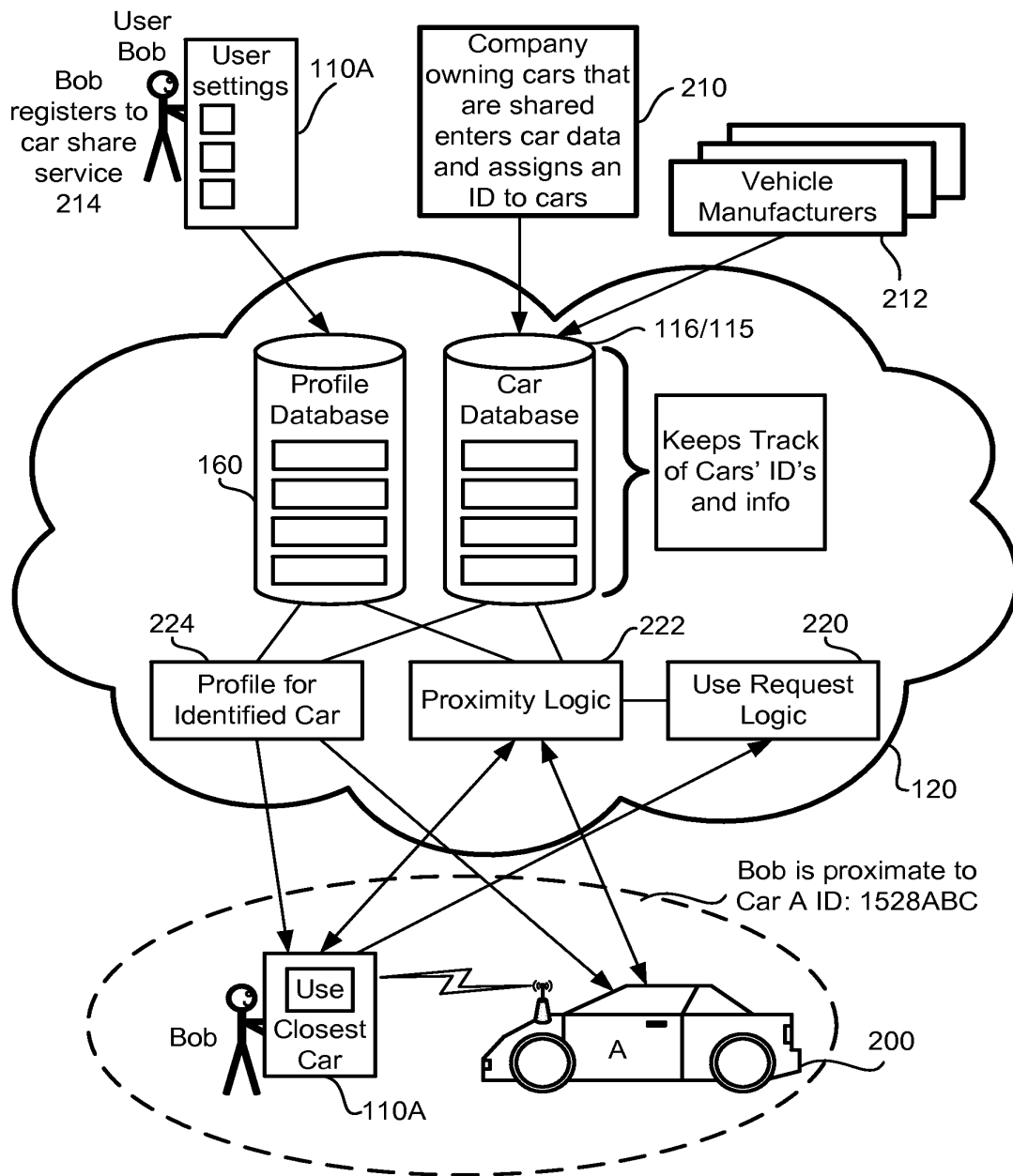
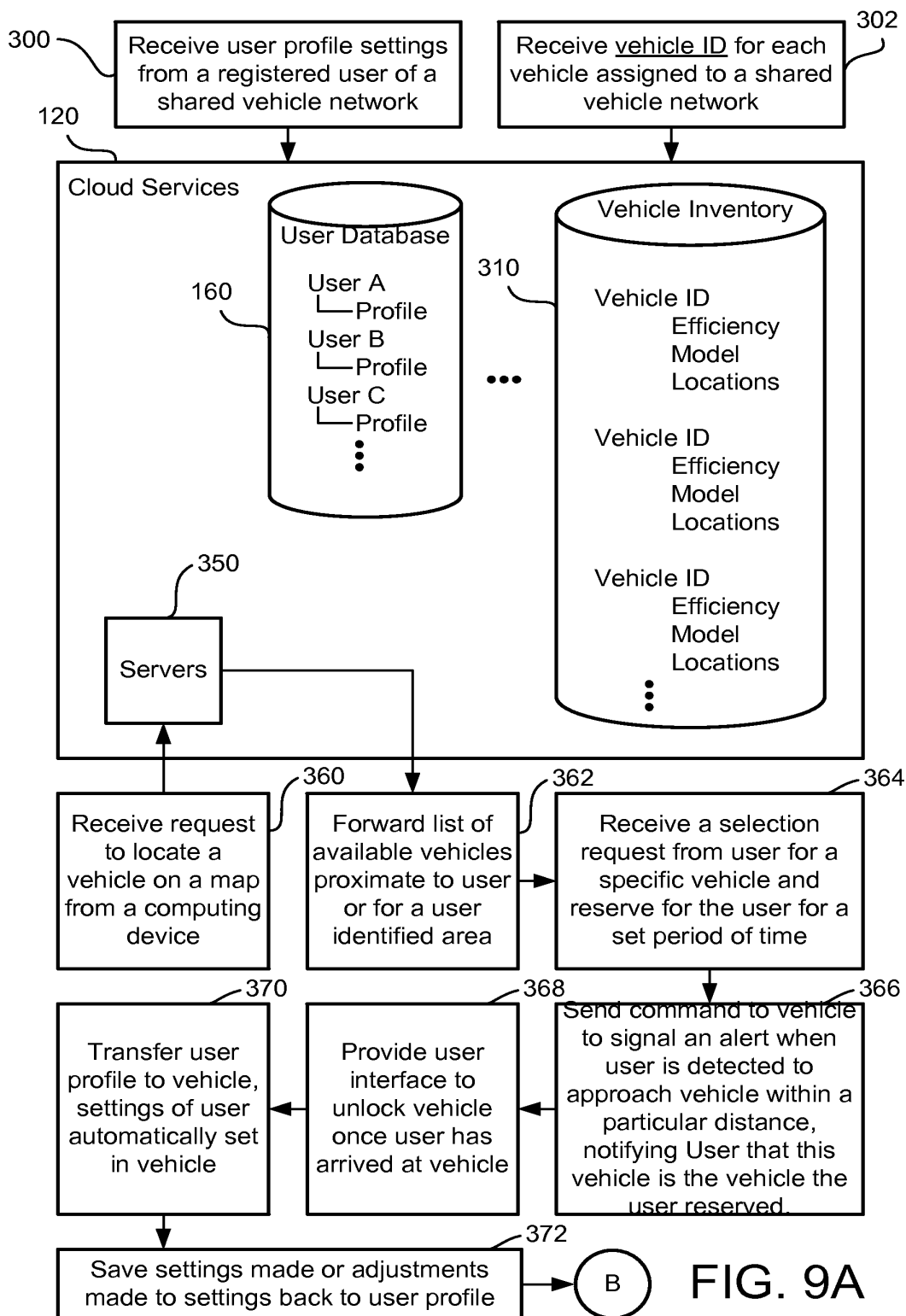


FIG. 7



- Car beeps / lights up when enabled
- Opens
- Profile transferred to Car A
- Use of Car A is Managed in Bob's online account
- Payment for use made direct
- Use of Car A is allowed by predefined rules

FIG. 8



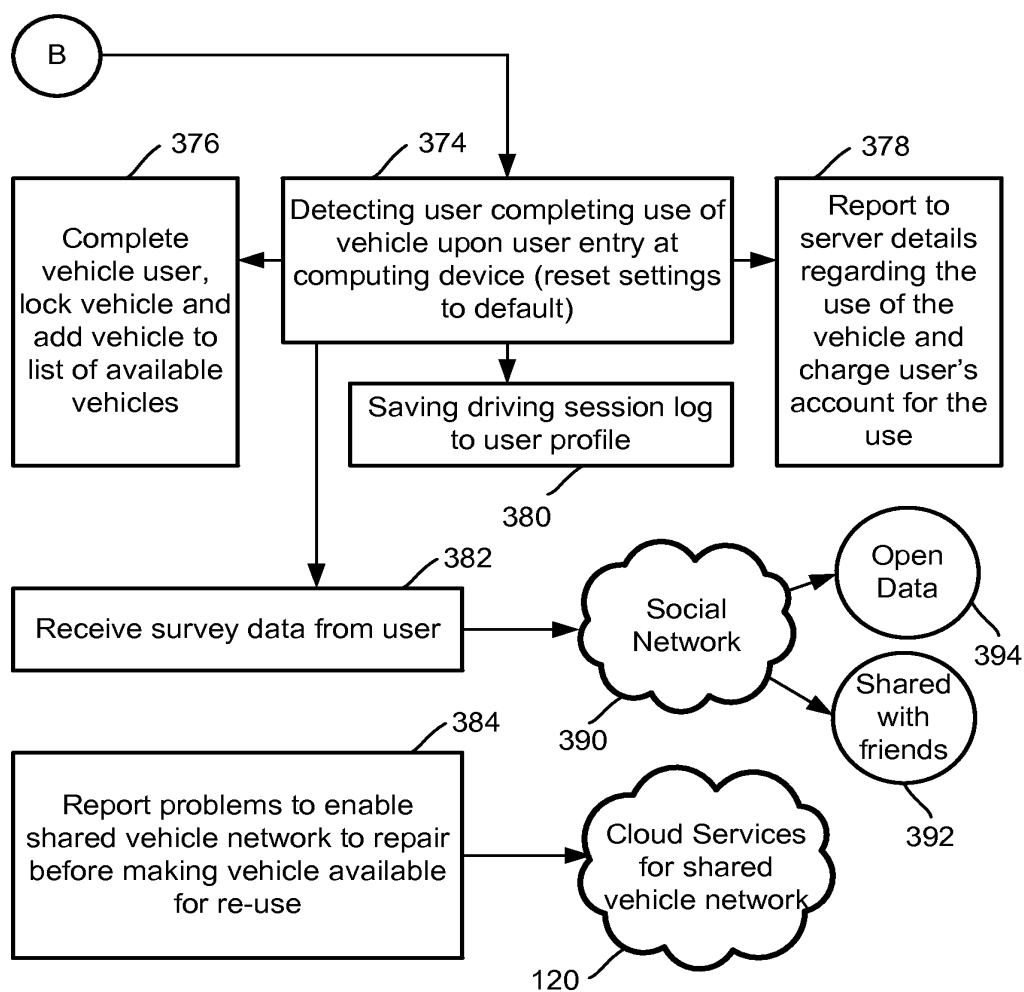


FIG. 9B

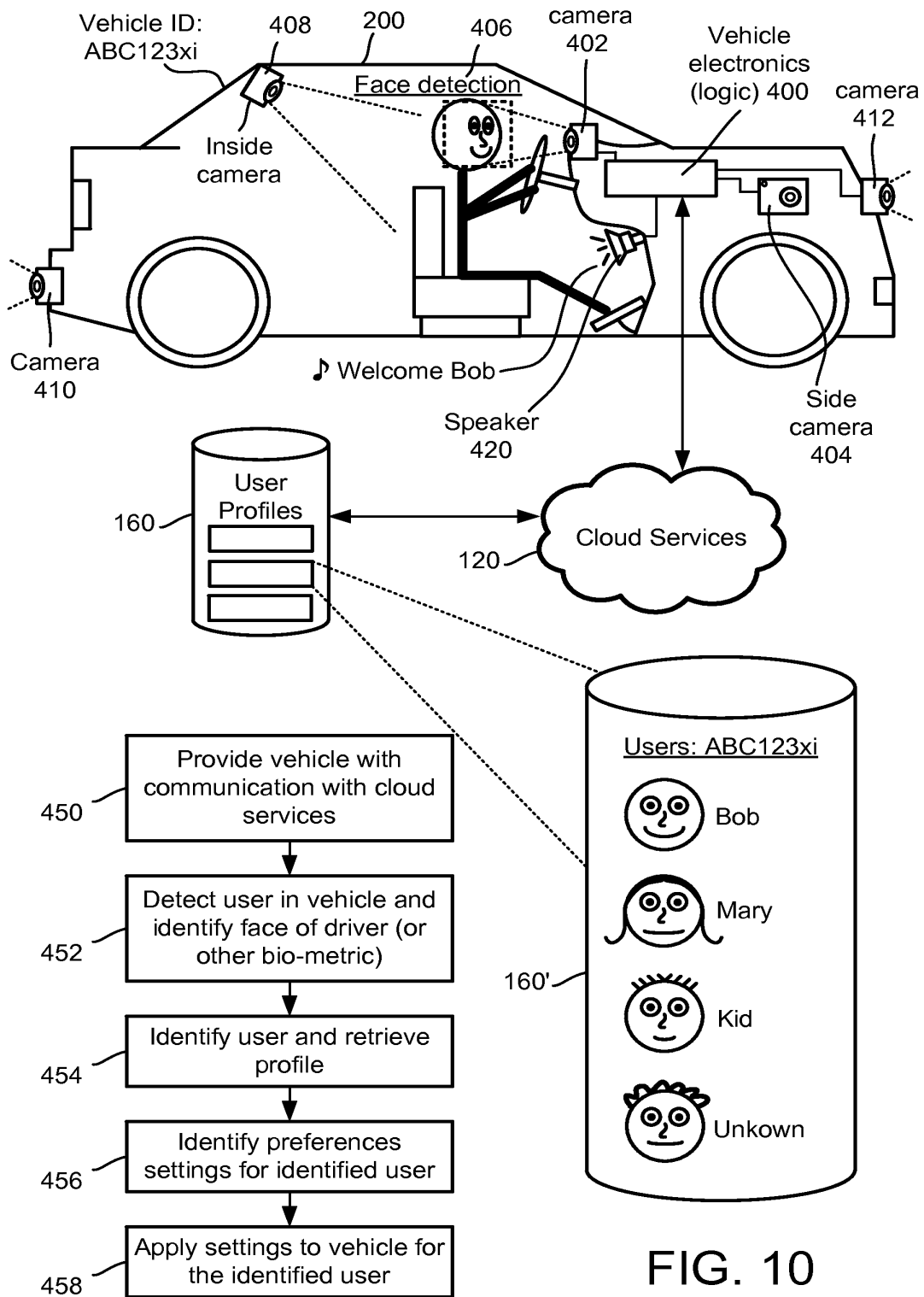


FIG. 10

Cameras	Record Settings	Remote Access
Front Camera Rear Camera Side Cameras Inside Cameras ⋮	☐ Record when driving ☐ Record circular buffer ☐ Save cloud ☐ Save cloud and share ☐ Social network share ☐ Save after accident ☐ Access to video conference ☐ Save clip to cloud ☐ Record after accident to save for insurance ☐ Record selected cameras on demand ☐ Record when panic button is hit, and sound panic horn while recording ☐ Record when car break-in is detected	☐ Access via any device ☐ Access after alert or panic button detected ☐ Access history clips on cloud ☐ Share clips with friends ☐ Provide link to police to view video after panic event ☐ Notification sent to car owner with video/ images of car when break-in alert is set off

FIG. 11

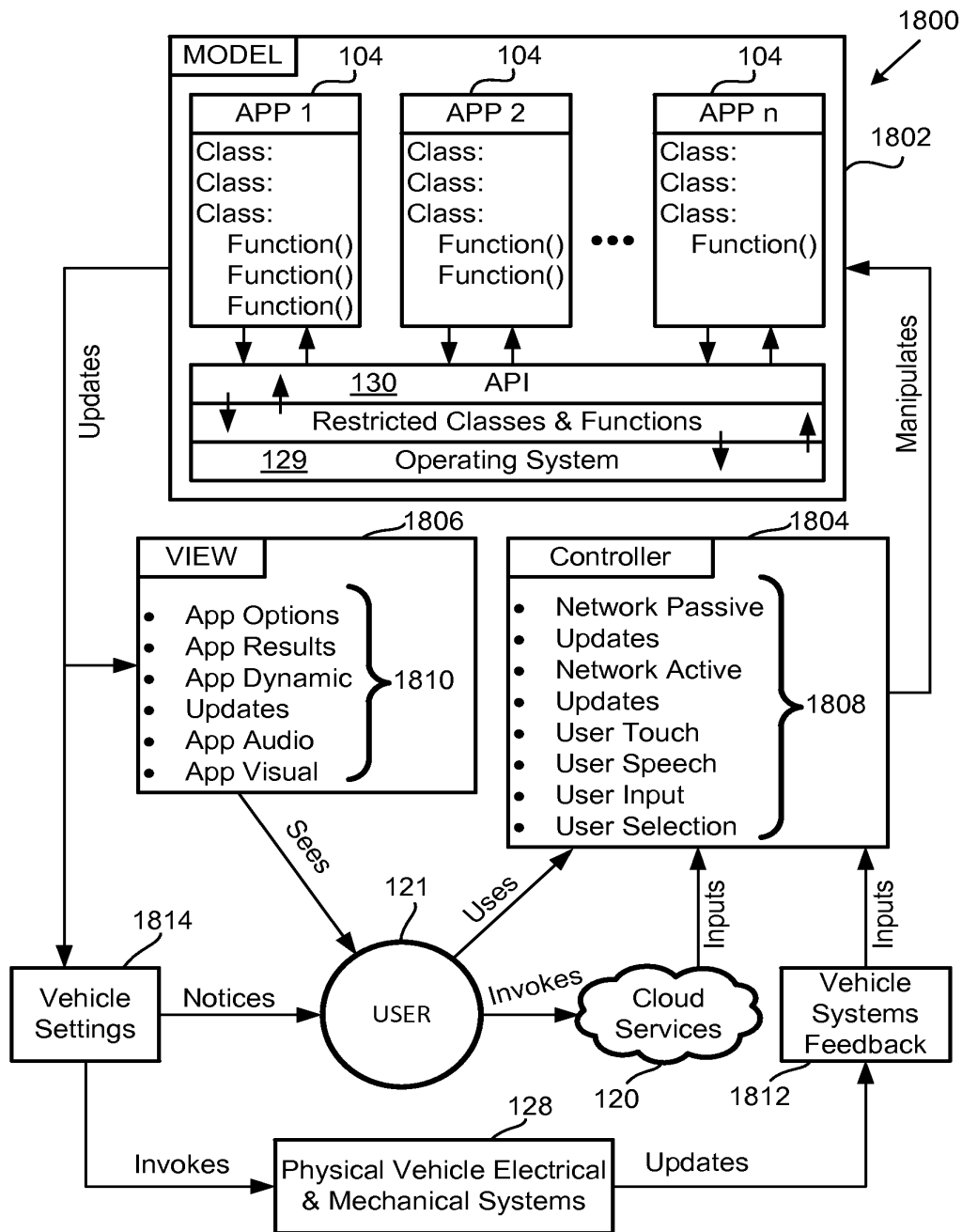


FIG. 12

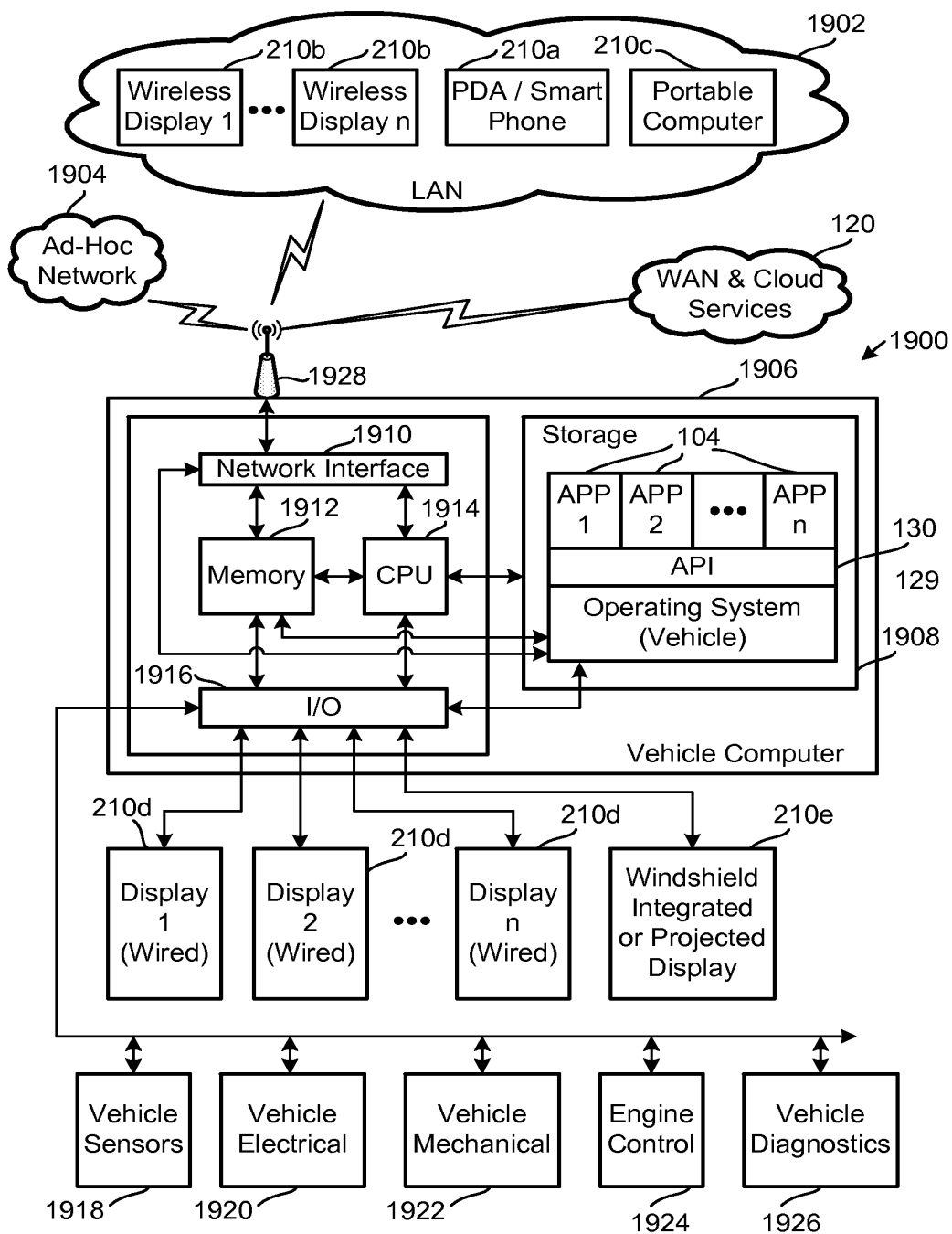


FIG. 13A

Manufacturer API 130
 Class:
 HVAC

1954 — Data declarations:

 currentTempLeft = 60

 currentTempRight = 70

 StatusAC = True

 isAuto = True

 isDual = True

 displaySkin = modern

 scheduleAMtemp(time)

 learnedTemp1 = 74

 learnedTemp1Time = 803am

 learnedTemp1Days = MTWTHF

 learnedTemp2 = 60

 learnedTemp2Time = 513pm

 learnedTemp2Days = MTWTHF

 learnedTemp2AC = on

 IcePresent = false

 fastefrostMode = off

 Errors = false

1956 — Function Declarations

 updateTemp(left,right);

 getTempRight(temp);

 getTempLeft(temp);

 setTempLeft(temp);

 setTempLeft(temp);

 toggleAC();

 toggleAuto();

 toggleDual();

 toggleSkin(skinID);

 scheduleAMTemp(temp, time, date, frequency);

 schedulePMTemp(temp,time,date,frequency);

 learnTempBackgroundRoutine(temp, time, date, frequency);

 updateDisplay()

1950

FIG. 13B

1970

104
1972

EZ FUN HVAC APP

```
updateTemp(80,76);
{
    setLeftTo = 80;
    setRightTo = 76;
    theCurrentTempR = getTempRight(temp);
    theCurrentTempL = getTempLeft(temp);
    if setLeftTo != theCurrentTempL
    {
        setTempLeft(left);
    }
    if setRightTo != theCurrentTempR
    {
        setTempRight(right);
    }
    updateDisplay()

    If isError()
    {
        return isError();
    }
}
```

FIG. 13C

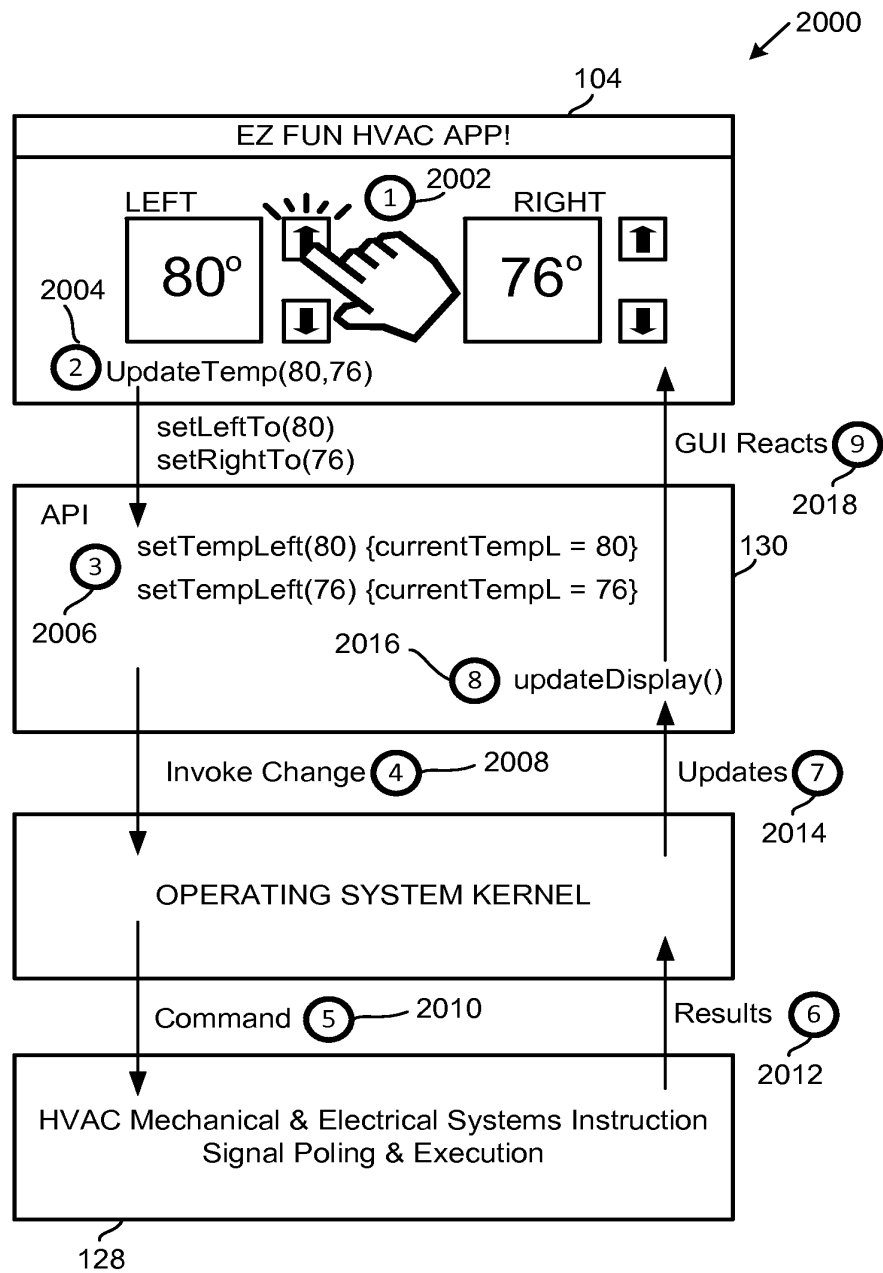


FIG. 14

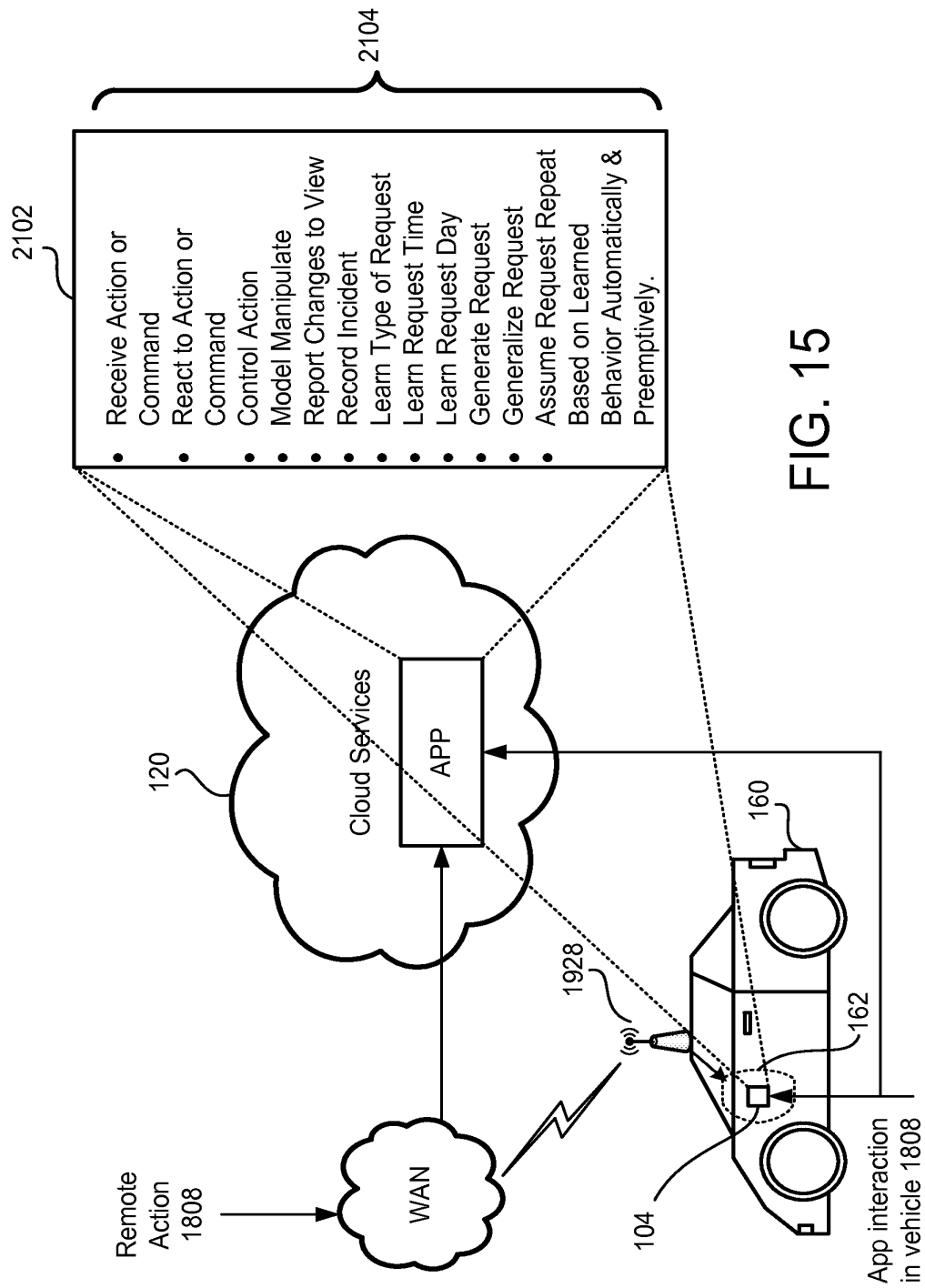


FIG. 15

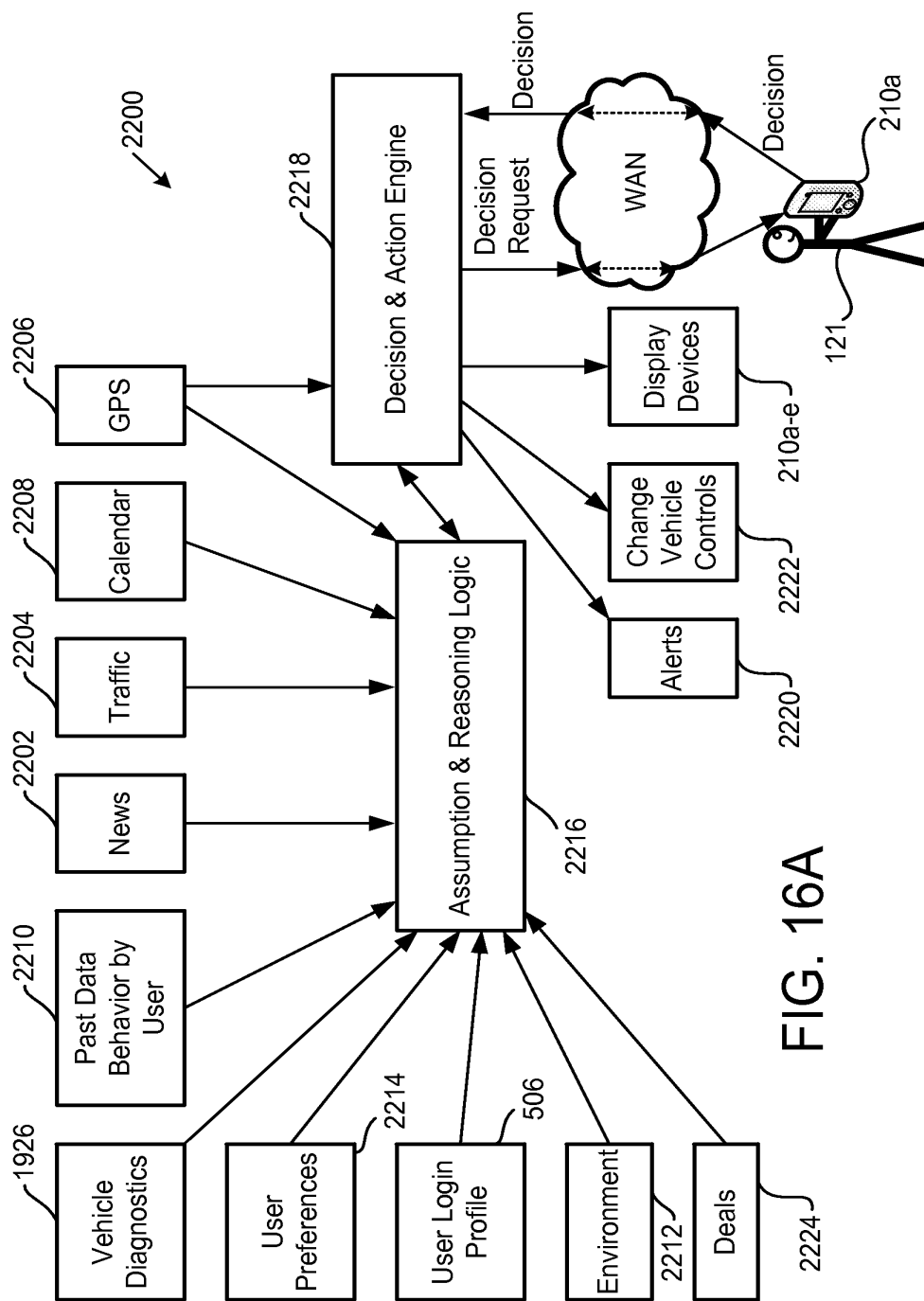


FIG. 16A

Learned Behavior Vehicle Application

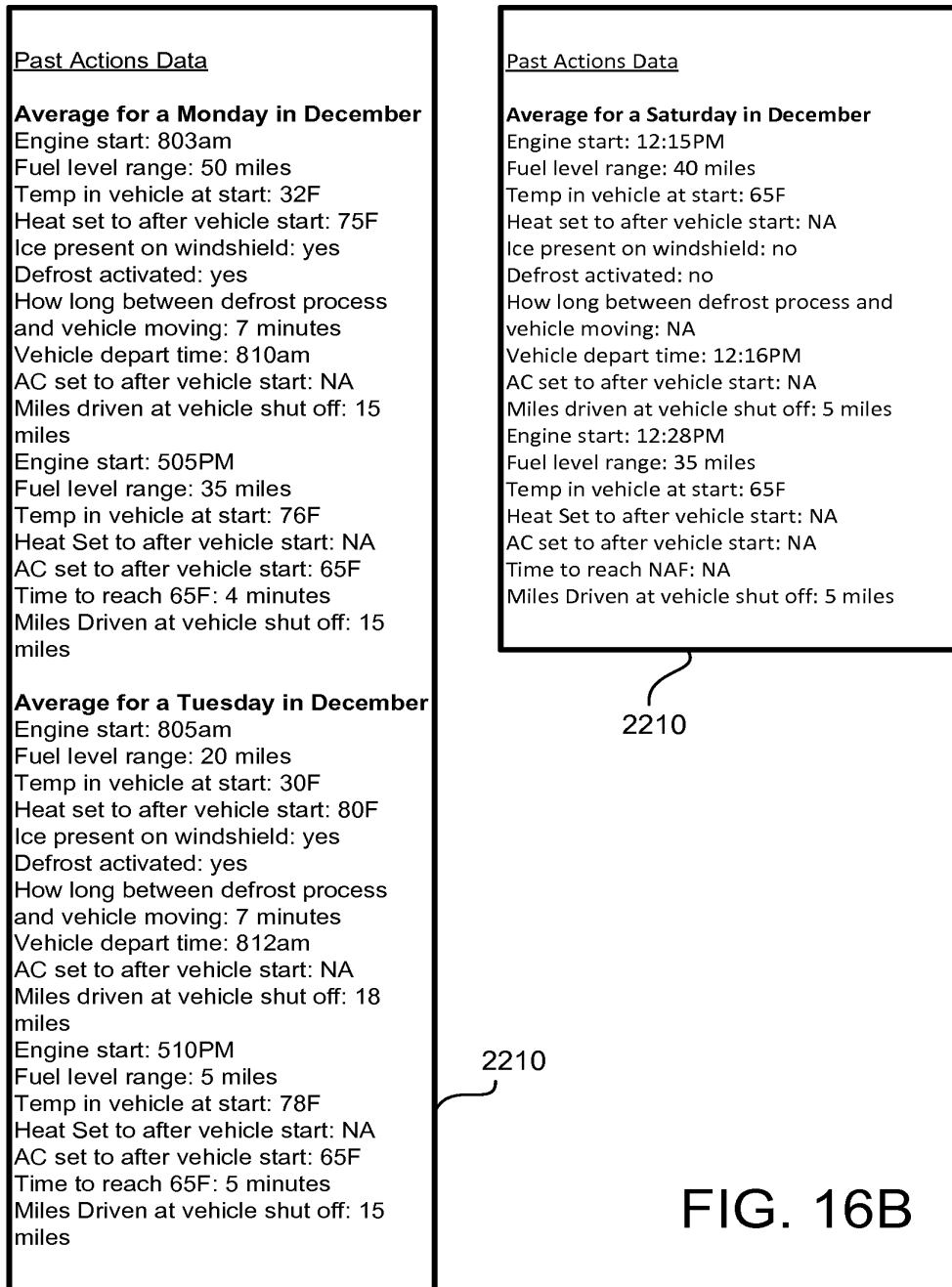
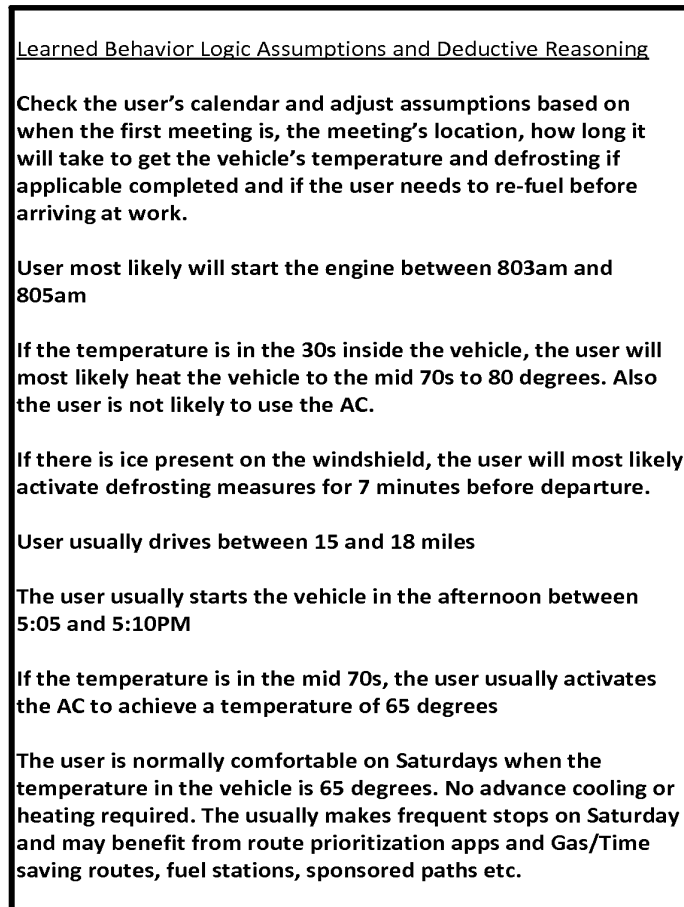


FIG. 16B

Learned Behavior Vehicle Application



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FIG. 16C

Learned Behavior Vehicle Application

Potential Actions using Logic & Past Data

Vehicle Learning App Decisions:

Tuesday PM:

The user will most likely need to drive ~16.5 miles on Wednesday morning but only has a range of 5 miles. Email and or text the user that they will need extra time to get to work in the morning due to re-fueling and that the vehicle will be auto starting 12 minutes earlier than usual. Confirm decision is ok with the user.

Wednesday AM:

Vehicle is usually started at ~804am and defrosted for 7 minutes when ice is present and usually departs at 811am, but the user needs 12 minutes to refuel. Start vehicle at 752am and defrost until 759am while heating to 77F because when the temperature is 34F like today inside the vehicle, the user likes the temperature to be about 77F. Set the user's radio station to 102.5, the most commonly listened to station at this time. Display stock information for the most commonly queries stocks at this time. Check most common commute route in and make sure there aren't delays, else suggest a new route in advance. The user typically goes to coffee on the way to work. Launch the nearest Starbucks coffee location APP. The user usually "one button touch" orders and pays for a medium coffee. Directly from the app.

Friday PM:

Tell the user Saturdays are normally full of errands. Suggest the user send tomorrow's itinerary to the vehicle's app on the network or directly on the vehicle to report if and when the user should get started due to traffic, road construction, suggest fuel locations and ask if 65F degrees is still ok or adjust to a different temperature before the user enters the car around 12pm. Ask the user what time they will most likely depart if its not at 12pm like usual. Download specials and coupons for locations the user typically frequents on Saturdays and display to the user on the vehicle's interface on the user's mobile device.

Saturday PM:

The user said they would like to get started at 10am today but the vehicle interior is more than 20% lower than the user usually likes it. Turn the vehicle on at 955am and heat to 65F since 65F seems to be the user's most commonly used temperature. Display the specials for the nearest dry cleaner since the user typically gets dry cleaning done on Saturdays based on GPS data. Show the user lunch specials nearby and deals to claim since the user usually stops for lunch while out on errands on Saturday.

2218

FIG. 16D

PATENT APPLICATION

Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles

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**Methods and Systems for Setting and Transferring User Profiles To Vehicles and
Temporary Sharing of User Profiles to Shared-Use Vehicles**

By Inventors:

Angel A. Penilla

Albert S. Penilla

Claim of Priority

[0001] The present application is a continuation of U.S. Application No. 13/824,158 filed on March 15, 2013, entitled “Methods and Systems for Defining Vehicle User Profiles and Managing User Profiles via Cloud Systems and Applying Learned Settings to User Profiles” which is incorporated by reference.

[0002] The present application claims priority to U.S. Provisional Patent Application No. 61/745,729, filed on December 24, 2012, and entitled “METHODS AND SYSTEMS FOR ELECTRIC VEHICLE (EV) CHARGING, CHARGING SYSTEMS, INTERNET APPLICATIONS AND USER NOTIFICATIONS”, which is herein incorporated by reference. This Application is also a continuation-in-part of US Application No. 13/452,882, filed April 22, 2012, and entitled “ELECTRIC VEHICLE (EV) RANGE EXTENDING CHARGE SYSTEMS, DISTRIBUTED NETWORKS OF CHARGE KIOSKS, AND CHARGE LOCATING MOBILE APPS”, which claims priority to US Provisional Application No. 61/478,436, filed on April 22, 2011, all of which are incorporated herein by reference.

Field of the embodiments

[0003] The present invention relates to systems and methods for managing user profiles for vehicles and exchange of information with cloud-based processing systems.

BACKGROUND

[0004] Vehicles, such as motorized vehicles and electric vehicles have been around for some time. Vehicles provide a means that enable humans to drive from place to place. In today's world, vehicles have become an indispensable mode of transportation, and provide the freedom to travel at any time of day and for various distances. Vehicles can be publically operated or can be privately owned. Humans most commonly operate vehicles, no matter the type, whether electric or combustion engine based. In recent years, technology has been advancing to allow for better wireless interfacing and networking with vehicles.

[0005] It is in this context that embodiments of the invention arise.

SUMMARY

[0006] The methods, systems and apparatus include electronics of vehicles that drive display devices in vehicles and communicate wirelessly with Internet services.

[0007] Methods and systems provide access to cloud services over the Internet for managing a user profile of a vehicle on a cloud processing system connected to the Internet. One example method includes receiving requests to access the user profile to define settings for one or more vehicles. The method includes receiving input for user settings at the vehicle using the cloud processing system. The method includes processing the input over time to learn behavior associated with the input to the use settings. The method includes transmitting settings to the vehicle to be automatically implemented based on the learned behavior. In one example, the profile is associated with a plurality of vehicle types and the method includes detecting a violation of a setting or an incompatible setting in the profile that is user defined via the user account. The method can then automatically send a notification to a predefined administrator of the profile. The method being executed by a processor.

[0008] The profile can be transferred to one or more vehicles, can be set for a temporary period of time, can be set with wireless payment systems, and is accessible over the Internet to accept changes or updates.

[0009] In one embodiment, a method for locating and providing access to a shared vehicle of a shared vehicle network is disclosed. The method includes receiving a request from a user device of a user to locate a vehicle to use for a shared period of time. The method enables providing an option of vehicles within a range of a location identified by the request. Then, detecting proximity of the user device to a selected vehicle proximate to the location identified by the request. The method enables transfer of a user profile of the user to the vehicle. The profile is configured to automatically

set one or more user preferences of the vehicle. The method further includes receiving use data of the vehicle while the user profile is set for the vehicle.

[0010] In some embodiments, the user profile is deactivated on the selected vehicle when use of the vehicle is discontinued.

[0011] In some embodiments, the user profile is saved to a cloud services database, the user profile being accessible and updatable via a device having Internet access, such that transfer of the user profile to other vehicles enables the automatic setting of one or more user preferences on the vehicle during the use of the vehicle, and wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services.

[0012] In some embodiments, the user profile includes user settings, the user settings include one or more of radio settings, or user interface settings, or temperature settings for particular times of day, or learned settings from user historical use, or seat settings, or automatic payment settings for vehicle money payment transactions, or combinations thereof.

[0013] In some embodiments, profiles are associated with vehicle types, the vehicle types include vehicle makers and vehicle models, wherein the profiles of the vehicle types identify available vehicle settings, the available vehicle settings of the vehicles being examined to identify which settings in the user profile are settable for particular vehicle types.

[0014] In some embodiments, the user profile includes verifiable biometrics for the user associated with the user profile.

[0015] In some embodiments, face recognition is used to validate access to the selected vehicle, as defined by the user profile.

[0016] In some embodiments, the user profile includes a group of users provided with access to the selected vehicle, and each user is associated with one or more settings, or the user profile is transferrable to one or more vehicles, or transferrable to another vehicle for a period of time, or transferrable to a rental vehicle.

[0017] In some embodiments, the user profile is accessible over a computing device having access to the Internet, the user profile defining access to cameras of one or more vehicles, record settings, and remote access controls.

[0018] In one embodiment, a method is disclosed. The method includes receiving information for a user profile of a user, wherein the user profile defines one or more settings that are preferred to be set in vehicles if the vehicles support the settings. The method includes identifying a selected vehicle for applying the user profile. The selected vehicle having a plurality of settable settings. The method further includes determining applicable settings for the selected vehicle. The applicable settings being those settings that are preferred to be set as identified from the user profile and are settable in the selected vehicle. The also includes sending the applicable settings to the selected vehicle. The method is executed by a server executing cloud processing, the server including a processor.

[0019] In some embodiments, sending the applicable settings to the vehicle includes, sending the applicable settings directly to vehicle electronics of the selected vehicle, or sending the applicable settings to a computing device for subsequent transfer to the selected vehicle.

[0020] In some embodiments, the method further includes examining setting modifications over a period of history use, generating learned settings, and sending the learned settings to the selected vehicle.

[0021] In some embodiments, the plurality of settable settings of the selected vehicle are predefined for specific types of vehicles associated with automobile makers or automobile models.

[0022] In some embodiments, the determining of the settings for the selected vehicle includes performing a mapping between the user profile and an automobile database.

[0023] In some embodiments, the applicable settings for the selected vehicle are saved to the user profile, the method further includes determining applicable settings for one or more other selected vehicles and saving said applicable settings to the user profile.

[0024] In some embodiments, the method further includes verifying the user as associated with the user profile using one or more biometric evaluation systems, which include one or more of image detection, or face detection, or voice detection, or finger print detection, or password detection, or combinations thereof.

[0025] In some embodiments, the method further includes associating one or more sub-user accounts to the user profile, the sub-user accounts having predefined privileges for the selected vehicle to enable or restrict settings or function of the selected vehicle.

[0026] In some embodiments, the selected vehicle is a private vehicle or a shared vehicle associated with a car sharing system, if the vehicle is associated with a car sharing system, the settable settings of the selected vehicle can be enabled or disabled using an administrator account of the car sharing system, or if the vehicle is a private vehicle, the settable settings of the selected vehicle can be enabled or disabled using an administrator account that can define one or more sub-user accounts with the same or varying privileges for use of the selected vehicle, the user profile being accessible via a computer having Internet access to the cloud processing.

[0027] In some embodiments, particular sub-user accounts enable access to specific information concerning the selected vehicle, the information including one or more of vehicle sensors, vehicle electronics, vehicle mechanics, engine control, vehicle diagnostics, or combinations thereof, wherein said particular sub-user accounts are accessible over the Internet for viewing or control using a password.

[0028] In one embodiment, a method for managing a user profile of a vehicle on a cloud processing system connected to the Internet is disclosed. The method includes accessing the user profile having user settings for the vehicle at the cloud processing system and communicating changes to user settings at the vehicle to the cloud processing system, the cloud processing system processing the changes over time to learn behavior associated with the user settings. The method includes receiving, from time to time, automatic changes to the user settings of the vehicle, wherein a repeat pattern of the changes is qualified as learned behavior before the automatic changes are sent to the vehicle for programming the vehicle. Electronics of the vehicle enable connection of the vehicle to the Internet for enabling the accessing of the user profile, the communicating of changes and the receiving of the automatic changes, to and from, the cloud processing system, wherein the cloud processing system is accessible by vehicles having predefined access credentials, the method being executable by a processor.

[0029] In one embodiment, a profile update is transferred to the vehicle and the profile update learned from user input is stored to the profile database. In one example process, the method includes accessing a plurality of profiles of different users stored in the profile database and detecting pattern similarities in changes made to the profiles, of different users, based on respective learned user input. The patterns can include type of input, time of day inputs, time of season inputs, inputs based on certain conditions

being met, such as comfort, temperature, security, number of occupants in the vehicle, weather, age of vehicle, service requirements of the vehicle, etc. In one embodiment, a method provides a suggested setting to the user account of the profile, where the suggested setting is identified from the detected pattern similarities of the different users. Because the database or distributed database can include data from many users, the data can be analyzed for patterns, overlaps, similarities in regions of the world, age associated similarities, demographics of the users, social connections of the users, social graph intersections, comments made by many users, crowd sourced data, etc.

[0030] In one embodiment, a device used to access a profile may be one of a portable device, or a computer, or a vehicle computer interface, and the user account is provided with notifications requesting approval of a learned setting from the user input over time or learned from input of different similar users. The notification can be transmitted to an application, and the application provides data, interfaces and selections to view and modify data and view a history of learned settings and history of approval or disapproval of the learned settings. This history can then be mined to find overlaps in patterns and patterns between one user and another user.

[0031] In one embodiment, a user account is provided with notifications requesting approval of a recommended learned setting from the user input over time. The notification is transmitted to an application. The application provides a user interface of a history of learned settings and history of approval or disapproval of the learned settings. The method, such as on a server or local device, can process the approvals and disapprovals to determine a probability that the user will accept a future recommended learned setting, and if the probability is below a predefined threshold, the future recommended learned settings is not provided as a notification to the user account.

[0032] In one embodiment, a profile is caused to be disabled at the vehicle if a user associated with the user account is not validated to be using the vehicle with the profile, and sending a notification to an administrator of the user account. The notification including a link to a user interface that enables communication with electronics of the vehicle, (a) to view images in and around the vehicle, or (b) to control an instrument of the vehicle, or (c) to remotely grant a guest profile for the vehicle, or (d) to sound an alarm at the vehicle, or (e) to establish a two-way audio/video communication with a person that is proximate to the vehicle from a remote location of a device connected to the Internet.

[0033] In one embodiment, when a vehicle is designed to make payment, the making or completing of a payment can include communication with a payment account and providing a user interface in the vehicle or a portable device associated with the user account to accept completion of the payment. The acceptable of completion including one of accepting a signature at the user interface, selecting button(s) or setting on the user interface, validating the user via biometrics saved to the profile, or combination thereof, the method being executed by a processor.

[0034] In one embodiment, security encryption can encapsulate the transaction and communication with a payment agent or third party. The security encryption can also be provided for any communication between any vehicle, the cloud services and user devices.

BRIEF DESCRIPTION OF DRAWINGS

[0035] Figure 1 shows example profiles settings for a vehicle, and association to roles, in accordance with one embodiment.

[0036] Figure 2 shows additional role settings for different users, in accordance with one embodiment.

[0037] Figures 3-5 show additional vehicle profile settings, in accordance with one embodiment.

[0038] Figures 6-9B show example pairing of a vehicle to a user profile, and examples of a shared vehicle transfers of profiles for limited use of the profiles on the shared vehicles, in accordance with one embodiment.

[0039] Figure 10 illustrates validation method for enabling a profile on a vehicle and biometric validation, in accordance with one embodiment.

[0040] Figure 11 illustrates various settings for a profile and adjustments that can be made over the Internet via a device, e.g., using a portable device or the vehicle electronics and displays, and remote controls and settings in accordance with one embodiment.

[0041] Figure 12 describes a system in which a user interacts with a model view controller software environment useful for processing APPS using APIs on vehicles with vehicle operating systems capable of processing computer code, in accordance with one embodiment.

[0042] Figure 13A describes how vehicle on board computer with input output system useful for accepting input, processing input and displaying results in conjunction with stored computer readable programs or functions in the forms of APPs may be structured, in accordance with one embodiment.

[0043] Figure 13B describes one example of how stored data and function declarations may be compiled to provide intermediary access to a vehicle's computer controlling vehicle systems, in accordance with one embodiment.

[0044] Figure 13C describes a set of computer readable and executable code that can be compiled together by a third party APP developer in the form of an APP, in accordance with one embodiment.

[0045] Figure 14 describes the stepped flow of events as a user interacts with an APP, in this case, an HVAC APP, in accordance with one embodiment.

[0046] Figure 15 Describes further ways an APP may take, process and produce results, in accordance with one embodiment.

[0047] Figure 16A describes an ecosystem where an APP in conjunction with a vehicle API may work together to make assumptions, make decisions and take actions, in accordance with one embodiment.

[0048] Figure 16B describes how one of many types of inputs into an assumption and reasoning logic module can be compiled over time, in accordance with one embodiment.

[0049] Figure 16C describes one example of what an assumption and reasoning logic module may produce using the data points collected on an ongoing basis in Figure 16B, in accordance with one embodiment.

[0050] Figure 16D describes an example list of decision the decision and action engine may take based on information provided by the assumption and reasoning logic module and sets of assumptions created, in accordance with one embodiment.

DETAILED EMBODIMENTS

[0051] Embodiments of the present invention define methods, systems and apparatus for use in vehicles. The methods, systems and apparatus include electronics of vehicles that drive display devices in vehicles and communicate wirelessly with Internet services.

[0052] The Internet services provide access to cloud services. The cloud services provide access to user accounts and access to settings, configurations, applications and other customization defined by the user. Customization can include user interface customization of a vehicle display or displays. The customization can include the ability to select specific applications (APPS) to be activated by the vehicle and interfaced via the display or displays, voice input, touch input, etc. The customization is also provided with a learning engine that learns use behavior by the user or patterns of behavior of multiple users, and automatically implements settings or programming to aspects of the user interface, or provides recommendations or notifications with recommendations. The programming can include automatic programming at certain times, days, months, years, etc., and can be updated or molded over time as the user continues to use the vehicle UI.

[0053] In one embodiment, a user can access cloud services for a vehicle manufacturer and identify the particular vehicle from selected choices. The user can then identify a customization profile for the vehicle by defining the look and feel of a UI display, arrangement of vehicle controls on displays, add and associate third party APPS to the vehicle display, and save the configuration.

[0054] The configuration, in one embodiment, is saved to the profile of the user. In one embodiment, the profile is saved on a database of a specific vehicle manufacturer

that offers the customization option. In still other embodiments, once a configuration is saved to the profile account of a user, that configuration can be shared to other vehicles of the user. In still other embodiments, when a user buys a new car, the custom configuration can be transferred either entirely or partially to the new vehicle. In some embodiments, if the vehicle has more or less system functions, the customization can be adjusted automatically or the user can be provided with options to update the customization to add or delete features. In one embodiment, the customization will be facilitated via a website. In one embodiment, the website may be of the vehicle manufacturer. In one embodiment, the website of the vehicle manufacturer can allow the user to add APPS that are created by third parties. The third parties can create APPS that communicate with APIs of the system components of specific vehicles of the manufacturer. Once APPS are selected, the user can add them to the custom user interface (UI) display.

[0055] The user can also be allowed to arrange the APPS or icons of APPS in a specific custom arrangement that is saved to the user's profile. In one embodiment, the user's profile can also be run on various vehicles, other than those owned by the user. For instance, if the user is renting a vehicle and the vehicle has access to cloud services, the user can enter his user name and password (or other identifiers), which log the user into the cloud services and saved profiles. The saved profiles will then enable logic to build a custom UI for the user based on the vehicle being driven. In one embodiment, the system components and APIs of the system components of the rented vehicle can be paired or linked to the user's saved APP selections.

[0056] The user's saved UI configuration may also be transferred to the display of the rented (or other vehicle) vehicle. A best-fit configuration can also be generated using the user's profile selections, so that the configuration provided for the other vehicle will

closely resemble or appear as it does for the configured vehicle. In other embodiments, the user's use metrics can be monitored. The use metrics can include use of APPS, use of system components of the vehicle, use of the vehicle, environment conditions, and historical actions taken by the user via the input/output controls of the vehicle (e.g., buttons, levers, keys, fobs, display selections, display interface actions, communication actions, etc.).

[0057] These historical actions can then be used to define learned actions. The learned actions can be analyzed to change configuration settings in the user's saved profile. For instance, if the user uses a particular APP every day at a particular time, that APP icon can be surfaced to the display or preset to start. The APP can then provide information to the user at about the same time the user normally needs the information. Other historical use patterns can be monitored and such data can be saved to the user's profile.

[0058] The data can then be used by algorithms that build assumptions based on historical inputs by a user as well as environmental inputs, location inputs, vehicle diagnostic inputs, internet connected marketing deals, the user's calendar, traffic conditions as well as news. The assumptions the algorithm builds are then processed into decisions and actions by an additional algorithmic process to activate local or remote audio and visual alerts, change vehicle systems, display information on a vehicle's displays and request a decision from a user locally or remotely to complete an action.

[0059] A number of embodiments are described below, with reference to specific implementations that refer to vehicles, but such implementations should be broadly construed to include any type of vehicle, structure or object. Without limitation, vehicles can include any type of moving object that can be steered, and can include

vehicles that are for human occupancy or not. Vehicles can include those that are privately owned, owned by corporations, commercially operated vehicles, such as buses, automobiles, trucks, cars, buses, trains, trolleys, etc. Example vehicles can include those that are combustion engine based, electric engine (EV) based, hybrids, or other types of energy source vehicles.

[0060] A cloud processing system, as described herein, will include systems that are operated and connected to the Internet or to each other using local networking communication protocols. A cloud processing system can be defined as an interconnected and distributed physical or virtual software defined network that utilizes virtual or physical processing and storage machines that enable various applications and operating systems to facilitate the communication with and between various client devices (vehicles, user devices, structures, objects etc.).

[0061] The communication with and between the various client devices will enable the cloud processing system to deliver additional processing information, data, and real-time metrics concerning data obtained from other processing systems as well as client feedback data. The distributed nature of the cloud processing system will enable users of various vehicles, structures and objects to access the Internet, and be presented with more flexible processing power that will provide the requested services in a more effective manner.

[0062] The processing systems can be defined from various data centers that include multiple computing systems that provide the processing power to execute one or more computer readable programs. The processing of the computer readable programs can produce operations that can respond to requests made by other processing systems that may be local to a vehicle's electronic system. For example, a vehicle can include

electronics that utilize memory and a processor to execute program instructions to provide services.

[0063] In other embodiments, the electronics of a vehicle can synchronize with a user's portable electronics. The user's electronics can include, for example mobile devices that include smartphones, tablet computers, laptop computers, general-purpose computers, special purpose computers, etc. The various computing devices of the vehicle, and or the computing devices of the user (smart devices) can be connected to the Internet or to each other. Provided that a user has access or account access to the cloud service, the cloud processing services on the Internet can provide additional processing information to the electronics of the vehicle.

[0064] The wireless communication can include cellular tower communication that couples and communicates through various networks to the Internet, to provide access to cloud processing 120. Other methods can include providing Wi-Fi communication to local Wi-Fi transmitters and receivers, which communicate with cloud processing 120. Other types of communication can include radio frequency communication, such as 802.11.ac, 802.11ad and subsequent wireless networking protocols, Bluetooth communication or combinations of Wi-Fi and Bluetooth. It should be understood that vehicle electronics can communicate with cloud processing 120 via any number of communication methods, so long as exchanges of data can be made with cloud processing 120 from time to time.

[0065] The communication can be made by vehicle electronics while the vehicle is on or when the vehicle is off, so long as communication and processing circuitry of vehicle electronics has a power source. The power source can include battery power that powers vehicle electronics to communicate with cloud processing 120 when

vehicle is turned off. When vehicle is turned on, the battery that drives vehicle electronics can be recharged.

[0066] Still further, certain applications can increase in size when being used or decrease in size to enable selection at a later time. For example, selecting the temperature system component may expand the system component to a larger space, thus temporarily removing other displayed components. The user can also select other buttons to access other system controls, other apps, or modify or add applications or system controls. When modifications are made, the modifications are saved to a user database and profile of the user, as managed by cloud services.

[0067] Cloud services will therefore allow any future modifications to be made to the custom configuration at any time and from any computer connected to the Internet. Still further, the custom configuration can be transferred to a second vehicle. If the custom configuration is transferred to a second vehicle, the system can select the system components for the second vehicle and attempted do a best match of applications available for the second vehicle that resemble or match the ones used in a first vehicle. Specific settings, arrangements and other features may also be transferred to a second vehicle, by simply transferring the custom configuration to a second vehicle.

[0068] In one embodiment, the functions of the specific applications illustrated in the display will be monitored and restricted depending on safety considerations while driving. For example, if the interfacing functionality requires more interactivity with the display, or requires a reading of text or inputting text, those functions will be disabled during operation of the vehicle. Once the vehicle comes to a stop, or is placed in Park, certain of these functions will be activated. In other embodiments, other safety considerations will allow for applications to shift from outputting text to outputting audio or voice. The input can also be changed from touchscreen, button touches,

selections, and/or voice input. In still other embodiments, safety considerations can allow certain user interface components to move about the display to provide easier reading while driving or automatic conversion of text to audio.

[0069] For example, content being displayed in the center panel display of the vehicle, can be automatically shown in the dashboard display region of the vehicle, such as in front of the steering wheel. In still other embodiments, some content or display data can be moved from the center console or the display in front of the steering wheel to the windshield of the vehicle in a heads-up display area. Accordingly, algorithms executed by the applications and applications of the manufacturer, can cooperate to provide functionality to the application features and interfaces, while maintaining safety parameters defined by rules. The safety parameters will therefore allow content of the user interface to be shifted around to various displays of the vehicle, or translated to voice or audio at certain points in time.

[0070] These settings and customizations can be made through the web/cloud services and tools provided by the website of, for example the manufacturer of the vehicle. In one embodiment, the cloud services provided by the manufacturer can be provided by a partner of the manufacturer. The partners of the manufacturer can include software companies that develop, host, or manage certain functionality provided by the vehicle manufacturer. In other embodiments, the partner software companies can integrate tools or components with tools and components of the vehicle manufacturer. This provides for integration with one or more cloud services, software services, Internet services, and services provided by systems of vehicles or systems of the vehicle manufacture. In either case, whether the software and logic is designed and constructed by one or more entities, the cloud services provided by the vehicle manufacturer or the website that provides the tools for customization will appear as a unified simple to use interface for

the user. As mentioned above, the cloud services can provide databases for saving the user profile and data associated with the user account.

[0071] The user profile can include settings made by the user, customizations made by the user, identification of applications purchased or added to the vehicle customizations, etc. Still further, the user profile data can be part or be associated with the user account. In this manner, the user that customized a user interface can access the Internet at any time, whether through the vehicle or through any other computing device having access to the Internet and make changes, modifications, or access control features of the vehicle remotely. In one embodiment, the profile of the user can be accessed from any vehicle, such as rented vehicles or shared vehicles. Settings and profile data can then be shared for a period of time on any vehicle and use data on that vehicle can be stored.

[0072] When the user is not using the vehicle, the custom configuration can be turned off or locked out for another session. Once the user wants to start a new session, the user can log back in and the custom configuration returns. In other embodiments, the custom configuration will automatically turn off when the user is not driving the vehicle or has not logged into the vehicle. In other embodiments, the custom configuration can be automatically turned on when the user is detected. The user can be detected using biometrics, login credentials, image detection of the face, fingerprint detection, retina scans, etc. In some embodiments, biometrics can include data used to identify the user, such as face recognition, fingerprint reading, retina scans, voice detection, or combinations thereof. Still further, the custom configuration can be transferred to other vehicles.

[0073] If the user wishes to use his or her custom configuration in another vehicle, the user can login to the custom configuration or user account from another vehicle. If the

other vehicle does not have all the system components needed to define the custom configuration, the custom configuration can be supplemented with other similar components automatically. In other embodiments, the custom configuration can be transferred from one vehicle to another, or when the user buys a new vehicle. In another embodiment, the custom configuration can be adjusted based on the driver. The custom configuration can also be preset remotely from the Internet, using the cloud services. The custom configuration can also be configured to provide limited use of certain systems or the vehicle, such as when a guest is driving the vehicle. In other embodiments, restrictions can be placed on the vehicle speed, location of driving, and automatic notifications for the user or the master user of the vehicle. The master user of the vehicle can have a master account with administrator credentials.

[0074] In still another embodiment, the vehicle can be loaned to a child of driving age (under 21/18 years of age), and the child can be provided with restricted use of the vehicle. When the child exceeds or does not follow the restrictions of the vehicle, automatic notifications can be provided to the user that is the administrator of the vehicle. The notifications can be by cell phone, smartphone, tablet computer, mobile device, text messages, phone calls, commendations of phone calls and text, audio messages, audible sounds, vibrations, and commendations thereof. History use of the vehicle can also be maintained in cloud services. The history use can provide the user with information as to where the vehicle has been, the speed or events, violations that occurred when use of the vehicle etc. The configuration can also provide messages to the driver warning the driver of when the vehicle has exceeded a restriction, or is approaching a restriction in use, driving area, speed, etc.

[0075] The screen displays can have various configurations, placements, sizes, number of pages, tabs, etc., and the user can provide controls for some or all of the

interfaces and controls in certain locations. The selection can be enabled for third-party applications. The third-party applications can be selected from the vehicle site, or by providing links to third-party sites. The third-party applications can be pre-identified by the site and displayed to the user if they are compatible with the particular vehicle selected. In another embodiment, the third-party applications can all be shown to the user whether or not they are compatible with the vehicle. Upon binding/pairing or attempting to find application for the vehicle, compliance as to whether the applications operate or comply with the particular vehicle can be made.

[0076] In one embodiment, certain third-party applications can be reviewed by the vehicle site administrators before they are made available to users for selection. In other embodiments, the third-party applications can be approved or disapproved. In still other embodiments, the third-party applications can be augmented with restrictions made by the vehicle manufacturer, or dictated by law. The restrictions can be applied, based on the anticipated interfacing with the vehicle interfaces, to ensure safety during driving. For instance, if a particular application requires entry of text, navigation of controls, or other activities that would distract the driver during operation of the vehicle, such vehicle controls or application controls for application interfaces can be temporarily disabled, or can be automatically transferred to a heads up display, or can switch to take audio vocal input from the user. In some embodiments, when the vehicle has come to a stop or is place to park, certain controls or interfaces can be re-enabled, or moved back to original display location or converted back from voice input to touch input. In one embodiment, tools provided by the vehicle site or third-party site can provide for customization of the layout of the display screens of the user interface.

[0077] The customization can include organizing or laying out system interfaces as well as application interfaces, such as those interfaces provided by 3rd parties. In one

embodiment, interface rules are applied to determine if the system interfaces can be replaced with third-party application interfaces, while providing access to the control interfaces via the APIs of the systems. For example, if the user wants to provide a custom speed indicator, the speed indicator must be compliant (via APIs and/or mapping) with the system interfaces so that the speed readings can be populated to the third-party application. In one embodiment, rules can be integrated with or applied to the applications and system user interfaces for when the vehicle is moving. As mentioned above, such rules can limit interactivity with certain user interfaces while the vehicle is moving to prevent unsafe driving. In one embodiment, the custom user interface is saved to the user profile.

[0078] The user profile may contain settings, such as selections of the user interface components associated with the system of the vehicle, as well as user interface is provided by third-party applications. In addition, the user profile can contain and store settings provided by the user. The settings provided by the user, as mentioned is this disclosure can also be learned settings based on use. The settings can further include remote access settings, as well as settings allow the user to control vehicle components from a remote location or a remote computer. The setting can also include providing access to the user account to view historical driving patterns, recent driving activities, the performance of the vehicle during specific driving sessions, the performance of specific vehicle components, etc.

[0079] In one embodiment, the custom user interface configuration can be transferred to the vehicle. The custom configuration, as mentioned above is stored in the database of the vehicle manufacturer, or a database held by a 3rd party that cooperates with the vehicle manufacturer to provide cloud services. The database, in one embodiment, is a network accessible storage which allows access to the user to program and modify the

user interface using any computer or device having access to the Internet, including the vehicle itself or a third-party vehicle. The method then proceeds to operation where the custom user interface can be activated in managed for Internet connectivity for components of the custom interface. For example, the vehicle's Internet access protocols can be set, or registered with an Internet provider or service provider for the cloud services. The service provider for the cloud services can be the vehicle manufacturer, a company cooperating with the vehicle manufacturer, a third-party company, or combinations thereof.

[0080] In one embodiment, the method/logic can also enable local communication with mobile devices that may be in the vehicle. The enablement may be provided by allowing synchronization with the computing system of the vehicle, or with the computing communications of the portable device. For example, the local communication can be paired automatically, based on a preset pairing process where pairing keys are entered. This provides for automatic settings and synchronization when the user enters the vehicle with the portal device. As mentioned above, user interfaces associated with applications loaded on the user's portal device can also synchronize to the display screens of the vehicle, as predefined by the user.

[0081] In one embodiment, vehicle settings are saved to either a memory number button on the vehicle or synced to a key fob, or accessible via an interface or voice activation. In one example, a vehicle operator profile is provided to allow users to maintain their individualized profiles, settings and accounts for vehicles from any internet connected device or be able to login to their vehicle physically in or near the vehicle by the use of a fob, thumb print, eye scan and or manual login using an input device that interacts with the vehicle's login system.

[0082] In one embodiment, the profile can be managed at a user account saved to a central or cloud distributed system, to manage access. Any vehicle can be abstracted so that any user can log into any vehicle if they have an account that allows access to that vehicle. For instance, a vehicle owner with the role of “administrator” (e.g., an administrator of a user account that has a profile associated therewith or multiple/sub profiles) can create logins for his or her vehicle(s) for additional users such as his or her children, spouse, mechanic, and valet driver among other applications. Logins can be created for individuals or for roles such as the role of “child” where all users with the role “child” would have the same vehicle specifications applied to the vehicle they will be logging into. Similarly, the role of valet can be given and shared by any valet driver.

[0083] The purpose of abstracting vehicle operators from the vehicle itself is a shift from the current state of the art in which settings are vehicle specific- each vehicle typically only having the ability to store 1-3 sets of settings, to where vehicle settings are user specific and 1-n logins can be managed through an access management system. The embodiments defined herein allow each user to apply his or her settings to any vehicle based on their login information in which they provide their login and password. When a user logs into a vehicle, the vehicle will determine locally on board and/or communicate remotely with a central or distributed access management system to determine the validity of the login presented to the system. If the user’s login is recognized, the system will apply settings and use privileges to the vehicle prescribed by the login.

[0084] Logins can have “role” specific settings and privileges or settings and privileges set only by the administrator that cannot be overridden by the user of the login. For instance, an administrator may create a login for “John” their 16-year-old son. The administrator can apply settings to John’s login that John cannot override such

as the maximum speed the vehicle can travel. For instance, Although the vehicle may have the ability to travel at a speed of 130 mph, John's login will only allow the vehicle to travel at a speed up to 90 mph. Additionally, every login may have settings that the user of the login can toggle to their liking such as the list of radio stations they would like pre-programed every time they log in to any vehicle that accepts their login.

[0085] Logins can control all aspects of a vehicle's behavior and can be attributed to individuals or roles. These settings can be toggled via a network connected device such as a computer, web application, smart-phone or directly on the vehicle. Administrators can decide which settings are locked for specific logins or roles, which are open for the login user to toggle and which settings are to be enforced depending on the time of year, or time or day etc., or when a condition or event is detected.

[0086] Login settings that can be set and remotely administered include but are not limited to, driving characteristics (rate of speed, fuel consumption guidelines) location based settings (GPS aided travel restrictions, travel radius boundaries, dynamically loading maps, dynamically loading directions, dynamically loading fuel, charge and battery service and purchase locations etc.), time of day based use restrictions (day driving only for example), automatic purchase settings (financial institution linking for automatic purchasing of fuel, charge time, batteries, car washes, etc.), fuel settings (Electric only, fuel only, hybrid only etc.), refueling routing and purchase (incentive based re-fueling maps, incentive based refueling offers etc.) driving characteristic settings (sport, comfortable, soft, off-road, high performance, economy mode), entertainment system settings (radio memory settings, internet access or restriction, streaming services settings), comfort & HVAC settings (climate control, seat positions, seat heater/cooler, suspension/ride settings, entry lighting, remote start, remote stop

etc.) tracking/metric settings (camera/video recording guidelines, mileage, top speed, average speed, MPG, wear and tear settings and notifications, historical travel maps).

[0087] Automatic purchase settings can be processed in response to requests from the vehicle. The request can be, for example, to transact a payment is for one of a car wash service, a fast food service, a toll road service, a goods purchase service, a rental service, a lease service, or combinations thereof.

[0088] Additionally, combinations of settings or setting profiles (such as “sport” where your seat moves to sport position for additional support, suspension stiffens, throttle response becomes aggressive etc.) can be set as well instead of individually setting use characteristics. In one embodiment, logins are user specific, not vehicle specific, so any family member can use their login on any family vehicle and the vehicle will perform based on the metrics and restrictions dictated by the login used to operate the vehicle.

[0089] Companies or entities can create and manage logins to company vehicles for delivery drivers, car washers, and mechanics among other applications. Each login can be configured to provide or restrict access based on the user logged into the vehicle. A company may only allow a delivery vehicle to travel at a maximum speed of 80 mph to limit reckless driving. A company may create a role of “local delivery only” where a driver with that login can only drive the vehicle within their territory. Breaches in territory travel will result in a recorded event and notification to the vehicle administrator as well as the vehicle operator. A grace period will be given to re-route back into the driver’s territory before more aggressive vehicle disabling mechanisms are deployed. The driver will be given visual and audio cues as to how to avoid vehicle disabling.

[0090] A dealership can grant "test drive" logins to potential customers, which allows them to operate less than 100mph and only within a 5-mile radius. In one embodiment, alerts or notifications can be automatically triggered if violations in the restrictions are detected. A dealership may also grant a "demo" login for instance which showcases the vehicle's capabilities, available APPS, features and benefits. Variations of the "demo" login can be used on variations of potential buyers. A "18-24 year old demo" may be useful for enticing that demographic and showcases the vehicle's features 18-24 year olds are most receptive to.

[0091] A valet can be given a password to login only as "Valet" which will impose restrictions on trunk operation, vehicle speed operation, vehicle location notification settings etc. A recording option can be provided, which can set a recording within and around the vehicle when in the valet mode. This way, the user can login to see what the valet driver did while in possession the car, in case the owner feels that something is not correct when the vehicle is returned to the owner. Additionally, while the valet is driving the car, a notification can be provided to the valet that will alert the valet that recording is in progress, and their face can be shown on the display while the valet parks the car.

[0092] A user may set the valet login to alert the user that left the vehicle with a valet that the car has traveled beyond the allowed radius or has reached a speed greater than 100mph, for example. This alert can be sent wirelessly to an email address, texted via mobile phone number or sent to a mobile device having a login-profile mobile application capable of sharing current vehicle location, speed, fuel status among other metrics. The last logged in user of the vehicle or vehicle administrator can send visual, audio or auto override notifications to the valet letting them know they need their car back, they are traveling too fast or even auto shut down to prevent theft.

[0093] A parent can set up a login to the family vehicle for their child that only allows the child to drive within a certain radius. For example the vehicle may only be used to drive between home and school. A map can be outlined on the account management interface by a parent when setting up the child's login to support the home to school restriction intended.

[0094] In one embodiment, a parent or company may give a child or company driver a login that also carries a financial allowance connected to one or more financial institutions administered through the access management and/or login management system by administrators. For instance, a child may have the need to re-fuel the vehicle by purchasing either traditional fuel, battery units, and or charging time but a parent does not want to give a general credit card to the child. The parent will set a budget for fuel purchase for the given login and the login will then allow the vehicle will communicate with the fuel, battery, and or charge-dispensing unit automatically using a wired or wireless communication systems funding the purchase automatically up to the allotted budget set in the login of the vehicle.

[0095] In one embodiment, these features are useful for fleet vehicles where company vehicle users currently use a corporate credit card to purchase fuel where fraud may exist in the form of using company credit cards, or company fuel accounts to fuel personal vehicles. The new system ensures only the company owned vehicle is approved to purchase the traditional fuel, battery, charging time and also maintains metrics on which logged in user consumed fuel and re-fueled which vehicle.

[0096] In one embodiment, a process is created so that some or all manufacturers use the same type of login/access management system. By way of example, any user can log into any vehicle from any brand in so far as they have account creation access or a

recognized login. Once logged in, each vehicle will receive and impose the login-based settings as long as the manufacturer supports the login/access system.

[0097] Figure 1 shows various methods a user can interact with a vehicle login system, in accordance with one embodiment. The user may use any network-connected device ranging from a mobile computer, mobile phone, mobile network device all connecting to a remote converged or distributed network cloud system. The user may also interact with the vehicle login system directly on or near the vehicle. The user supplies login credentials to a vehicle login interface which are sent to the remote distributed or centralized user login authentication system or onboard vehicle authentication system. The processing logic receiving the login credentials processes the data and returns an authentication response to the user attempting to log in. If the authentication is a success, the vehicle the user attempted to log into has vehicle settings applied to it and the user is allowed to operate the vehicle. If the authentication is a failure, the user is presented with a failed access notification on the login interface.

[0098] Figure 2 shows two different types of users and an example of how the user is organized, in accordance with one embodiment. In this example, User 1 is an administrator of a vehicle login system over vehicles he or she owns. User 1 has the ability to add or remove logins, roles and vehicles to his login system. Since User 1 is an administrator, he or she can add more logins and or roles to the system to allow a family member to have access to the family vehicles for instance. In this case, a family member “User 2” is shown. The administrator has given this family member a login named User 2 and has granted two roles to User 2. User 1 may only want User 2 to have access to a certain vehicle and to certain roles only. User 1 may only want User 2 to have access to the vehicle for the purposes of traveling between school and home. In

this case User 1 has created a role that is applied to User 2, which only allows the vehicle to travel within certain restrictions and geographical locations.

[0099] In this example, User 2 does not have the ability to alter his or her login, role or vehicle since they do not have administrator access. However, User 1 can make changes on behalf of User 2. The full range of settings over a vehicle that applies to a given role or login is a super set of settings. User 2 may have access to a subset of settings that User 1 allows changes to by User 2.

[00100] Figure 3 shows a graphical representation of a example set of settings an administrator such as User 1 may have to administer logins, roles, and vehicles. Figure 3 further expands the depth of settings, including but not limited to, vehicle administration, adding or deleting users and roles, vehicle global settings that apply to all roles and logins, adding or deleting vehicles among other settings.

[00101] Figure 4 shows one sample of many potential configuration settings for a given vehicle. In this case, User 2 has a login created for him or her named “CHILD”. This login contains a set of settings that may or may not be configurable by User 2 since User 2 is not an administrator, only a subset of settings are open to him or her to alter. The drawing illustrates the settings that are user editable and admin only or restricted. The left column lists the type of settings corresponding on the same row on the right column. These settings are examples and may be altered, added to, or subtracted from in different embodiments. For instance, fuel use settings allow an admin in this case to choose what type of fuel the user login CHILD is allowed to use while logged into the vehicle. Similarly, location based settings allows an administrator to draw out a map of the area the user login CHILD is allowed to travel within while logged into the vehicle.

[00102] Figure 5 describes extended settings from Figure 4. This figure describes additional vehicle settings that are configurable by the user with the login “CHILD” and those that are only configurable by User one being the Administrator. Figure 5 also describes a subset of settings a user login CHILD in this case is allowed to change. For example, the user login CHILD is allowed to select his or her radio stations, streaming services, and Internet access settings for a unified experience in any vehicle they log into using this log in. Similarly, the user login CHILD can access driving modes and set the vehicle mode to sport for instance. It should be understood that the example “CHILD” profile is just that, an example, and any type of user profile may be set with the defined privileges and/or restrictions.

[00103] Figure 6 illustrates an example of utilizing a profile of the user, to access cloud services 120, and a database 115, in accordance with one embodiment of the present invention. In this example, a user may utilize a connected device 110 to access cloud services 120. Using the connected device 110, the user, in this case Bob, is accessing his universal profile settings. His profile settings may include settings that have been selected before in earlier sessions, or default settings implemented by a vehicle manufacturer, or another user such as an administrator. In the example, the user may access particular active settings managed by cloud services 120 which can cause Bob's profile in database 115 to be updated.

[00104] In one embodiment, Bob's profile can include specific settings, preferences, use history, and learned settings from earlier uses of one or more vehicles. The profile settings defined by Bob, are then transferred by cloud services 122 one or more vehicles utilized by Bob. For example, if the user wishes to utilize his regular everyday car, the profile settings may already be stored on the vehicle. If the user wishes to utilize a different vehicle, such as a friend's vehicle, a rented vehicle, a shared

vehicle, a temporary vehicle, a loaner vehicle, a test drive vehicle, a company vehicle, etc., the user's profiles can also be transferred to that vehicle.

[00105] The user profiles can include standard settings that may be set at the various vehicles, or custom settings that can be selected for the user based on learned settings over time by use of various vehicles. In one embodiment, the user profiles are continuously updated and store to a database 115, which is accessible by cloud services 120. Database 115 may include data storage, such as cloud storage, data center databases, distributed databases, local storage on vehicles, network storage, and the like.

[00106] Figure 7 illustrates an example of a user (Bob) that may wish to utilize a car 200, in accordance with one embodiment of the present invention. For example, the car 200 may be a shared vehicle, such as those commonly shared in urban cities. Shared vehicles are those that belong to a company and where the company provides accounts to users to access the vehicles for specific trips, specific times, periods of time, etc. Users that share those vehicles typically park the vehicles at different locations throughout an urban city. Users wishing to find a vehicle to use can access an application or website having access to an Internet connected application to find the vehicle closest to the particular user.

[00107] Once the user has located a proximate vehicle, such as car 200, the user may approach the vehicle so as to utilize the vehicle 200. In one embodiment, when the user approaches the vehicle, and comes in close proximity to the vehicle as detected by the geo-location of the users mobile device, a pairing request can be detected. The pairing request may be triggered once the proximity zone of the car 200 and the proximity zone of the user substantially or partially overlap. The proximity

zone's may overlap when the user comes in close proximity to the vehicle, such as within a few feet, within a mile, or the user has touched or bumped the vehicle.

[00108] The pairing request may be automatically sent by the users device to cloud services 120. The pairing request can include sending the model of the vehicle 200, that may have been obtained by the users mobile device from the vehicle 200 directly. In the illustrated example, the pairing request by the users mobile device can include identification of the vehicle that the user has come in close proximity to. A pairing module 170, can then communicate with a mapping engine 118 that determines information associated with car 200.

[00109] An automaker database 116 can include data regarding a plurality of vehicles, including standard user interfaces, configuration interfaces, and other information necessary to provide user Bob with a custom interface for vehicle 200.

[00110] The mapping engine 118, in this example includes a map or that communicates with the automakers database to identify the settings, applications, APIs, or modules that allow integration of Bob's user profile from the user profiles database 160 so that Bob's profile can be sent to car 200. In the illustrated example, the mapping engine, the of the mapper, will obtain Bob's profile 160 for cloud services and obtain vehicle information for the user interfaces of the vehicle desired for use by the user.

[00111] The mapping engine 118 will the transfer Bob's profile to vehicle 200. At this point, the user, Bob, can be provided with an interface on a mobile device to allow access to the vehicle. The user interface can include a plurality of screens with instructions, check information, cost information, billing information, etc. As illustrated in figure 7, the users mobile device can provide various notifications, such as identifying to the user that the user standing next to a blue model M7 from maker C. The user interface can ask Bob if Bob wishes to pair settings to the specific vehicle

200. If Bob desires to actually utilize the shared vehicle 200, the pairing request may be initiated as mentioned above.

[00112] Figure 8 illustrates another embodiment where the user Bob has utilized his mobile device 100a to define or access a plurality of settings. In one embodiment, the user may register 214 with a car sharing service, such as via a user interface or application having access to the Internet and the company providing the service. Cloud services 120 can then provide access to the profile database 160 where Bob's profile may be stored. The profile 160 may be accessible to 3rd parties, such as car sharing service.

[00113] Also shown in cloud services 120 is the car database 116/115. The car database can then be provided with information from the car sharing company 210 that identifies the cars that the company owns and that are shared with the service. The car data including assigned IDs to the vehicles and cars can be stored in the car database 116/115. Additional data can be supplemented from vehicle manufacturers 212. The cloud services 120, in accordance with one embodiment, can include logic for profile identification for vehicles 224, logic for proximity detection 222, user request logic 220, and other managing logic for receiving request from users, managing databases from a car sharing database, managing data from vehicle manufacturers, and receiving request to manage profiles an axis vehicles.

[00114] As illustrated, when the user Bob approaches the vehicle 200, the Bob's mobile device 110a can identify the closest car, which may be car A. In this example, Bob is identified to be proximate to the car having an ID 1528ABC. In one embodiment, when the user comes in proximity to the car 200, the car can beep or light up when enabled, it can open the doors to allow the user to access the vehicle when the logic has paired the user to the vehicle, the profile of the user can be transferred to the

vehicle, the use of the vehicle is managed by the user's online account (storing historical use data and any billing information), automatic payment for use can be made from predefined payment arrangements stored in the profile, and use of the vehicle can be restricted to predefined rules, based on the profile. Accordingly, the profile database 160 can include both profiles of the user, such as user settings, as well as profile restrictions that may be set by the car sharing service.

[00115] Figure 9A shows one example process for utilizing user profile settings from a registered user and utilizing settings of a shared vehicle network, in accordance with one embodiment of the present invention. In this illustration, operation 300 receives the user profile settings from a registered user of a shared vehicle network. The registered users profile can be obtained from a cloud services profile, such as the profile used for a number of vehicles which may be in or outside of the shared vehicle network.

[00116] In another embodiment, the profile may be the profile set by the shared vehicle network, based on the service contract entered by the user. In operation 302, vehicle IDs for each vehicle assigned to a shared vehicle network are received by cloud services 120. Cloud services 120 will therefore maintain a user database 160 with a plurality of user profiles.

[00117] Cloud services can also maintain a vehicle inventory database 310 for the shared vehicle network. Servers 350, which operate cloud services 120, and therefore managing access database 160 and 310, as well as provide logic for providing access to vehicles, unlocking vehicles, and transferring user profiles to specific vehicles. In operation 360, the servers 350 may receive a request to locate a vehicle on a map from a computing device. The request may be provided with reference to the user's current location, using GPS or the like. The request is then processed by servers

350, and servers 350 communicate the forward a list of available vehicles proximate to the user or for the users identified area in operation 362. In operation 364, a selection request is received from the user for a specific vehicle and a reservation is made for the use of the vehicle for a set period of time.

[00118] In operation 366, a command is sent to the vehicle the signal alert when the user is detected to approach the vehicle within a particular distance, notifying the user that the vehicle is the vehicle that the user reserved. This provides for a method of allowing the user to easily identify the vehicle that the user reserved. For example, if the user is instructed to go to a specific parking lot to identify the vehicle that was reserved, the user would have a difficult time identifying which vehicle it is that the user reserved. However, by allowing cloud services to signal to the vehicle to sound the alarm, turn on a light, beep, for make any other identifying gesture, the user can easily identify the vehicle in the parking lot.

[00119] In operation 368, a user interface is provided to the user's mobile device that will provide a notification to the user indicating that the person/user has arrived at the vehicle. In operation 370, the users profile is transferred to the vehicle. The transfer of the profile will allow the settings of the user to automatically be set in the vehicle. The settings can include, for example, temperature, radio settings, seat settings, meter settings, air settings, etc.

[00120] In operation 372, the settings that are made by the user when in the vehicle or adjustment settings can be sent back to the user profile. Thus, when the user offering the vehicle and making changes to his or her profile, those changes can also be communicated back to the profile database in cloud services 120. This provides for a continuous feedback loop over time, to allow the users profile settings to be managed

and maintained current to the users best liked preferences. The operation then proceeds to B in Figure 9B.

[00121] In operation 374, it is detected that the user has completed use of the vehicle upon some user entry at a computing device. The computing device may be computing device of the vehicle, or a mobile device. The entry can be, for example, the user logging out of the vehicle indicating that the user has terminated use of the vehicle. At logout, the vehicle's original profile settings will then be returned, and the users custom profile settings will be terminated.

[00122] In operation 378, a report sent back to the server regarding the use of the vehicle and the charges to the users account for the use. In one embodiment, the use reporting can occur continuously while the user is driving vehicle. In operation 380, the drivers session log can be saved user profile, keeping a history of the user's travels. In operation 382, survey data can be requested of the user regarding the vehicle use. Because the user was utilizing a shared vehicle, feedback from the user can be helpful to potential future users that may want to rent or utilize vehicles from the same company.

[00123] The user may be provided with options to publish likes and dislikes or commentary to a social network 390. Ratings can also be transferred to rating companies, such as those that allow internet users to view user comments, reviews, complaints, etc. The social network 390 can allow the data to be open data 394, or data that is shared with friends 392. In operation 384, problems with shared vehicle can be reported to the vehicle network to allow repairs before making the vehicle available for reuse. Cloud services for the shared vehicle network can then be updated in cloud services 120. For example, if the vehicle has been identified as having some mechanical malfunction, the cloud services can update that vehicle as being out of

service, so that discovery of that vehicle does not cause users to access that specific vehicle that may be out of commission.

[00124] Figure 10 illustrates a user (Bob) entering the vehicle, such as a shared vehicle 200, in accordance with one embodiment of the present invention. In this example, the user has been identified by the vehicle, such as using a camera 402. The camera 402 may use face detection 406 to automatically identify the user, and set the users preferences and settings for the vehicle automatically. In some embodiments, this allows verification that the user driving the vehicle 200, from the shared network, is the driver that unlocked the vehicle from a remote location (such as a mobile device). In this example, the vehicle 200 may also include a plurality of cameras, such as cameras 404, 408, 410, 412, 402, etc. Any one of these cameras can be accessed from a remote location, if the user's profile provides access, or the privacy setting allows such access.

[00125] These cameras can be used to detect and monitor the exterior portions of the vehicle as the vehicle drives around, as well as interior portions of the vehicle. These cameras can be used by the vehicle sharing company to monitor the status of the vehicle, and the location where the vehicle is parked. In one embodiment, the user who has rented the vehicle can set a privacy setting to disable certain cameras. In one embodiment, a speaker 420 can be activated to allow the vehicle to speak and communicate with the user. Vehicle electronics and logic 400 can be in communication with cloud services 120.

[00126] Cloud services 120 can also be in communication with user profiles 160. In one embodiment, the user profiles 160 can also include specific profiles for registered users. In one embodiment, the registered users can include a family of users. A specific family can have a number of drivers or users that have been registered with a service. For example, the database can include users ABC123xi (such code is only an

example, and any form of ID/code can be used), and the users can include a particular family or group of people. The group of people can also be a group associate with a company, a sharing service, a group established for a particular event, or other types of groupings. The vehicles can therefore be monitored for use by the specific users in a particular family or group. In one embodiment, the particular family and groups can be associate with their own profile history settings, which include data from their previous uses.

[00127] In one embodiment, figure 10 illustrates a process utilize to communicate between vehicles, users, and cloud services. In operation 450, a vehicle with communications is provided with cloud services. The cloud services will be in account, software, or interface that allows communication with cloud services 120. In operation 452, the user in the vehicle may be detected, and the face of the driver or other biometric data can be used to identify the specific user sitting in the car. The detection of the user can, in one embodiment be enabled or restricted based on privacy settings desired by the user.

[00128] In operation 454, the user may be identified and the users profile can be automatically retrieved from cloud services and the user profile 160. The preferences settings for the user can be identified from the database in operation 456, and the settings can be applied in operation 458. The settings can be applied to the vehicle for the identified user. When the user terminates use of the vehicle, the settings can't be deactivated, or return to a neutral setting.

[00129] Figure 11 illustrates an example of particular types of settings that can be set, or recorded, or accessed, in accordance one embodiment of the present invention. In one example, cameras 480 can be provided as options for access by the user. The cameras can be accessed to view historical uses by the user, or can be access

to view current and live video of the vehicle. For example, if the user has rented a vehicle for a period of time, and parked it in a specific location, the user can monitor the vehicle from a remote device connected to the Internet.

[00130] Record settings 482 can also be set by the user, the vehicle provider, or cloud services. A plurality of recording options and access can be set or adjusted by the user from a remote location. Remote access 484 also provides the user with options to control specific features of the vehicle. The control the vehicle can be set for a period of time when the users profile is associated with the vehicle.

[00131] In a car sharing environment, the remote access of the vehicle can be enabled during the period of time when the user is assigned or the users account is assigned to that vehicle. In examples where the user owns the vehicle or is more tightly connected to the vehicle, the remote access can be provided by entering access control information, credentials, passwords, usernames, and biometric data or combinations of one or more.

[00132] In still other embodiments, user interfaces are provided to provision customized data regarding available charge station locations. In one embodiment, users having other devices, such as smartphones or portable electronics can obtain data, which can be shared with other user interfaces. The sharing can be by way of a sync operation, that can be automatic when the user enters the vehicle or on demand by the user. In other embodiments, the application or program running on the user portable electronic device can continue to execute the processing, while allowing the display of the vehicle to show all activity on the display. For example, if the vehicle electronics are not capable for processing an application or access a cloud service, the portable device can act as the agent for the vehicle electronics. In one embodiment, the display and I/O of the EV simply acts as a passive interface, while the processing or accessing

to cloud processing is done by the user's portable electronics (e.g., smartphone or the like).

[00133] In some embodiments, the user's portable device is already programmed with access codes, passwords, etc., so the user may wish to use the portable electronics instead of having to program the vehicle. This is important when users share a vehicle. If users share a vehicle, one user may have the electronics programmed to their likes or dislikes. By allowing programming, data settings, etc., to be shared or synced (e.g., temporarily or not), users can more easily share vehicles, while keeping the settings that the user is used to having.

[00134] In still another embodiment, allowing the user's smart phone or portable electronics to sync with an EV, users of rental cars can more easily step into cars with pre-programmed settings. Thus, users that temporarily use vehicles need not worry about programming the car's settings upon entering the car, but simply sync with the vehicle to allow the vehicle to run display, IO and services based on the custom settings of the user's portable device.

[00135] This processing that allows users to sync a vehicle with a user's custom settings stored in the user's portable device can also have application to car sharing environments. In big cities, companies allow users to locate vehicles in a proximity to their current location, and simply enter the vehicle using their membership code. In addition to providing users with access to the vehicle, the user/driver's settings can be synced to the vehicle. This can include settings of the seats, the mirrors, the temperature, the radio stations, and the Internet apps to display on the car's display, etc. Custom information, such as prior uses of the car, cost for driving, etc., can be displayed on the car's display, via the sync data from the user's portable device. The

sync data can be obtained at any time, such as by using the user's portable Internet link, etc.

[00136] In one embodiment, a user's EV or non-EV vehicle can be in communication with cloud services, and the cloud services can be interfaced with data from various entities that provide power for the grid, provide charging units (CUs), provide discounts to charge at particular CUs, geo location services, mapping services, live traffic data, etc. The user of the EV can communicate with the vehicles electronics via a display unit and its associated electronics, can provide input via touch or voice, can request data regarding routs to local charge stations, cost estimates at the various charge locations, how crowded the charge stations are at the various locations, etc.

[00137] The cloud services 120 are also accessible via a computer that has access to the Internet, a smart device (e.g., smart phone, tablet, etc.), etc. Thus, data can be acquired from various sources and data can be consumed by various sources. The data that is acquired, shared or accessed can be launched on the user's device and then transferred to share in real-time with the display and/or electronics of the vehicle. Thus, a unified access display can be customized to the user, regardless of the vehicle that the user chooses to drive. This is in contrast to current models that customize settings for one vehicle owner or owners.

[00138] In one embodiment, the user's settings are seamlessly transferred to the vehicle the user chooses to drive. This is especially useful for cases where a user drives many cars, but wishes to keep his settings constant. Settings can include cloud services, or local settings such as seat positions for the size of the user, mirror positions, radio stations, weather stations, history of routs taken, favorite locations to visit, etc. The application that allows syncing of a user's settings on a portable device to the vehicle electronics is especially useful for car sharing applications, which is common in

large cities and may expand in the future. As car sharing increases, it is most useful to allow a user to save his/her settings in their mobile device, instead of relying on the fixed settings of the vehicle. In another embodiment, it is also possible for a user to type in their universal login code (e.g., user name / password) into the car display, and all of the user's settings are transferred to the vehicle while the user is driving the EV. Once the user stops using the EV, the car can go back to the normal mode for another user to login. The data regarding the user's settings would, in this embodiment, be saved in the cloud.

[00139] In one embodiment, user interfaces of a mobile device can share data with the vehicle's display and native apps. App unification allows EV system to display APPS on the user's smartphone device in an opt-in PAIR mode. In one embodiment, this allows one person to enter another's EV, share apps on the EV display while in the EV, and when the person leaves the EV, the Apps de-pair. This auto-sync facilitates sharing of data and also allows users to unify their settings across any number of vehicles the user may drive.

[00140] In one embodiment, the synchronization will enable users to universally transfer settings from portable devices to electronics of a vehicle. In some embodiments, the vehicle that the user wishes to drive is not his vehicle. For instance, the vehicle may be a friend's vehicle, a rented vehicle or a shared vehicle. If the user has programmed settings in his or her device, the settings that are useful for the vehicle will be transferred to the vehicle. Settings can include travel speed restrictions, car seat settings, mirror settings, remote access to home controls (e.g., lighting, garage doors, etc.), radio settings, satellite radio settings, internet settings, etc. In some cases, only some settings are directly transferrable. In other embodiments, a database can be accessed to find a translation metric. The translation metric can include mapping tables

that allow for settings to be transferred between functions of one vehicle to other vehicles. In one embodiment, vehicle makers can upload their translation metric for each model and the mapping tables can be used to provide the sync operation.

[00141] Figure 12 describes a system in which a user interacts with a model view controller software environment 1800 useful for processing APPS using APIs 130 on vehicles with vehicle operating systems 129 capable of processing computer code. The APPS can execute profile retrieval, updates, and sync operations. The model view controller paradigm 1800 shows basic interaction, control, processing, and updating of data useful for manipulating and viewing resulting actions by a vehicle running an APP in such a system. Such a system useful for running APPS on vehicle operating systems will accept inputs by a user 121, cloud services 120 via data streams, vehicle systems feedback and data streams 1812 used by a controller 1804 that may constantly poll electrical, capacitive and physical sensors, and input streams to detect if interactions 1808 such as network passive updates, network active updates, user touch, user speech, user input, user selection among others has been triggered.

[00142] Each input 1804 will then trigger manipulation of the system's model 1802 portion of the APP software paradigm thus invoking stored routines within APPS 104 which then in turn interact with the vehicle's API system 130 built upon the vehicle's operating system 129. Depending on the app presented to the user 121, the input may trigger stored routines or functions on APP software or operating system level restricted stored routines or functions.

[00143] After the processing of stored procedure code is manipulated with arguments provided by the controller 1804 inputs, visual and or sensory results are presented to the user in the view 1806 portion of the model view controller paradigm. These sensory outputs, data streams, electrical signals may all be translated as

additional options, results, dynamic updating, audio or visual graphical user interface changes 1810 on any of the user's connected display devices. The user will notice these results visually or audibly but may also feel or detect changes in the vehicle's mechanical systems. Updates from the model 1802 may also be used to toggle vehicle settings 1814 which in turn may invoke changes in the vehicle's physical, mechanical and electrical systems 128.

[00144] Finally, the system controller 1804 may receive additional updates from the vehicle systems affected or additional user 121, cloud services 120, vehicle systems feedback inputs 1812 to re-engage the user in a cyclical fashion. If no inputs are sensed, the system's controller will continue to poll its electrical and data I/O systems for input on a continuous basis.

[00145] The model view controller paradigm 1800 described is one example of the software input output lifecycle that may be used to invoke, manipulate, process, update portions of computer readable code such as APPS 104 using an intermediary API 130 to communicate with the vehicle's operating system 130. However, APPS 104 may be run on physically wired, wirelessly connected or remote devices having processing abilities to translate the computer readable code in APPS into actionable invocations on one or more vehicles in order to facilitate or utilize the vehicle's electrical and mechanical systems in prescribed or customizable fashions.

[00146] Figure 13A describes how vehicle on board computer with input output system 1900 useful for accepting input, processing input and displaying results in conjunction with stored computer readable programs or functions in the forms of APPs 104 may be structured. Although system 1900 describes one way to provide vehicle on board computing power to run APPs 104, the arrangement of the vehicle computer 1906 may be altered or arranged in differing fashions with differing connection routing

in order to achieve the same. In this example, vehicle on board computer 1906 may be comprised of components such as the network interface 1910, memory 1912, a central processing unit 1914, an input output buffer useful for streaming data 1916, storage 1908 having the ability to store computer data in long term or short term fashion useful for stored computer code procedures in the form of an operating system 129, intermediary stored procedure code in the form of APIs 130, stored subsets of computer code procedures APPs 104 interacting with API 130 as an intermediary to the operating system 129.

[00147] In this example, the vehicle computer 1906 has the ability to transmit, receive and process information using wired or wireless connections. One such wireless connection is provided by a wireless data sending and receiving antenna 1928 connected to a network interface 1910 useful for pairing with and communicating data with portable or stationary wireless devices which may or may not be part of a network 1902. Such wireless devices include but are not limited to wireless displays 210b, portable smart phones 210a, portable computers, 210c and even stationary objects, structures, buildings, toll bridges, other vehicles etc. The vehicle's network interface 1910 through antenna 1928 may also communicate with cloud services 120 to receive instructions from a remote location that invokes stored programs such as APPs 104 on the vehicle's computer.

[00148] The vehicle may also send and receive data wirelessly in order to establish a connection with a peer-to-peer ad-hoc network. Invocations may result in output data streams interpreted by wireless devices 210b, 210a, 210c as well as wired devices such as wired displays 210d or vehicle integrated display devices such as windshield heads up projected display or integrated glass displays 210e. All data streams generated by APPs 104 stored on the vehicle's computer may also be triggered

by wired devices such as vehicle sensors 1918, vehicle electrical systems 1920, vehicle electrical systems 1922, engine control systems 1924, vehicle diagnostics systems 1926, user input as well as environmental input.

[00149] A user and or vehicle may find system 1900 useful in one example, where the user drives the vehicle past an electronic toll bridge where a fee is required to pass the toll bridge. The vehicle's computer will communicate wirelessly as it passes the stationary structure transmitting and receiving information with it as it drives by. The user's vehicle may have an APP 104 installed on the vehicle computer 1906 that can process the input using the computer's wireless antenna 1928, network interface 1910, input output system, 1916 automatically responding to the toll bridge with payment information. Once the payment is received and processed, the APP 104 receives information from the stationary wireless toll taking device which is then stored either locally on the vehicle's storage 1908 or remotely using cloud services 120. The results of the transaction are then sent via data stream from the compute code running on the APP 104 to a display device(s) where the user can visually confirm that the toll was paid, accepted and show the user's remaining balance all through the GUI displayed for APP 104.

[00150] Figure 13B describes one example of how stored data and function declarations may be compiled to provided intermediary access to a vehicle's computer controlling vehicle systems 1950. Such routines, data and functions may be arranged in such a way that limited access is given to third party code on APPs 104 to manipulate certain unrestricted operating system functions and vehicle systems. Such a method of providing the intermediary allowed stored function set to third party code can be referred to as an API 130.

[00151] In this example of an API 130, computer readable code is arranged in such a fashion that the type of API is described and in this case, an API that allows third party control of the vehicle's HAVC system is declared. A declaration may be useful for reserving the vehicle's computer long term and short-term memory in order to run stored procedures. The shown declaration 1954 describes an example set of data that may reference memory locations and their contents. The contents of these memory location may be modified by stored procedures 1956 or functions.

[00152] This HVAC API 130 has the ability to store data relating to the vehicle's temperature, status, target temperature, split zone temperate, data from electrical and mechanical sensors, calendar dates, error information among others. Invocable functions 1956 are the methods by which a third party APP 104 may manipulate data 1954 on board a computer. Free access is not given to the restricted data on a vehicle's computer, thus a structured method or methods are described for user by third party APP developers.

[00153] These functions 1956 that may or may not take arguments in order to execute may include functions in the example HVAC API that update temperatures for both the left and right or given zones of the vehicle, toggle are conditioning, allow visual skins on the APP GUI, manipulate schedules and displays etc. The HVAC API 130 described is one example of how one API can control one vehicle system. There may be variations of the APIs for multiple vehicle systems or one superset API that allows access to all of the vehicle's systems through stored procedures or methods.

[00154] Figure 13C describes a set of computer readable and executable code 1970 that can be compiled together by a third party APP 104 developer in the form of an APP. The APP 104 uses structured programming languages to execute stored functions allowed by the vehicle's system API 130. In this example, the APP is a third

party HVAC app that allows a GUI to be displayed to a user giving them the option to adjust the temperature on the left or right side of the vehicle up or down. In this case, the APP's GUI has provided a data stream to the APP letting it know that the user has selected to set the temperature on the left side of the vehicle to 80 degrees and the right side of the vehicle to 76 degrees.

[00155] The APP 104 will then use functions available from the vehicle's API 130 to manipulate the data on the vehicle's storage system which in turn will be electrically polled by sensors, data streams etc. to manipulate the vehicle's electrical and mechanical HVAC systems. The user will notice the result visually by the data provided by the APP to the GUI as well as environmentally as the temperature is changed in the vehicle.

[00156] Figure 14 describes the stepped flow of events 2000 as a user interacts with an APP 104, in this case, an HVAC APP 104. The GUI shown for APP 104 describes the first step 2002 where a user physically interacts with a sensor, screen, voice system etc. polling to see if an input has been received. The user's input in 2002 has been interpreted by the app to raise the temperature on the left hand side of the vehicle to 80 degrees and maintain the temperature on the right hand side of the vehicle at 76 degrees. This input invokes step 2004, which calls a stored function on the APP 104 that is API 130 allowable with arguments. The stored function may invoke other helper or associate functions within the API 130 in step 2006, which all in turn invokes restricted computer readable code at the operating system and or kernel level in step 2008. These invocations will then in turn command mechanical and or electrical systems in step 2005 in order to achieve the requested response in step 2002.

[00157] The results of the commands on the vehicles systems are based back to the vehicle's operating system or kernel level in step 2012 which then updates data on

the API 130 in step 2014 that the APP 104 is polling, such as updating the display to show the resulting temperature in step 2016. The results of a function that is invoked at the API 130 level updating the display produces a data stream translatable and displayable by the vehicle's screen showing the APP 104's GUI in 2018.

[00158] Figure 15 describes further example ways an APP 104 may take, process and produce results 2100. Figure 14 shows a way to interact with an APP 104 locally but a vehicle computer system may relay data, inputs and information to the APP while connected to a wide area network, local area network, cloud process 120 or private cloud. A remote action to invoke change on an APP 1808 may be initiated via a network and pass to the APP running on the vehicle 160 using the vehicle's antenna 1928 or wired interface. An APP 104 running virtually on a network or cloud services 120 may also take input remotely and process the results accordingly.

[00159] Some of the inputs and results 2102 that an APP can take and produce locally or remotely include but are not limited to the set 2104 that can receive an action, react to an action, control an action, manipulate data models, report changes to a view or GUI, record events or incidents, learn the types of requests being submitted, learn the times of request being submitted over time, learn the days of the year the requests are being submitted over time, generalize and interpret requests, assume user intent in order to automatically invoke changes, automatically and pre-emptively act on behalf of a user, fine tune learned user behavior etc.

[00160] The learned behavior (e.g., learned settings that provide for automatic programming) can be assigned to particular applications, particular sub-features of applications, to particular native system features of the vehicle, or combination of one or more thereof. The learned settings can also be managed via an interface, which

shows to the user settings that have been learned and provides the user with options to modify learned settings.

[00161] The modifications of the learned settings can be made via the vehicle display or any other device having access to cloud services. The learned settings can also be communicated to the user via notifications. Such as, “*We noticed you like your truck temperature at 3 pm to be 60 degrees? Please confirm,*” or “*We noticed you like your car temperature at 8 am to be 75 degrees, this will be preset for you automatically,*” or “*We have detected your favorite settings, please login to your account to see settings we have programmed for you or make updates,*” or other similar notifications via the vehicle or to any connected device over the Internet.

[00162] In other cases, notifications may not be sent. In some cases, the settings will just occur automatically. In some examples, notifications can be provided with a link or access to a user interface of an application. Via the application, the user can manage, set, control or view any aspect of the connected vehicle. In some cases, the settings can be manually adjusted by the user way from the auto settings. In such cases, the manual setting can be learned and can be provided more weighting since the user took the time to correct an auto setting. Thus, various levels of weighting or importance can be given to learned settings. In other embodiments, the learned settings can be compared against learned settings of other vehicle owners having access to cloud processing. Using data from these different user profiles, learned settings can be obtained or generated.

[00163] Generation or analysis can be by way of overlap processes, cluster analysis algorithms, Connectivity based clustering, centroid-based clustering, clustering model most closely related to statistics is based on distribution models, cluster validation, density-based clustering, KNN/profile similarity, collaborative filtering,

content-based filtering, hybrid recommender systems, mobile recommender systems, cross-sectional analysis, similarities in particular data types or settings, concentration in similar settings by particular demographics, and other similarity analysis calculators and aggregators. These settings can then be recommended to the user or can be automatically added to the profile. Recommender systems can use the analyzed data to generate the custom recommendations for settings to users' profiles.

[00164] Figure 16A describes an ecosystem where an APP 104 in conjunction with a vehicle API 130 may work together to make assumptions, make decisions and take actions 2200. API and APP code together can be arranged in such a fashion that creates an assumption and reasoning logic module 2216. This Assumption and reasoning logic module can take inputs from various systems and data streams including but not limited to GPS 2206, calendars 2208, traffic conditions 2204, local news 2202, past data of user behavior and interaction 2210, vehicle diagnostics 1926, user preferences 2214, user login profiles 506, environmental interpretations by sensors 2212, marketing deals 2224 among others. These inputs can be local and physical or remote and abstract via a network. The assumption and reasoning logic module 2216 compiles data from these sources to invoke decisions and actions on a decision and action engine 2218.

[00165] This decision and action engine 2218 has the ability to execute on what the assumption and reasoning logic module has determined needs to be done. The decision and action engine has the ability to produce alerts, both local, on screen, audibly, visually or remotely on a remote display device 210a-e using a data network. The decision and action engine 2218 also has the ability to change vehicle controls automatically on behalf of a user without user action based on assumptions made by the assumption and reasoning logic module 2216. Additionally, the decision and action

engine has the ability to request a decision from the user preemptively in order to change vehicle controls.

[00166] This may be achieved locally or remotely requiring input from a user to proceed. For instance, the assumption and reasoning logic engine has determined that the user may want to have his or her car automatically started at 7:55 am because the user typically starts the car at 8 am. Starting the car at five minutes early will allow the system to heat the vehicle to the user's typical liking. However, the assumption and reasoning logic may have only reached a level of confidence of 75% where 80% confidence is required to act without user input. Thus, the system, being only 75% sure that the car should be turned on will automatically send the user an alert requesting a decision on whether or not to turn the vehicle on. Once the user 121 provides an decision remotely on their remote device 210a, the decision engine 2218 updates the assumption module 2216 so that it can augment it's assumptions for an updated level of confidence on the next action trigger. These actions by the user automatically and continually update the assumption and reasoning logic module 2216 in order to fine tune the level of confidence on acting without user input and learn the user's behavior for future decisions.

[00167] Figure 16B describes how one of many types of inputs into an assumption and reasoning logic module 2216 can be compiled over time. Although inputs can come from many sources, this particular example focuses on input into the assumption and reasoning logic module 2216 from past data originating and triggered by user behavior in order for module 2216 to learn. Past actions 2210 are logged into a database either locally on the vehicle computer or remotely which are fed into to module 2216. In this example, data about when the user's actions are stored, along with unique identifiers that will allow assumptions to be made in the future.

[00168] These identifiers include times, dates, rates, capacities, temperatures, frequency, degrees, distance, etc. In this example, the system has been keeping track of when the user has been starting his or her engine in the morning on weekday sand weekends. The system harvests all data points associated with given events. These data points 2210 are purely mined data points and no assumptions or reasoning occurs at this point. This data will be used by the assumption and reasoning logic 2216 to determine future actions.

[00169] Figure 16C describes one example of what an assumption and reasoning logic module 2216 may produce using the data points collected on an ongoing basis in Figure 16B. Over time, using inputs that are continually harvested by a user's action, assumptions are made and refined to aid in making decisions for a user in advance or behalf. Module 2216 has taken the inputs provided by 2210 past data and behavior to determine that before a decision can be made, the user's local or network-stored calendar should be polled to determine how the user's schedule might impact the system's pending actions. For instance, if the system had determined that the user typically starts his vehicle at 8am but the user's calendar shows a meeting at 730am located at a location that does not match the current location, the vehicle may assume that the car should be started at 725. They system will determine its level of confidence of the decision and may poll the user for a decision.

[00170] The system, by using prior data points has stored assumptions based on conditions, the day it is, the temperature of the environment and historical events, that the user will most likely start the vehicle's engine between 803am and 805am, and if the temperature is in the 30s inside the vehicle, the user will most likely set the interior temperature to between 70 and 80 degrees, it is not likely that the user will use the are conditioning unit, if there is ice on the windshield, the user will most likely defrost the

windshield for 7 minutes before departure, the user usually drives between 15 and 18 miles at this time of day, the user typically starts the vehicle again in the afternoon between 505pm and 510pm, if the temperature is in the mid 70s, the user usually activates the AC and sets the temperature to 65 degrees, typical weekend behavior, the user typically makes frequent stops, does not have a set time the vehicle is started, uses certain APPs at certain times and has a history of certain destinations as recorded by GPS.

[00171] Figure 16D describes an example list of decision the decision and action engine 2218 may take based on information provided by the assumption and reasoning logic module 2216 and sets of assumptions created. The decision and action engine 2218 will attempt, using a degree of confidence to anticipate what the user will want to do in terms of engine start and stop, location destinations, preferences of temperature, driving habits and poll vehicle capacities to ensure the intended path the user usually takes is attainable. For example, the user usually drives a distance in the morning at a certain time, however, the vehicle's fuel supply will not allow for that distance to be traveled. Thus, the decision and action engine polls the user as a reminder that the user should begin their intended travel sooner than usual to allow for refueling time.

[00172] In one embodiment, at a remote location, a user is able to access a user interface for an application, which provides users access to user accounts. A user account can be for a user and the user can add one or more vehicles, objects, data or appliances for remote reporting, viewing and control. In one embodiment, a user is an owner or user of a vehicle. The user can register the vehicle with a remote service.

[00173] The remote service can be accessed over the Internet, such as via a website or application of a portable device. The remote service can provide a multitude

of cloud services for the user, such as remote control features, remote viewing services, remote alarm controls, remote camera activation, remote audio/video recording of the vehicle (i.e., areas around the vehicle and inside the vehicle). In one embodiment, the vehicle is able to connect to the Internet (e.g., when the vehicle engine is off, on, and/or is occupied or un-occupied) to allow a user, via a remote cloud service, to access features of the vehicle. The vehicle can be accessed when running, when parked, when stopped, when moving, etc. The vehicle and its audio recording devices and video cameras can be accessed from remote locations, to allow users to remotely communicate with the vehicle or with people riding or residing inside the vehicle.

[00174] The remote communication can also allow a person to communicate remotely with people standing outside (or inside) of a vehicle. For instance, if a user is accessing his or her vehicle from a remote location, cameras installed in and/or on the vehicle allow the remote user to see a person standing proximate to the vehicle. The remote user can then communicate with a person standing proximate to the vehicle using microphones and speakers of the vehicle.

[00175] In some embodiments described herein, vehicles, structures and objects may include circuitry and communication logic to enable communication with a cloud processing system over the Internet.

[00176] In one embodiment, the services provided by the electronic systems of a vehicle can include services that access the various components or subsystems of a vehicle, such as door locks, service histories, user profiles, audio settings, entertainment settings, mapping functions, communications systems, telecommunication synchronization systems, speakers, heating and cooling functions, auto-engine start/shut-off remotely via smart devices, remote heating/cooling initiation, remote face-to-face conferencing, etc. The electronic systems within a vehicle can also

provide a user interface, such as a graphical user interface. The graphical user interface can include a plurality of buttons, controls and transceivers to receive input from a user.

[00177] The input from a user can also be provided by voice input, facial recognition, eye-retina scans, fingerprint scans, a combination of biometrics, or via a capacitive or regular touchscreen contained or displayed within the vehicle, the vehicle's glass, doors, dashboard, etc.

[00178] In one embodiment, vehicles can maintain information regarding where they are, where they are heading and their destination maintained which is maintained by GPS and navigation systems on board. The information collected and maintained by every vehicle may be mutually exclusive, meaning that only each individual vehicle is aware of its own heading, rate of speed and current location. This information, in one embodiment is crowd sourced and/or crowd shared/consumed for use in for accident avoidance or other communication. By networking vehicles within a certain radius together, all individually location-aware vehicles become aware of all other vehicles in their sphere of influence. Vehicles may network with vehicles in their range using wireless communication systems such as but not limited to Wi-Fi, Wi-Gig LTE, cellular, radio, near field communication or other methods.

[00179] In one embodiment, the communications of the vehicle and electronics of the vehicle will enable direct communication with a user of the vehicle. The user of the vehicle can include, for instance, the owner of the vehicle, a driver of the vehicle, or any third party having access to the vehicle (either to drive the vehicle, to monitor the vehicle remotely, etc.)

[00180] The access to the data can also be encrypted to prevent unauthorized access to the data. GPS and mapping services can also be in communication with the

cloud processing 120 provide data concerning the locations of the vehicles and activities that occurred to the vehicles when at particular locations. The cloud processing 120 can be access by the vehicles themselves using their electronics and communications, via mobile devices, from home, from work, etc.

[00181] In some embodiments, the vehicles may establish peer-to-peer links to facilitate fast transfer of data. In other embodiments, vehicles may link to each other using pairing algorithms that allow the vehicles to exchange data using WiFi, Bluetooth, near field communication (NFC), or some other short range communication protocol.

[00182] A user's APP homepage may also include dynamically updating sections in which the most important information at a given time may be displayed or surfaced to a user. If a user has parked in a certain parking area, he or she may want to monitor metrics related to incidents that may have occurred to his or her vehicle, vehicles around his or her vehicle, any dynamically received alerts, as well as precaution levels. Additionally, a user may choose to configure his or her APP homepage to display the most pertinent audio and video feeds to their needs.

[00183] In one embodiment, the vehicles can communicate directly with each other via a temporary pairing process. The temporary pairing process can be automatically enabled when vehicles become too close to each other, for example. When this happens, local communication between the vehicles, such as a peer-to-peer connection, Wi-Fi connection, NFC connection, or Bluetooth connection can be established to enable the vehicles to share information concerning their proximity to one another.

[00184] This local communication will enable one or both vehicles to take correction actions or alert a driver to change course or trigger automatic collision prevention measures (e.g., more aggressive notifications to one or both operators, slow the speed of one or more vehicles, change the driving direction of one or more vehicles, etc.). Once the close proximity communication occurs and some corrective action is made, the data regarding the occurrence and the actions taken can be communicated to the cloud system for storage. The information can then be viewed by a registered user having access to an account for the vehicle(s).

[00185] The various embodiments may be embodied in computer readable media, which is saved in storage. The storage may be saved on cloud storage, data centers, or the like, which are accessible over the Internet. The access may be wired or wireless. In vehicles, the connection to the Internet may be wireless, and the connection can be continuous or non-continuous depending connection. Code on the vehicle electrons can execute at least some of the method operations when not connected and other operations are executed jointly between vehicle electronics (e.g., memory, code and processors of a vehicle) and cloud processing, which may implement one or more servers, either virtual or not.

[00186] It will be obvious, however, to one skilled in the art, that the present invention may be practiced without some or all of these specific details. In other instances, well known process operations have not been described in detail in order not to unnecessarily obscure the present invention.

[00187] The various embodiments defined herein may define individual implementations or can define implementations that rely on combinations of one or more of the defined embodiments. Further, embodiments of the present invention may be practiced with various computer system configurations including hand-held devices,

microprocessor systems, microprocessor-based or programmable consumer electronics, minicomputers, mainframe computers and the like. The invention can also be practiced in distributed computing environments where tasks are performed by remote processing devices that are linked through a wire-based or wireless network.

[00188] With the above embodiments in mind, it should be understood that the invention could employ various computer-implemented operations involving data stored in computer systems. These operations are those requiring physical manipulation of physical quantities. Usually, though not necessarily, these quantities take the form of electrical or magnetic signals capable of being stored, transferred, combined, compared and otherwise manipulated.

[00189] Any of the operations described herein that form part of the invention are useful machine operations. The invention also relates to a device or an apparatus for performing these operations. The apparatus can be specially constructed for the required purpose, or the apparatus can be a general-purpose computer selectively activated or configured by a computer program stored in the computer. In particular, various general-purpose machines can be used with computer programs written in accordance with the teachings herein, or it may be more convenient to construct a more specialized apparatus to perform the required operations.

[00190] The invention can also be embodied as computer readable code on a computer readable medium. The computer readable medium is any data storage device that can store data, which can thereafter be read by a computer system. The computer readable medium can also be distributed over a network-coupled computer system so that the computer readable code is stored and executed in a distributed fashion.

[00191] Additional embodiments can include, without limitation, the following:

[00192] A1. A method for defining a user profile for a vehicle, the vehicle profile being managed via a cloud processing system, comprising,

receiving a plurality of settings for a user profile for the vehicle;

communicating the user profile to the vehicle; and

causing adjustment of the settings of the user profile over time based on learned behavior at the vehicle, the method being executed by a processor.

[00193] B1. A method for managing a user profile of a vehicle on a cloud processing system connected to the Internet, comprising,

accessing the user profile to define settings for one or more vehicles;

communicating input to user settings at the vehicle to the cloud processing system, the cloud processing system processing the input over time to learn behavior associated with the input to the use settings;

receiving automatic settings at the vehicle based on the learned behavior, the method being executed by a processor.

[00194] B2. The method of claim C1, wherein the accessing is via electronics of the vehicle having access to the Internet.

[00195] B3. The method of claim C2, wherein the accessing is via a computer having access to the Internet and credentials for accessing the user profile.

[00196] B4. The method of claim C2, wherein the user profile is transferrable to one or more vehicles, or transferrable to another vehicle for a period of time.

[00197] C1. A method for managing a user profile of a vehicle on a cloud processing system connected to the Internet, comprising,

receiving requests to access the user profile to define settings for one or more vehicles;

receiving input to user settings at the vehicle at the cloud processing system;

processing the input over time to learn behavior associated with the input to the use settings; and

transmitting settings to the vehicle to be automatically implemented based on the learned behavior, the method being executed by a processor.

[00198] C2. The method of claim D1, wherein the user profile is transferrable to one or more vehicles, or transferrable to another vehicle for a period of time.

[00199] C3. The method of claim D1, wherein the user profile is transferrable to a rental vehicle.

[00200] C4. The method of claim D3, wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services.

[00201] Although the foregoing invention has been described in some detail for purposes of clarity of understanding, it will be apparent that certain changes and modifications can be practiced within the scope of the appended claims. Accordingly, the present embodiments are to be considered as illustrative and not restrictive, and the invention is not to be limited to the details given herein, but may be modified within the scope and equivalents of the description and claims.

what is claimed is:

CLAIMS

1. A method for locating and providing access to a shared vehicle of a shared vehicle network, comprising,
 - receiving a request from a user device of a user to locate a vehicle to use for a shared period of time;
 - providing an option of vehicles within a range of a location identified by the request;
 - detecting proximity of the user device to a selected vehicle proximate to the location identified by the request;
 - enabling transfer of a user profile of the user to the vehicle, the profile configured to automatically set one or more user preferences of the vehicle; and
 - receiving use data of the vehicle while the user profile is set for the vehicle.
2. The method of claim 1, wherein the user profile is deactivated on the selected vehicle when use of the vehicle is discontinued.
3. The method of claim 2, wherein the user profile is saved to a cloud services database, the user profile being accessible and updatable via a device having Internet access, such that transfer of the user profile to other vehicles enables the automatic setting of one or more user preferences on the vehicle during the use of the vehicle, and wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services.

4. The method of claim 2, wherein the user profile includes user settings, the user settings include one or more of radio settings, or user interface settings, or temperature settings for particular times of day, or learned settings from user historical use, or seat settings, or automatic payment settings for vehicle money payment transactions, or combinations thereof.

5. The method of claim 2, wherein profiles are associated with vehicle types, the vehicle types include vehicle makers and vehicle models, wherein the profiles of the vehicle types identify available vehicle settings, the available vehicle settings of the vehicles being examined to identify which settings in the user profile are settable for particular vehicle types.

6. The method of claim 2, wherein the user profile includes verifiable biometrics for the user associated with the user profile.

7. The method of claim 2, wherein face recognition is used to validate access to the selected vehicle, as defined by the user profile.

8. The method claim 2, wherein the user profile includes a group of users provided with access to the selected vehicle, and each user is associated with one or more settings, or the user profile is transferrable to one or more vehicles, or transferrable to another vehicle for a period of time, or transferrable to a rental vehicle.

9. The method of claim 2, wherein the user profile is accessible over a computing device having access to the Internet, the user profile defining access to cameras of one or more vehicles, record settings, and remote access controls.

10. A method, comprising,

receiving information for a user profile of a user, the user profile defining one or more settings that are preferred to be set in vehicles if the vehicles support the settings;

identifying a selected vehicle for applying the user profile, the selected vehicle having a plurality of settable settings;

determining applicable settings for the selected vehicle, the applicable settings being settings that are preferred to be set as identified from the user profile and are settable in the selected vehicle; and

sending the applicable settings to the selected vehicle, wherein the method is executed by a server executing cloud processing, the server including a processor.

11. The method of claim 10, wherein sending the applicable settings to the vehicle includes, sending the applicable settings directly to vehicle electronics of the selected vehicle, or sending the applicable settings to a computing device for subsequent transfer to the selected vehicle.

12. The method of claim 10, further comprising,
- examining setting modifications over a period of history use;
- generating learned settings; and
- sending the learned settings to the selected vehicle.
13. The method of claim 10, wherein the plurality of settable settings of the selected vehicle are predefined for specific types of vehicles associated with automobile makers or automobile models.
14. The method of claim 10, wherein the determining of the settings for the selected vehicle includes performing a mapping between the user profile and an automobile database.
15. The method of claim 10, wherein the applicable settings for the selected vehicle are saved to the user profile, the method further includes determining applicable settings for one or more other selected vehicles and saving said applicable settings to the user profile.
16. The method of claim 10, further comprising,
- verifying the user as associated with the user profile using one or more biometric evaluation systems, which include one or more of image detection, or face detection, or voice detection, or finger print detection, or password detection, or combinations thereof.

17. The method of claim 10, further comprising,

associating one or more sub-user accounts to the user profile, the sub-user accounts having predefined privileges for the selected vehicle to enable or restrict settings or function of the selected vehicle.

18. The method of claim 10, wherein the selected vehicle is a private vehicle or a shared vehicle associated with a car sharing system,

if the vehicle is associated with a car sharing system, the settable settings of the selected vehicle can be enabled or disabled using an administrator account of the car sharing system, or

if the vehicle is a private vehicle, the settable settings of the selected vehicle can be enabled or disabled using an administrator account that can define one or more sub-user accounts with the same or varying privileges for use of the selected vehicle,

the user profile being accessible via a computer having Internet access to the cloud processing.

19. The method of claim 18, wherein particular sub-user accounts enable access to specific information concerning the selected vehicle, the information including one or more of vehicle sensors, vehicle electronics, vehicle mechanics, engine control, vehicle diagnostics, or combinations thereof,

wherein said particular sub-user accounts are accessible over the Internet for viewing or control using a password.

20. A method for managing a user profile of a vehicle on a cloud processing system connected to the Internet, comprising,

accessing the user profile having user settings for the vehicle at the cloud processing system;

communicating changes to user settings at the vehicle to the cloud processing system, the cloud processing system processing the changes over time to learn behavior associated with the user settings; and

receiving, from time to time, automatic changes to the user settings of the vehicle, wherein a repeat pattern of the changes is qualified as learned behavior before the automatic changes are sent to the vehicle for programming the vehicle,

wherein electronics of the vehicle enable connection of the vehicle to the Internet for enabling the accessing of the user profile, the communicating of changes and the receiving of the automatic changes, to and from, the cloud processing system, wherein the cloud processing system is accessible by vehicles having predefined access credentials, the method being executable by a processor.

**Methods and Systems for Setting and Transferring User Profiles To Vehicles and
Temporary Sharing of User Profiles to Shared-Use Vehicles**

ABSTRACT

Methods are provide access to cloud services over the Internet for locating and providing access to a shared vehicle of a shared vehicle network. One method includes receiving a request from a user device of a user to locate a vehicle to use for a shared period of time. The method enables providing an option of vehicles within a range of a location identified by the request. Then, detecting proximity of the user device to a selected vehicle proximate to the location identified by the request. The method enables transfer of a user profile of the user to the vehicle. The profile is configured to automatically set one or more user preferences of the vehicle. The method further includes receiving use data of the vehicle while the user profile is set for the vehicle. The user profile is deactivated on the selected vehicle when use of the vehicle is discontinued.

Electronic Patent Application Fee Transmittal				
Application Number:				
Filing Date:				
Title of Invention:		Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles		
First Named Inventor/Applicant Name:		Angel A. Penilla		
Filer:		Albert S. Penilla		
Attorney Docket Number:		VOLTP018.5.C1		
Filed as Small Entity				
Utility under 35 USC 111(a) Filing Fees				
Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Basic Filing:				
Utility filing Fee (Electronic filing)	4011	1	70	70
Utility Search Fee	2111	1	300	300
Utility Examination Fee	2311	1	360	360
Pages:				
Claims:				
Miscellaneous-Filing:				
Petition:				
Patent-Appeals-and-Interference:				

Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Post-Allowance-and-Post-Issuance:				
Extension-of-Time:				
Miscellaneous:				
Total in USD (\$)				730

Electronic Acknowledgement Receipt	
EFS ID:	17088577
Application Number:	14050314
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Title of Invention:	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles
First Named Inventor/Applicant Name:	Angel A. Penilla
Customer Number:	25920
Filer:	Albert S. Penilla
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Attorney Docket Number:	VOLTP018.5.C1
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File Listing:					
Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Application Data Sheet	ADS.pdf	1433120	no	6
			0807b275fafa0350e1d1e00d265aa8a8ff7b429b		
Warnings:					
Information:					
2	Oath or Declaration filed	DEC_AAP.pdf	173257	no	2
			28589ea50a3e0ce5251ecdb73b9f697e8218aee2		
Warnings:					
Information:					
3	Oath or Declaration filed	DEC_ASP.pdf	173262	no	2
			f7c6ede4b83d839017804f0b45b52ccfb75497f3		
Warnings:					
Information:					
4	Drawings-only black and white line drawings	VOLTP018_5drawingsformalEfiled.pdf	359614	no	22
			f867c77fc31e94b1ab0da53eec5dca117105ca2a		
Warnings:					
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5	Drawings-only black and white line drawings	VOLTP018_5_C1_Application.pdf	314049	no	70
			220feaba4e05577691e4ad52308574651d1fde9f		
Warnings:					
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6	Fee Worksheet (SB06)	fee-info.pdf	32623	no	2
			19bf1e792fcbdbacfb2849dc82b772861eb8946		
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National Stage of an International Application under 35 U.S.C. 371

If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office

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SCORE Placeholder Sheet for IFW Content

Application Number: 14050314

Document Date: 10/09/2013

The presence of this form in the IFW record indicates that the following document type was received in electronic format on the date identified above. This content is stored in the SCORE database.

- Drawings – Other than Black and White Line Drawings

Since this was an electronic submission, there is no physical artifact folder, no artifact folder is recorded in PALM, and no paper documents or physical media exist. The TIFF images in the IFW record were created from the original documents that are stored in SCORE.

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Form Revision Date: February 8, 2006

PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875						Application or Docket Number 14/050,314	
APPLICATION AS FILED - PART I							
(Column 1)		(Column 2)		SMALL ENTITY		OTHER THAN SMALL ENTITY	
FOR	NUMBER FILED	NUMBER EXTRA	RATE(\$)	FEE(\$)		RATE(\$)	FEE(\$)
BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A	N/A	70		N/A	
SEARCH FEE (37 CFR 1.16(k), (l), or (m))	N/A	N/A	N/A	300		N/A	
EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A	N/A	360		N/A	
TOTAL CLAIMS (37 CFR 1.16(j))	20	minus 20 = *	x 40 =	0.00	OR		
INDEPENDENT CLAIMS (37 CFR 1.16(h))	3	minus 3 = *	x 210 =	0.00			
APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$310 (\$155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).			0.00			
MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))				0.00			
* If the difference in column 1 is less than zero, enter "0" in column 2.				TOTAL		TOTAL	
				730			
APPLICATION AS AMENDED - PART II							
(Column 1)		(Column 2)		(Column 3)		SMALL ENTITY	
AMENDMENT A	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE(\$)	ADDITIONAL FEE(\$)		OTHER THAN SMALL ENTITY
	Total (37 CFR 1.16(i))	*	Minus **	=	x =	OR	RATE(\$)
	Independent (37 CFR 1.16(h))	*	Minus ***	=	x =	OR	ADDITIONAL FEE(\$)
	Application Size Fee (37 CFR 1.16(s))					OR	
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))					OR	
				TOTAL ADD'L FEE		TOTAL ADD'L FEE	
(Column 1)		(Column 2)		(Column 3)		SMALL ENTITY	
AMENDMENT B	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE(\$)	ADDITIONAL FEE(\$)		OTHER THAN SMALL ENTITY
	Total (37 CFR 1.16(i))	*	Minus **	=	x =	OR	RATE(\$)
	Independent (37 CFR 1.16(h))	*	Minus ***	=	x =	OR	ADDITIONAL FEE(\$)
	Application Size Fee (37 CFR 1.16(s))					OR	
	FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))					OR	
				TOTAL ADD'L FEE		TOTAL ADD'L FEE	
* If the entry in column 1 is less than the entry in column 2, write "0" in column 3. ** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20". *** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3". The "Highest Number Previously Paid For" (Total or Independent) is the highest found in the appropriate box in column 1.							



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APPLICATION NUMBER	FILING or 371(c) DATE	GRP ART UNIT	FIL FEE REC'D	ATTY. DOCKET NO	TOT CLAIMS	IND CLAIMS
14/050,314	10/09/2013		730	VOLTP018.5.C1	20	3

CONFIRMATION NO. 1060

25920
MARTINE PENILLA GROUP, LLP
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SUNNYVALE, CA 94085

FILING RECEIPT



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Date Mailed: 10/29/2013

Receipt is acknowledged of this non-provisional patent application. The application will be taken up for examination in due course. Applicant will be notified as to the results of the examination. Any correspondence concerning the application must include the following identification information: the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. **If an error is noted on this Filing Receipt, please submit a written request for a Filing Receipt Correction. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections**

Inventor(s)

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Applicant(s)

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Albert S. Penilla, Sunnyvale, CA;

Power of Attorney: None

Domestic Priority data as claimed by applicant

This appln claims benefit of 61/745,729 12/24/2012
and is a CIP of 13/452,882 04/22/2012
which claims benefit of 61/478,436 04/22/2011
This application 14/050,314
is a CON of 13/824,158 03/15/2013

Foreign Applications for which priority is claimed (You may be eligible to benefit from the **Patent Prosecution Highway** program at the USPTO. Please see <http://www.uspto.gov> for more information.) - None.

Foreign application information must be provided in an Application Data Sheet in order to constitute a claim to foreign priority. See 37 CFR 1.55 and 1.76.

If Required, Foreign Filing License Granted: 10/24/2013

The country code and number of your priority application, to be used for filing abroad under the Paris Convention, is **US 14/050,314**

Projected Publication Date: Request for Non-Publication Acknowledged

Non-Publication Request: Yes

page 1 of 3

Early Publication Request: No

**** SMALL ENTITY ****

Title

Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles

Preliminary Class

Statement under 37 CFR 1.55 or 1.78 for AIA (First Inventor to File) Transition Applications: No

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No license under 35 U.S.C. 184 has been granted at this time, if the phrase "IF REQUIRED, FOREIGN FILING LICENSE GRANTED" DOES NOT appear on this form. Applicant may still petition for a license under 37 CFR 5.12, if a license is desired before the expiration of 6 months from the filing date of the application. If 6 months has lapsed from the filing date of this application and the licensee has not received any indication of a secrecy order under 35 U.S.C. 181, the licensee may foreign file the application pursuant to 37 CFR 5.15(b).

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Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	
				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

U.S. Patent Documents

Examiner Initials	Initials	Reference	REF. NO.	
Examiner Initials		US20020064258	Reference No.	1
Examiner Initials		US20020085043	Reference No.	2
Examiner Initials		US20020133273	Reference No.	3
Examiner Initials		US20030137277	Reference No.	4
Examiner Initials		US20030153278	Reference No.	5
Examiner Initials		US20030205619	Reference No.	6
Examiner Initials		US20030234325	Reference No.	7
Examiner Initials		US20040046506	Reference No.	8
Examiner Initials		US20040064235	Reference No.	9
Examiner Initials		US20040092253	Reference No.	10
Examiner Initials		US20040093155	Reference No.	11
Examiner Initials		US20040265671	Reference No.	12
Examiner Initials		US20050021190	Reference No.	13
Examiner Initials		US20050044245	Reference No.	14
Examiner Initials		US20050231119	Reference No.	15
Examiner Initials		US20060125620	Reference No.	16
Examiner Initials		US20060182241	Reference No.	17
Examiner Initials		US20060282381	Reference No.	18
Examiner Initials		US20060287783	Reference No.	19
Examiner Initials		US20070068714	Reference No.	20
Examiner Initials		US20070126395	Reference No.	21
Examiner Initials		US20070282495	Reference No.	22
Examiner Initials		US20080039979	Reference No.	23
Examiner Initials		US20080039989	Reference No.	24
Examiner Initials		US20080040129	Reference No.	25
Examiner Initials		US20080040223	Reference No.	26
Examiner Initials		US20080040295	Reference No.	27
Examiner Initials		US20080052145	Reference No.	28
Examiner Initials		US20080086411	Reference No.	29
Examiner Initials		US20080097904	Reference No.	30
Examiner Initials		US20080155008	Reference No.	31
Examiner Initials		US20080180027	Reference No.	32
Examiner Initials		US20080203973	Reference No.	33
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Examiner Initials		US20080281663	Reference No.	35
Examiner Initials		US20080294283	Reference No.	36
Examiner Initials		US20080312782	Reference No.	37
Examiner Initials		US20090011639	Reference No.	38
Examiner Initials		US20090021213	Reference No.	39
Examiner Initials		US20090021385	Reference No.	40

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Examiner Initials		US20090030712	Reference No.	41
Examiner Initials		US20090043519	Reference No.	42
Examiner Initials		US20090058355	Reference No.	43
Examiner Initials		US20090066287	Reference No.	44
Examiner Initials		US20090076913	Reference No.	45
Examiner Initials		US20090082957	Reference No.	46
Examiner Initials		US20090091291	Reference No.	47
Examiner Initials		US20090092864	Reference No.	48
Examiner Initials		US20090144001	Reference No.	49
Examiner Initials		US20090144001	Reference No.	50
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Examiner Initials		US20090210357	Reference No.	55
Examiner Initials		US20090287578	Reference No.	56
Examiner Initials		US20090312903	Reference No.	57
Examiner Initials		US20090313032	Reference No.	58
Examiner Initials		US20090313033	Reference No.	59
Examiner Initials		US20090313034	Reference No.	60
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Examiner Initials		US20090313174	Reference No.	63
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Examiner Initials		US20100049639	Reference No.	71
Examiner Initials		US20100049737	Reference No.	72
Examiner Initials		US20100057306	Reference No.	73
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Examiner Initials		US20100141206	Reference No.	75
Examiner Initials		US20100161481	Reference No.	76
Examiner Initials		US20100161482	Reference No.	77
Examiner Initials		US20100169008	Reference No.	78
Examiner Initials		US20100198508	Reference No.	79
Examiner Initials		US20100198513	Reference No.	80
Examiner Initials		US20100211340	Reference No.	81
Examiner Initials		US20100211643	Reference No.	82

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	Art Unit	
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Examiner Initials		US20100222939	Reference No.	83
Examiner Initials		US20100268426	Reference No.	84
Examiner Initials		US20100304349	Reference No.	85
Examiner Initials		US20110032110	Reference No.	86
Examiner Initials		US20110074350	Reference No.	87
Examiner Initials		US20110074351	Reference No.	88
Examiner Initials		US20110077809	Reference No.	89
Examiner Initials		US20110106329	Reference No.	90
Examiner Initials		US20110112969	Reference No.	91
Examiner Initials		US20110130885	Reference No.	92
Examiner Initials		US20110187521	Reference No.	93
Examiner Initials		US20110191265	Reference No.	94
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Examiner Initials		US20110309929	Reference No.	99
Examiner Initials		US2012/0233077	Reference No.	100
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Examiner Initials		US20120053754	Reference No.	106
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Examiner Initials		US20120268076	Reference No.	121
Examiner Initials		US20120268242	Reference No.	122
Examiner Initials		US20120280654	Reference No.	123
Examiner Initials		US20120296512	Reference No.	124

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	First Named Inventor	Angel Penilla
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VOLTP018.5.C1

Examiner Initials		US20120303397	Reference No.	125
Examiner Initials		US20120306445	Reference No.	126
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Examiner Initials		US20130099892	Reference No.	133
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Examiner Initials		US20140142783	Reference No.	164
Examiner Initials		US20140163771	Reference No.	165
Examiner Initials		US20140163774	Reference No.	166

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				Art Unit	
				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

Examiner Initials		US20140164559	Reference No.	167
Examiner Initials		US20140172192	Reference No.	168
Examiner Initials		US20140172265	Reference No.	169
Examiner Initials		US20140172727	Reference No.	170
Examiner Initials		US20140179353	Reference No.	171
Examiner Initials		US20140200742	Reference No.	172
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Examiner Initials		US20140214261	Reference No.	175
Examiner Initials		US20140214321	Reference No.	176
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Examiner Initials		US5121112	Reference No.	204
Examiner Initials		US5132666	Reference No.	205
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Examiner Initials		US5202617	Reference No.	207
Examiner Initials		US5297664	Reference No.	208

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				Art Unit	
				Examiner Name	
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Examiner Initials		US5306999	Reference No.	209
Examiner Initials		US5315227	Reference No.	210
Examiner Initials		US5327066	Reference No.	211
Examiner Initials		US5343970	Reference No.	212
Examiner Initials		US5422624	Reference No.	213
Examiner Initials		US5434781	Reference No.	214
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Examiner Initials		US6085131	Reference No.	248
Examiner Initials		US6151539	Reference No.	249
Examiner Initials		US6175789	Reference No.	250

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Examiner Initials		US6225776	Reference No.	251
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Examiner Initials		US7269416	Reference No.	292

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Examiner Initials		US7289611	Reference No.	293
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Examiner Initials		US8266075	Reference No.	326
Examiner Initials		US8294420	Reference No.	327
Examiner Initials		US8333492	Reference No.	328
Examiner Initials		US8336664	Reference No.	329
Examiner Initials		US8350526	Reference No.	330
Examiner Initials		US8366371	Reference No.	331
Examiner Initials		US8392065	Reference No.	332
Examiner Initials		US8405347	Reference No.	333
Examiner Initials		US8482255	Reference No.	334

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>	Complete if Known	
	Application Number	14/050,314
	Filing Date	Oct. 9, 2013
	First Named Inventor	Angel Penilla
	Art Unit	
	Examiner Name	
	Attorney Docket Number	VOLTP018.5.C1

Examiner Initials		US8483775	Reference No.	335
Examiner Initials		US8483907	Reference No.	336
Examiner Initials		US8490005	Reference No.	337
Examiner Initials		US8508188	Reference No.	338
Examiner Initials		US8521599	Reference No.	339
Examiner Initials		US8527135	Reference No.	340
Examiner Initials		US8527146	Reference No.	341
Examiner Initials		US8552686	Reference No.	342
Examiner Initials		US8589019	Reference No.	343
Examiner Initials		US8624719	Reference No.	344
Examiner Initials		US8630741	Reference No.	345
Examiner Initials		US8635091	Reference No.	346
Examiner Initials		US8643329	Reference No.	347
Examiner Initials		US8660734	Reference No.	348
Examiner Initials		US8686864	Reference No.	349
Examiner Initials		US8694328	Reference No.	350
Examiner Initials		US8706394	Reference No.	351
Examiner Initials		US8713121	Reference No.	352
Examiner Initials		US8717170	Reference No.	353
Examiner Initials		US8725551	Reference No.	354
Examiner Initials		US8751065	Reference No.	355
Examiner Initials		US8751271	Reference No.	356
Examiner Initials		US8760432	Reference No.	357
Examiner Initials		US8799037	Reference No.	358
Examiner Initials		US8816845	Reference No.	359
Examiner Initials		US8818622	Reference No.	360
Examiner Initials		US8818725	Reference No.	361
Examiner Initials		US8819414	Reference No.	362
Examiner Initials		US8825222	Reference No.	363
Examiner Initials		US8836281	Reference No.	364

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

Electronic Acknowledgement Receipt	
EFS ID:	20900850
Application Number:	14050314
International Application Number:	
Confirmation Number:	1060
Title of Invention:	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles
First Named Inventor/Applicant Name:	Angel A. Penilla
Customer Number:	25920
Filer:	Albert S. Penilla
Filer Authorized By:	
Attorney Docket Number:	VOLTP018.5.C1
Receipt Date:	08-DEC-2014
Filing Date:	09-OCT-2013
Time Stamp:	22:33:41
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no
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File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Transmittal Letter	IDS_DEC14_Efiled.pdf	20475 6f70fa863ef9cfc02678967f94369857c0de26e	no	1

Warnings:

Information:

2	Information Disclosure Statement (IDS) Form (SB08)	IDS1449_DEC2014.pdf	101073	no	9
169b113d513a6669ea45328688b533771c5e5950					
Warnings:					
Information:					
This is not an USPTO supplied IDS fillable form					
Total Files Size (in bytes):			121548		
This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503. <u>New Applications Under 35 U.S.C. 111</u> If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application. <u>National Stage of an International Application under 35 U.S.C. 371</u> If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course. <u>New International Application Filed with the USPTO as a Receiving Office</u> If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.					

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the application of:

Angel A. Penilla

Application No: 14/050,314

Filed: October 9, 2013

For: Methods and Systems for Setting and
Transferring User Profiles To Vehicles and
Temporary Sharing of User Profiles to
Shared-Use Vehicles

Group Art Unit:

Examiner: Unknown

Atty. Docket No: VOLTP018.5.C1

Date: Dec. 8, 2014

Conf. No. 1060

CERTIFICATE OF E-FILING

I hereby certify that this correspondence is being transmitted to the United States Patent and Trademark Office via electronic filing with EFS-Web on **Dec. 8, 2014**.

_____/Albert Penilla/_____
Albert Penilla

**INFORMATION DISCLOSURE STATEMENT
UNDER 37 CFR §§1.56 AND 1.97(c)**

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Dear Sir:

The references listed in the attached PTO Form 1449, may be material to examination of the above-identified patent application. Applicant submits these references in compliance with his duty of disclosure pursuant to 37 CFR §§1.56 and 1.97. The Examiner is requested to make these references of official record in this application.

This Information Disclosure Statement (IDS) is not to be construed as a representation that a search has been made, that additional information material to the examination of this application does not exist, or that these references indeed constitute prior art.

This Information Disclosure Statement is being filed within three (3) months of the filing date of the above-referenced application. Accordingly, it is believed that no fees are due in connection with the filing of this Information Disclosure Statement. However, if it is determined that any fees are due, the Commissioner is hereby authorized to charge such fees to Deposit Account 50-0805 (Order No. VOLTP018.5.C1)

Respectfully submitted,

MARTINE PENILLA GROUP, LLP

/Albert Penilla/

Albert S. Penilla, Esq.

Reg. No. 39,487

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Sunnyvale, CA 94085
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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/050,314	10/09/2013	Angel A. Penilla	VOLTP018.5.C1	1060
25920 7590 03/26/2015 MARTINE PENILLA GROUP, LLP 710 LAKEWAY DRIVE SUITE 200 SUNNYVALE, CA 94085			EXAMINER FANTU, YALKEW	
			ART UNIT 2859	PAPER NUMBER
			MAIL DATE 03/26/2015	DELIVERY MODE PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary	Application No. 14/050,314	Applicant(s) PENILLA ET AL.	
	Examiner YALKEW FANTU	Art Unit 2859	AIA (First Inventor to File) Status No

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 9 October 2013.
☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on ____.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ An election was made by the applicant in response to a restriction requirement set forth during the interview on ____; the restriction requirement and election have been incorporated into this action.
- 4) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 5) ☒ Claim(s) 1-20 is/are pending in the application.
5a) Of the above claim(s) ____ is/are withdrawn from consideration.
- 6) ☐ Claim(s) ____ is/are allowed.
- 7) ☒ Claim(s) 1-20 is/are rejected.
- 8) ☐ Claim(s) ____ is/are objected to.
- 9) ☐ Claim(s) ____ are subject to restriction and/or election requirement.

* If any claims have been determined allowable, you may be eligible to benefit from the **Patent Prosecution Highway** program at a participating intellectual property office for the corresponding application. For more information, please see http://www.uspto.gov/patents/init_events/pph/index.jsp or send an inquiry to PPHfeedback@uspto.gov.

Application Papers

- 10) ☐ The specification is objected to by the Examiner.
- 11) ☒ The drawing(s) filed on 09 October 2013 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

Certified copies:

- a) ☐ All b) ☐ Some * c) ☐ None of the:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. ____.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☒ Information Disclosure Statement(s) (PTO/SB/08)
Paper No(s)/Mail Date 12/08/2014.
- 3) ☐ Interview Summary (PTO-413)
Paper No(s)/Mail Date /.
- 4) ☐ Other: ____.

DETAILED ACTION

The present application is being examined under the pre-AIA first to invent provisions. The instant application with Application Number 14/050,314 filed on 10/09/2013 is presented for examination; claims 1-20 are pending.

Claim Rejections - 35 USC § 102

In the event the determination of the status of the application as subject to AIA 35 U.S.C. 102 and 103 (or as subject to pre-AIA 35 U.S.C. 102 and 103) is incorrect, any correction of the statutory basis for the rejection will not be considered a new ground of rejection if the prior art relied upon, and the rationale supporting the rejection, would be the same under either status.

The following is a quotation of the appropriate paragraphs of pre-AIA 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

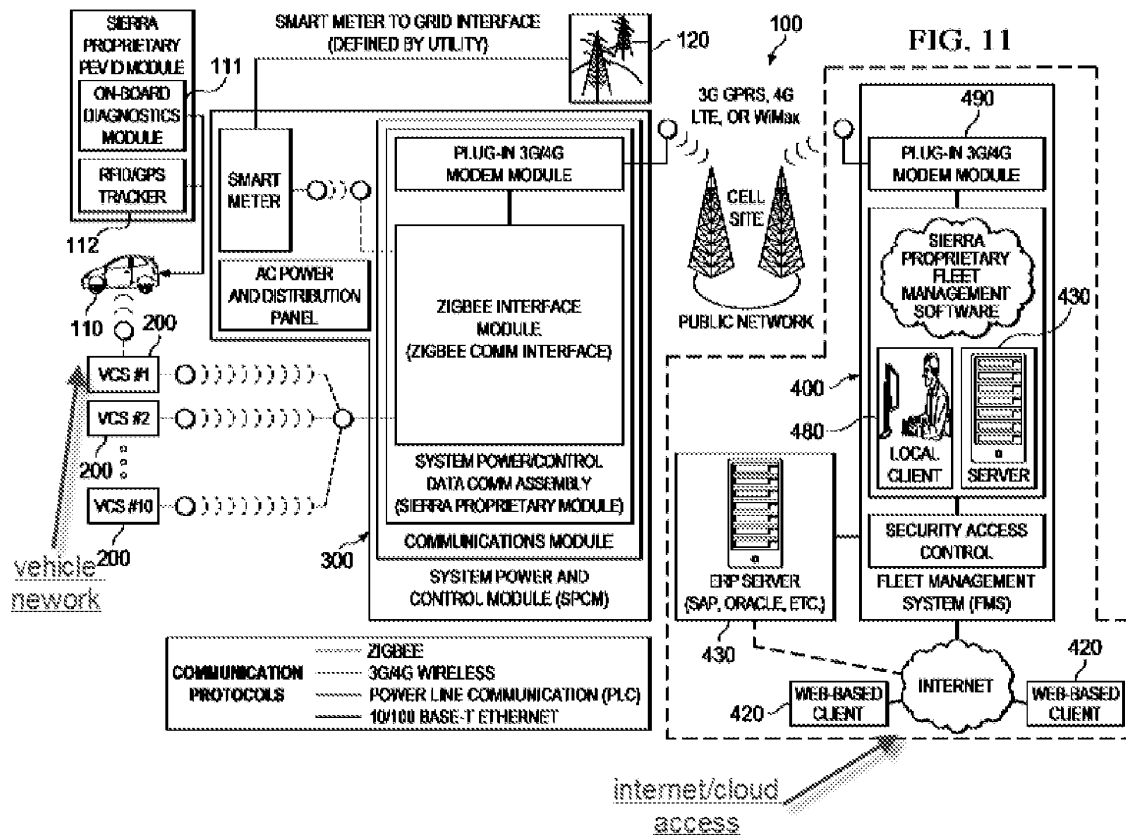
(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

Claims 1-20 are rejected under pre-AIA 35 U.S.C. 102 (b) as being anticipated by Hendrix et al. (2012/0330494).

With respect to claims 1, 10 and 20, Hendrix discloses a method for locating and providing access to a shared vehicle of a shared vehicle network (**See Figs. 1-25**), comprising,

receiving a request from a user device of a user to locate a vehicle to use for a shared period of time (**Fig. 1, 110-200**); providing an option of vehicles within a range of a

location identified by the request (**Fig. 11, elements 430 and 400**); detecting proximity of the user device to a selected vehicle proximate to the location identified by the request (**Fig. 5b**); enabling transfer of a user profile of the user to the vehicle, the profile configured to automatically set one or more user preferences of the vehicle; and receiving use data of the vehicle while the user profile is set for the vehicle (**Para. # 0073**).



With respect to claims 2 and 17, Hendrix discloses wherein the user profile is deactivated on the selected vehicle when use of the vehicle is discontinued (**Para. # 0012**).

With respect to claim 3 and 11, Hendrix discloses wherein the user profile is saved to a cloud services database, the user profile being accessible and updatable via a device having Internet access, such that transfer of the user profile to other vehicles enables the automatic setting of one or more user preferences on the vehicle during the use of the vehicle, and wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services (**See Fig. 1, 100; para. # 0086-0089**).

With respect to claims 4 and 12, Hendrix discloses wherein the user profile includes user settings, the user settings include one or more of radio settings, or user interface settings, or temperature settings for particular times of day, or learned settings from user historical use, or seat settings, or automatic payment settings for vehicle money payment transactions, or combinations thereof (**See table of Fig. 14b-2**).

With respect to claims 5 and 13, Hendrix discloses wherein profiles are associated with vehicle types, the vehicle types include vehicle makers and vehicle models, wherein the profiles of the vehicle types identify available vehicle settings, the available vehicle settings of the vehicles being examined to identify which settings in the user profile are settable for particular vehicle types (**See Fig. 26**).

With respect to claims 6 and 16, Hendrix discloses wherein the user profile includes verifiable biometrics for the user associated with the user profile (**Fig. 17, 18a1-18a2**).

With respect to claim 7, Hendrix discloses wherein face recognition is used to validate access to the selected vehicle, as defined by the user profile (**Fig. 19a-19d fleet members**).

With respect to claims 8, 14 and 15, Hendrix discloses wherein the user profile includes a group of users provided with access to the selected vehicle, and each user is associated with one or more settings, or the user profile is transferrable to one or more vehicles, or transferrable to another vehicle for a period of time, or transferrable to a rental vehicle (**Para. # 0084 and 0082**).

With respect to claims 9, 18 and 19, Hendrix discloses wherein the user profile is accessible over a computing device having access to the Internet, the user profile defining access to cameras of one or more vehicles, record settings, and remote access controls (**Para. # 0086-0089**).

Examiner NOTES

Examiner cites particular columns and line numbers in the references as applied to the claims below for convenience of the applicant. Although the specified citations are representative of the teachings in the art and are applied to the specific limitations within the individual claim, other passages and figures may apply as well. It is respectfully requested that, in preparing response, the applicant fully consider the references in its

entirety as potentially teaching all or part of the claimed invention, as well as the context of the passage as taught by the prior art or disclosed by the examiner.

Contact Information

Any inquiry concerning this communication or earlier communications from the examiner should be directed to YALKEW FANTU whose telephone number is (571)272-8928. The examiner can normally be reached on M-F: 7 - 4.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, DREW A. DUNN can be reached on 571-272-2312. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/YALKEW FANTU/
Primary Examiner, Art Unit 2859

Notice of References Cited	Application/Control No. 14/050,314	Applicant(s)/Patent Under Reexamination PENILLA ET AL.	
	Examiner YALKEW FANTU	Art Unit 2859	Page 1 of 1

U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	Classification
*	A	US-2012/0330494	12-2012	Hendrix et al.	701/29.3
*	B	US-6,104,160 A	08-2000	Iwata et al.	320/103
*	C	US-6,680,547 B1	01-2004	Dailey, Christopher L.	307/31
*	D	US-2004/0078655 A1	04-2004	Sung, Si-Wook	714/014
*	E	US-6,766,874 B2	07-2004	Naito et al.	180/65.26
*	F	US-2005/0110460 A1	05-2005	Arai et al.	320/116
	G	US-			
	H	US-			
	I	US-			
	J	US-			
	K	US-			
	L	US-			
	M	US-			

FOREIGN PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Country	Name	Classification
	N					
	O					
	P					
	Q					
	R					
	S					
	T					

NON-PATENT DOCUMENTS

*		Include as applicable: Author, Title Date, Publisher, Edition or Volume, Pertinent Pages)
	U	
	V	
	W	
	X	

*A copy of this reference is not being furnished with this Office action. (See MPEP § 707.05(a).)
Dates in MM-YYYY format are publication dates. Classifications may be US or foreign.

EAST Search History**EAST Search History (Prior Art)**

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
L1	2	((Angel) near2 (Penilla)).INV.	US-PGPUB; USPAT; USOCR	AND	ON	2015/03/23 03:37
L2	2700	320/109.ccls.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 03:38
L4	2	"20120330494".pn.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 03:59
L5	2666	320/104	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L6	1684	320/116,339.ccls.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L7	177	L6 and ((AC power)(vehicle)(plurality or multiple))	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L8	113	L7 and (vehicle)(battery)(voltage detect\$3)(control)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L9	7	L8 an (second control)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO;	AND	ON	2015/03/23 04:17

			DERWENT; IBM_TDB			
L10	3539	180/65.31,69.6,54.1.ccls.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L11	300	L10 and ((AC power)(vehicle)(plurality or multiple))	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L12	127	L11 and (vehicle)(battery)(voltage detect\$3)(control)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L13	2061	307/149.ccls.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L14	47	L13 and ((AC power)(vehicle)(plurality or multiple))	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L15	26	L14 and (vehicle)(battery)(voltage detect\$3)(control)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L16	4	US-20030059654-\$.DID. OR JP-2006158124-\$.DID.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L17	19	US-5099186-\$.DID. OR US-6104160-\$.DID. OR JP-6292304-\$.DID. OR JP-2004173388-\$.DID. OR JP-20028673-\$.DID. OR JP-4295202-\$.DID. OR JP-20018380-\$.DID. OR JP-2002247769-\$.DID. OR JP-2005210843-\$.DID. OR JP-2003264906-\$.DID. OR JP-10117444-\$.DID. OR JP-2000209707-\$.DID. OR JP-11178234-\$.DID.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L18	315	((SHINJI) near2 (ICHIKAWA)).INV.	US-PGPUB;	AND	ON	2015/03/23

			USPAT; USOCR			04:17
L19	315	((SHINJI) near2 (ICHIKAWA)).INV.	US-PGPUB; USPAT; USOCR	AND	ON	2015/03/23 04:17
L20	176	((TETSUHIRO) near2 (ISHIKAWA)).INV.	US-PGPUB; USPAT; USOCR	AND	ON	2015/03/23 04:17
L21	7927	701/22.ccls.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
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L23	832	L22 and (vehicle)(battery)(voltage detect\$3)(control)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L24	558	L23 and (AC power)(vehicle)(supply line)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L25	2	US-3020125-\$.DID.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L26	6	("20100060231" 7982439 20100315046).pn.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
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L28	1976	L27 and (charg\$3)(vehicle or automobile or car)	US-PGPUB; USPAT; USOCR;	AND	ON	2015/03/23 04:17

			FPRS; EPO; JPO; DERWENT; IBM_TDB			
L29	423	L28 and (communication module)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L30	33	L29 and (charg\$3 near switch)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L31	33	L30 and (charg\$3 control)(module)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L32	24	L31 and (charg\$3 mode)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L33	9	L32 and (charg\$3 near control)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L34	69	"320"/\$.ccls. and (charg\$3)(communicat\$3 module)(charg\$3 near mode)(set\$4 mode)(charg\$3 near switch)(battery)(vehicle or car)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L35	27	L34 and (charg\$3 near control)(power information)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L36	9	L34 and (charg\$3 near control)(power near information)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; DERWENT; IBM_TDB	AND	ON	2015/03/23 04:17
L37	59	((("KI SEOK") near2 (KIM)).INV.	US-PGPUB;	AND	ON	2015/03/23

				USPAT; USOCR			04:17
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EAST Search History (Interference)

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Search Notes 	Application/Control No. 14050314	Applicant(s)/Patent Under Reexamination PENILLA ET AL.
	Examiner YALKEW FANTU	Art Unit 2859

CPC- SEARCHED		
Symbol	Date	Examiner

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner
320	109,107	03/19/2015	YF
180	65.1, 65.21	03/19/2015	YF
307	10.1		YF

SEARCH NOTES		
Search Notes	Date	Examiner
320/109,116,339;180/65.1,65.21;307/10.1,149;701/22 with text search was conducted	03/19/2015	YF
Inventor's search in PALM and eDAN was conducted	03/19/2015	YF
foreign and IDS search was conducted	03/19/2015	YF
interference search was conducted	03/19/2015	YF
EAST Search (See Printout)	03/19/2015	YF

INTERFERENCE SEARCH			
US Class/ CPC Symbol	US Subclass / CPC Group	Date	Examiner
320/Y02T	109/ 90/14	03/19/2015	YF

	/YALKEW FANTU/ Primary Examiner.Art Unit 2859
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CONFIRMATION NO. 1060

SERIAL NUMBER	FILING or 371(c) DATE	CLASS	GROUP ART UNIT	ATTORNEY DOCKET NO.		
14/050,314	10/09/2013	320	2859	VOLTP018.5.C1		
APPLICANTS INVENTORS Angel A. Penilla, Sacramento, CA; Albert S. Penilla, Sunnyvale, CA; ** CONTINUING DATA ***** This appln claims benefit of 61/745,729 12/24/2012 and is a CIP of 13/452,882 04/22/2012 which claims benefit of 61/478,436 04/22/2011 This application 14/050,314 10/09/2013 is a CON of 13/824,158 03/15/2013 ** FOREIGN APPLICATIONS ***** ** IF REQUIRED, FOREIGN FILING LICENSE GRANTED *** SMALL ENTITY ** 10/24/2013						
Foreign Priority claimed ☐ Yes ☒ No 35 USC 119(a-d) conditions met ☐ Yes ☒ No Verified and /YALKEW FANTU/ Acknowledged Examiner's Signature		☐ Met after Allowance Initials	STATE OR COUNTRY CA	SHEETS DRAWINGS 22	TOTAL CLAIMS 20	INDEPENDENT CLAIMS 3
ADDRESS MARTINE PENILLA GROUP, LLP 710 LAKEWAY DRIVE SUITE 200 SUNNYVALE, CA 94085 UNITED STATES						
TITLE Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles						
FILING FEE RECEIVED 730	FEES: Authority has been given in Paper No. _____ to charge/credit DEPOSIT ACCOUNT No. _____ for following:			☐ All Fees ☐ 1.16 Fees (Filing) ☐ 1.17 Fees (Processing Ext. of time) ☐ 1.18 Fees (Issue) ☐ Other _____ ☐ Credit		

Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	
				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

U.S. Patent Documents

Examiner Initials	Initials	Reference	REF. NO.	
Examiner Initials		US20020064258	Reference No.	1
Examiner Initials		US20020085043	Reference No.	2
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				Art Unit	
				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

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				Art Unit	
				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

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				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

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Examiner Initials		US7201384	Reference No.	291
Examiner Initials		US7269416	Reference No.	292

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

ALL REFERENCES CONSIDERED EXCEPT WHERE LINED THROUGH. /Y.F./

Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	
				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

Examiner Initials		US7289611	Reference No.	293
Examiner Initials		US7376497	Reference No.	294
Examiner Initials		US7379541	Reference No.	295
Examiner Initials		US7402978	Reference No.	296
Examiner Initials		US7532965	Reference No.	297
Examiner Initials		US7565396	Reference No.	298
Examiner Initials		US7630802	Reference No.	299
Examiner Initials		US7650210	Reference No.	300
Examiner Initials		US7674536	Reference No.	301
Examiner Initials		US7683771	Reference No.	302
Examiner Initials		US7693609	Reference No.	303
Examiner Initials		US7698078	Reference No.	304
Examiner Initials		US7740092	Reference No.	305
Examiner Initials		US7751945	Reference No.	306
Examiner Initials		US7778746	Reference No.	307
Examiner Initials		US7796052	Reference No.	308
Examiner Initials		US7850351	Reference No.	309
Examiner Initials		US7869576	Reference No.	310
Examiner Initials		US7885893	Reference No.	311
Examiner Initials		US7949435	Reference No.	312
Examiner Initials		US7956570	Reference No.	313
Examiner Initials		US7979198	Reference No.	314
Examiner Initials		US7986126	Reference No.	315
Examiner Initials		US7991665	Reference No.	316
Examiner Initials		US8006793	Reference No.	317
Examiner Initials		US8027843	Reference No.	318
Examiner Initials		US8036788	Reference No.	319
Examiner Initials		US8054048	Reference No.	320
Examiner Initials		US8072318	Reference No.	321
Examiner Initials		US8103391	Reference No.	322
Examiner Initials		US8256553	Reference No.	323
Examiner Initials		US8262268	Reference No.	324
Examiner Initials		US8265816	Reference No.	325
Examiner Initials		US8266075	Reference No.	326
Examiner Initials		US8294420	Reference No.	327
Examiner Initials		US8333492	Reference No.	328
Examiner Initials		US8336664	Reference No.	329
Examiner Initials		US8350526	Reference No.	330
Examiner Initials		US8366371	Reference No.	331
Examiner Initials		US8392065	Reference No.	332
Examiner Initials		US8405347	Reference No.	333
Examiner Initials		US8482255	Reference No.	334

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

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Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	
				Examiner Name	
				Attorney Docket Number	VOLTP018.5.C1

Examiner Initials		US8483775	Reference No.	335
Examiner Initials		US8483907	Reference No.	336
Examiner Initials		US8490005	Reference No.	337
Examiner Initials		US8508188	Reference No.	338
Examiner Initials		US8521599	Reference No.	339
Examiner Initials		US8527135	Reference No.	340
Examiner Initials		US8527146	Reference No.	341
Examiner Initials		US8552686	Reference No.	342
Examiner Initials		US8589019	Reference No.	343
Examiner Initials		US8624719	Reference No.	344
Examiner Initials		US8630741	Reference No.	345
Examiner Initials		US8635091	Reference No.	346
Examiner Initials		US8643329	Reference No.	347
Examiner Initials		US8660734	Reference No.	348
Examiner Initials		US8686864	Reference No.	349
Examiner Initials		US8694328	Reference No.	350
Examiner Initials		US8706394	Reference No.	351
Examiner Initials		US8713121	Reference No.	352
Examiner Initials		US8717170	Reference No.	353
Examiner Initials		US8725551	Reference No.	354
Examiner Initials		US8751065	Reference No.	355
Examiner Initials		US8751271	Reference No.	356
Examiner Initials		US8760432	Reference No.	357
Examiner Initials		US8799037	Reference No.	358
Examiner Initials		US8816845	Reference No.	359
Examiner Initials		US8818622	Reference No.	360
Examiner Initials		US8818725	Reference No.	361
Examiner Initials		US8819414	Reference No.	362
Examiner Initials		US8825222	Reference No.	363
Examiner Initials		US8836281	Reference No.	364

/Yalkew Fantu/

03/23/2015

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

ALL REFERENCES CONSIDERED EXCEPT WHERE LINED THROUGH. /Y.F./

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the application of:

Angel A. Penilla

Application No: 14/050,314

Filed: October 9, 2013

For: Methods and Systems for Setting
and Transferring User Profiles To
Vehicles and Temporary Sharing
of User Profiles to Shared-Use
Vehicles

Group Art Unit: 2859

Examiner: Yalkew Fantu

Atty. Docket No: VOLTP018.5.C1

Date: March 30, 2015

CERTIFICATE OF E-FILING

I hereby certify that this correspondence is being transmitted to the United States Patent and Trademark Office via electronic filing with EFS-Web on **March 30, 2015**.

/Albert Penilla/

Signed: _____
Albert S. Penilla, Esq.

RESPONSE TO OFFICE ACTION

Honorable Commissioner for Patents
Alexandria VA 22313-1450

Dear Sir:

This paper is in response to the Office action of March 26, 2015. Please enter this response and remarks.

The claims are reflected in the listing of claims which begin on page 2 of this paper.

Remarks/Arguments begin on page 12 of this paper.

IN THE CLAIMS

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

Listing of Claims:

1. (Original) A method for locating and providing access to a shared vehicle of a shared vehicle network, comprising,

receiving a request from a user device of a user to locate a vehicle to use for a shared period of time;

providing an option of vehicles within a range of a location identified by the request;

detecting proximity of the user device to a selected vehicle proximate to the location identified by the request;

enabling transfer of a user profile of the user to the vehicle, the profile configured to automatically set one or more user preferences of the vehicle; and

receiving use data of the vehicle while the user profile is set for the vehicle.
2. (Original) The method of claim 1, wherein the user profile is deactivated on the selected vehicle when use of the vehicle is discontinued.
3. (Original) The method of claim 2, wherein the user profile is saved to a cloud services database, the user profile being accessible and updatable via a device having Internet access, such that transfer of the user profile to other vehicles enables the automatic setting of one or more user preferences on the vehicle during the use of the vehicle, and wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services.

4. (Original) The method of claim 2, wherein the user profile includes user settings, the user settings include one or more of radio settings, or user interface settings, or temperature settings for particular times of day, or learned settings from user historical use, or seat settings, or automatic payment settings for vehicle money payment transactions, or combinations thereof.

5. (Original) The method of claim 2, wherein profiles are associated with vehicle types, the vehicle types include vehicle makers and vehicle models, wherein the profiles of the vehicle types identify available vehicle settings, the available vehicle settings of the vehicles being examined to identify which settings in the user profile are settable for particular vehicle types.

6. (Original) The method of claim 2, wherein the user profile includes verifiable biometrics for the user associated with the user profile.

7. (Original) The method of claim 2, wherein face recognition is used to validate access to the selected vehicle, as defined by the user profile.

8. (Original) The method claim 2, wherein the user profile includes a group of users provided with access to the selected vehicle, and each user is associated with one or more settings, or the user profile is transferrable to one or more vehicles, or transferrable to another vehicle for a period of time, or transferrable to a rental vehicle.

9. (Original) The method of claim 2, wherein the user profile is accessible over a computing device having access to the Internet, the user profile defining access to cameras of one or more vehicles, record settings, and remote access controls.

10. (Original) A method, comprising,

receiving information for a user profile of a user, the user profile defining one or more settings that are preferred to be set in vehicles if the vehicles support the settings;

identifying a selected vehicle for applying the user profile, the selected vehicle having a plurality of settable settings;

determining applicable settings for the selected vehicle, the applicable settings being settings that are preferred to be set as identified from the user profile and are settable in the selected vehicle; and

sending the applicable settings to the selected vehicle, wherein the method is executed by a server executing cloud processing, the server including a processor.

11. (Original) The method of claim 10, wherein sending the applicable settings to the vehicle includes, sending the applicable settings directly to vehicle electronics of the selected vehicle, or sending the applicable settings to a computing device for subsequent transfer to the selected vehicle.

12. (Original) The method of claim 10, further comprising,

examining setting modifications over a period of history use;

generating learned settings; and

sending the learned settings to the selected vehicle.

13. (Original) The method of claim 10, wherein the plurality of settable settings of the selected vehicle are predefined for specific types of vehicles associated with automobile makers or automobile models.

14. (Original) The method of claim 10, wherein the determining of the settings for the selected vehicle includes performing a mapping between the user profile and an automobile database.

15. (Original) The method of claim 10, wherein the applicable settings for the selected vehicle are saved to the user profile, the method further includes determining applicable settings for one or more other selected vehicles and saving said applicable settings to the user profile.

16. (Original) The method of claim 10, further comprising,
verifying the user as associated with the user profile using one or more biometric evaluation systems, which include one or more of image detection, or face detection, or voice detection, or finger print detection, or password detection, or combinations thereof.

17. (Original) The method of claim 10, further comprising,
associating one or more sub-user accounts to the user profile, the sub-user accounts having predefined privileges for the selected vehicle to enable or restrict settings or function of the selected vehicle.

18. (Original) The method of claim 10, wherein the selected vehicle is a private vehicle or a shared vehicle associated with a car sharing system,

if the vehicle is associated with a car sharing system, the settable settings of the selected vehicle can be enabled or disabled using an administrator account of the car sharing system, or

if the vehicle is a private vehicle, the settable settings of the selected vehicle can be enabled or disabled using an administrator account that can define one or more sub-user accounts with the same or varying privileges for use of the selected vehicle,

the user profile being accessible via a computer having Internet access to the cloud processing.

19. (Original) The method of claim 18, wherein particular sub-user accounts enable access to specific information concerning the selected vehicle, the information including one or more of vehicle sensors, vehicle electronics, vehicle mechanics, engine control, vehicle diagnostics, or combinations thereof,

wherein said particular sub-user accounts are accessible over the Internet for viewing or control using a password.

20. (Original) A method for managing a user profile of a vehicle on a cloud processing system connected to the Internet, comprising,

accessing the user profile having user settings for the vehicle at the cloud processing system;

communicating changes to user settings at the vehicle to the cloud processing system, the cloud processing system processing the changes over time to learn behavior associated with the user settings; and

receiving, from time to time, automatic changes to the user settings of the vehicle, wherein a repeat pattern of the changes is qualified as learned behavior before the automatic changes are sent to the vehicle for programming the vehicle, wherein electronics of the vehicle enable connection of the vehicle to the Internet for enabling the accessing of the user profile, the communicating of changes and the receiving of the automatic changes, to and from, the cloud processing system, wherein the cloud processing system is accessible by vehicles having predefined access credentials, the method being executable by a processor.

REMARKS

This paper is in response to the Office Action dated March 26, 2015. The Examiner is thanked for the Examination report and for considering the prior art cited in this case. Reconsideration of the pending claims is respectfully requested in light of the following remarks. No new matter is introduced.

Claims **1, 10, and 20** were rejected under 35 USC 102(b) over Hendrix et al. (US 2012/0330494). This rejection is respectfully traversed.

For claim 1, the Examiner cites to several sections of Hendrix et al. in making the anticipation rejection. In particular, the Examiner points to figures 1-25, figure 1, 110-200 and Figure 11, elements 430 and 400. These sections of Hendrix et al. have been reviewed, as they pertain to a network of shared vehicles and tracking use of the vehicles. In particular, Hendrix et al. teaches a system for managing a fleet of electric vehicles that can found and accessed for use. This is the vehicle network illustrated by the Examiner on page 3 of the Office action (annotating figure 11 of Hendrix et al.). The system described by Hendrix et al. is used to monitor and provide for the distribution of electrical power to electric vehicles. See ¶60. However, Hendrix et al. provides no teaching or suggestion regarding what is claimed for enabling transfer of a *user profile* of the user *to the vehicle*. As recited in the embodiment of claim 1, the user profile is configured *to automatically set one or more user preferences of the vehicle*. For this limitation, the Examiner cites to ¶73, which is reproduced below:

“Referring now to FIG. 11, electric vehicle charging system 100 may comprise a Fleet Management System (FMS) 400. The FMS 400 may generally comprise a software package for accessing, monitoring, and/or controlling the electric vehicle charging system 100. FMS 400 may communicate with various components of system 100 including, but not limited to, power source 120, SPCM 300, VCS 200, and electric vehicle 110. In various embodiments, FMS 400 may receive system data, send system operating instructions, and may store, sort, and report useful system operation and performance data. FMS 400 may be loaded on and accessed from a client interface 420 such as a computer terminal. A data repository 430, such as a local server or a cloud-based server, may store information reported by FMS 400, and may contain a library of approved RFID access codes and identifications of individual electric vehicles 110. A communications module 490 may be used to establish a communications link as later described. One having ordinary skill in the art will recognize that the previously described FMS 400 software and

hardware implementation is merely illustrative, and is intended to incorporate any suitable alternative embodiments.”

As can be seen, there is no teaching regarding a user profile that is configured to automatically set one or more user preferences of the vehicle. The Applicant has reviewed the teachings of Hendrix et al., and did not find such teachings.

In regard to **claims 2 and 17**, reference as made to ¶12, but no teaching was provided regarding the claimed deactivation of the user profile on the selected vehicle when use of the vehicle is discontinued. The following is a citation of ¶12:

“In an embodiment, the instructions to display the information may be configured to display a summary of availability and charge status of one or more of the plurality of electric vehicles. In another embodiment, the instructions to display the information may be configured to create a scrollable display of objects, each object identifying location and charge status of the one or more of the plurality of electric vehicles.”

The limitation of claim 1 regarding transferring a *user profile* of the user *to the vehicle, wherein* the profile is configured *to automatically set one or more user preferences of the vehicle* is not taught. Claim 2 recites that when the use of the vehicle is discontinued, the user profile is deactivated. As shown above, ¶12 does not provide this teaching. Claim 17, for example, also recites associating one or more sub-user accounts to the user profile and the sub-user accounts have predefined privileges for the selected vehicle to enable or restrict settings or function of the selected vehicle. This is also not disclosed in ¶12. What is disclosed is a showing a summary of availability and charge status of one or more of the plurality of electric vehicles.

Claims 3 and 11 were rejected, with reference to Fig. 1, 100 and ¶86-89. What is disclosed in these parts of Hendrix et al. is the communications network 500. In particular, what is disclosed is transfer of information and commands between vehicle charging stations (VCSs) and vehicles. In contrast, **claim 3** recites that the user profile is saved to a cloud services database, and the user profile is accessible and updatable via a device having Internet access. The *transfer of the user profile to other vehicles enables the automatic setting of one or more user*

preferences on the vehicle during the use of the vehicle, and wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services. **Claim 11** recites that sending the applicable settings to the vehicle includes sending the applicable settings directly to vehicle electronics of the selected vehicle or sending the applicable settings to a computing device for subsequent transfer to the selected vehicle. The claimed settings, as noted in claim 10, are settings that are preferred to be set as identified from the *user profile* and are *settable in the selected vehicle*. No teaching or suggestion is provided by Hendrix et al. regarding these claimed elements.

Claims 4 and 12 were rejected, with reference to the table of Figure 14b-2 of Hendrix et al. These claims identify what examples settings are, which relate to settings of a vehicle as defined by the user profile, e.g., which are transferred to a vehicle and set in the vehicle. The information recited in table 14b-2 relates to statistics about a specific car (i.e., vehicle data). The vehicle data includes information regarding RPM, MPH, Miles, temperature, hours, etc. This information does not concern user settings that are one or more of radio settings, or user interface settings, or temperature settings for particular times of day, or learned settings from user historical use, or seat settings, or automatic payment settings for vehicle money payment transactions, or combinations thereof. The claimed settings are those that the user has set, and which are associated with the user profile. The settings can also be ones that the user has set or prefers based on learned settings. For instance, **Claim 12** further recites that setting modifications are examined over a period of history use, which allows for generating learned settings and then sending the *learned settings* to the selected vehicle. The metrics of the vehicle, shown in table 14b-2 do not teach or suggest any of these settings nor the claimed learning aspect. For completeness, the Applicant has searched the full teachings of Hendrix et al., and no teaching or suggestion is provided regarding the claimed learning function.

Claims 5 and 13 were rejected based on Figure 26 of Hendrix et al. Figure 26 does not teach or suggest user profiles being associated with vehicle types, nor the identification of available vehicle settings in regard to the user profile. Instead, what is shown in Figure 26, and associated text, is charging stations 200 connected

to vehicles 110a/b and the charging stations being in communication with the system 100.

Claims 6 and 16 were rejected based on the disclosure of Figures 17, 18a1-18a2 of Hendrix et al. The Applicant has examined this teaching, and nothing was found regarding biometrics for the user associated with the profile. A text search of Hendrix et al. also did not uncover any use of the word “biometrics.”

Claim 7 was rejected based on the disclosure of Figures 19a-19d - fleet members, of Hendrix et al. In this teaching, there is description regarding fleet drivers, and identifying driving characteristics in regard to certain vehicles, see Fig. 19d (driver stats). As taught by the related description of Hendrix et al., these metrics are *obtained from the vehicles* in order to collect metrics of vehicle use by driver. However, there is no teaching associated with “*face recognition*” used to validate access to the selected vehicle, as defined in the user profile.

Claim 8, 14 and 15 were rejected based on the teachings of ¶¶84 and 82 of Hendrix et al. These paragraphs teach obtaining vehicle use metrics from used vehicles. Also taught is allowing a user to register to use vehicles in a rental program. This will allow the user to check status of available vehicles and use vehicles. The user is also able to check metrics associated with usage cost and rental time. In regard to **claim 8**, there is no teaching that the user profile includes a group of users with access to the selected vehicle and that each user is associated with one or more settings. There is also no teaching that the user profile is *transferrable* to one or more vehicles, or transferrable to another vehicle for a period of time or transferrable to a rental vehicle. In regard to **claim 14**, no teaching is provided for determining of the settings for the selected vehicle includes performing a mapping between the user profile and an automobile database. In regard to **claim 15**, there is no teaching that the applicable settings for the selected vehicle are saved to the user profile, and determining applicable settings for one or more other selected vehicles and saving said applicable settings to the user profile.

Claims 9, 18 and 19 were rejected based on the teachings of ¶¶ 86-89 of Hendrix et al. It is respectfully submitted that the features of these rejected claims are not anticipated by the cited paragraphs of Hendrix et al.

For at least the above reasons, the Applicant respectfully submits that Hendrix et al. fails to anticipate each and every limitation of the recited claim features. For completeness, the Applicant has provided reasons why the cited portions of Hendrix et al. fail to teach what is claimed.

A notice of allowance is respectfully requested.

If the Examiner has any questions concerning the present amendment, the Examiner is kindly requested to contact the undersigned at (408) 749-6903. If any other fees are due in connection with filing this amendment, the Commissioner is also authorized to charge Deposit Account No. 50-0805 (Order No VOLTP018.5.C1).

Respectfully submitted,
MARTINE PENILLA GROUP, LLP

/Albert Penilla/

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Electronic Acknowledgement Receipt	
EFS ID:	21911311
Application Number:	14050314
International Application Number:	
Confirmation Number:	1060
Title of Invention:	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles
First Named Inventor/Applicant Name:	Angel A. Penilla
Customer Number:	25920
Filer:	Albert S. Penilla
Filer Authorized By:	
Attorney Docket Number:	VOLTP018.5.C1
Receipt Date:	30-MAR-2015
Filing Date:	09-OCT-2013
Time Stamp:	12:17:34
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no
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File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Amendment/Req. Reconsideration-After Non-Final Reject	VOLTP0185_C1_Response_Efiled.pdf	70062 aec2ef7c1d4fa03417c01b260d2bf4a00db3157	no	12

Warnings:

Information:

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New Applications Under 35 U.S.C. 111

If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371

If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office

If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

PATENT APPLICATION FEE DETERMINATION RECORD				Application or Docket Number		Filing Date		☐ To be Mailed	
Substitute for Form PTO-875				14/050,314		10/09/2013			
ENTITY: ☐ LARGE ☒ SMALL ☐ MICRO									
APPLICATION AS FILED – PART I									
(Column 1)		(Column 2)							
FOR	NUMBER FILED	NUMBER EXTRA		RATE (\$)		FEE (\$)			
☐ BASIC FEE (37 CFR 1.16(a), (b), or (c))	N/A	N/A		N/A					
☐ SEARCH FEE (37 CFR 1.16(k), (i), or (m))	N/A	N/A		N/A					
☐ EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))	N/A	N/A		N/A					
TOTAL CLAIMS (37 CFR 1.16(j))	minus 20 =	*		X \$ =					
INDEPENDENT CLAIMS (37 CFR 1.16(h))	minus 3 =	*		X \$ =					
☐ APPLICATION SIZE FEE (37 CFR 1.16(s))	If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$310 (\$155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).								
☐ MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))									
* If the difference in column 1 is less than zero, enter "0" in column 2.				TOTAL					
APPLICATION AS AMENDED – PART II									
(Column 1)		(Column 2)		(Column 3)					
AMENDMENT	03/30/2015	CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)		ADDITIONAL FEE (\$)	
	Total (37 CFR 1.16(i))	* 20	Minus	** 20	= 0	X \$40 =		0	
	Independent (37 CFR 1.16(h))	* 3	Minus	***3	= 0	X \$210 =		0	
	☐ Application Size Fee (37 CFR 1.16(s))								
	☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))								
						TOTAL ADD'L FEE		0	
(Column 1)		(Column 2)		(Column 3)					
AMENDMENT		CLAIMS REMAINING AFTER AMENDMENT		HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE (\$)		ADDITIONAL FEE (\$)	
	Total (37 CFR 1.16(i))	*	Minus	**	=	X \$ =			
	Independent (37 CFR 1.16(h))	*	Minus	***	=	X \$ =			
	☐ Application Size Fee (37 CFR 1.16(s))								
	☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))								
						TOTAL ADD'L FEE			
* If the entry in column 1 is less than the entry in column 2, write "0" in column 3. ** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20". *** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3". The "Highest Number Previously Paid For" (Total or Independent) is the highest number found in the appropriate box in column 1.									

This collection of information is required by 37 CFR 1.16. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**
If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.



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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/050,314	10/09/2013	Angel A. Penilla	VOLTP018.5.C1	1060

25920 MARTINE PENILLA GROUP, LLP 710 LAKEWAY DRIVE SUITE 200 SUNNYVALE, CA 94085	7590 07/29/2015
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EXAMINER	
FANTU, YALKEW	

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MAIL DATE	DELIVERY MODE
07/29/2015	PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary	Application No. 14/050,314	Applicant(s) PENILLA ET AL.	
	Examiner YALKEW FANTU	Art Unit 2859	AIA (First Inventor to File) Status No

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 30 March 2015.
☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on ____.
- 2a) ☒ This action is **FINAL**. 2b) ☐ This action is non-final.
- 3) ☐ An election was made by the applicant in response to a restriction requirement set forth during the interview on ____; the restriction requirement and election have been incorporated into this action.
- 4) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 5) ☒ Claim(s) 1-20 is/are pending in the application.
5a) Of the above claim(s) ____ is/are withdrawn from consideration.
- 6) ☐ Claim(s) ____ is/are allowed.
- 7) ☒ Claim(s) 1-20 is/are rejected.
- 8) ☐ Claim(s) ____ is/are objected to.
- 9) ☐ Claim(s) ____ are subject to restriction and/or election requirement.

* If any claims have been determined allowable, you may be eligible to benefit from the **Patent Prosecution Highway** program at a participating intellectual property office for the corresponding application. For more information, please see http://www.uspto.gov/patents/init_events/pph/index.jsp or send an inquiry to PPHfeedback@uspto.gov.

Application Papers

- 10) ☐ The specification is objected to by the Examiner.
- 11) ☐ The drawing(s) filed on ____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

Certified copies:

- a) ☐ All b) ☐ Some * c) ☐ None of the:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. ____.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|---|---|
| 1) ☐ Notice of References Cited (PTO-892) | 3) ☐ Interview Summary (PTO-413) |
| 2) ☐ Information Disclosure Statement(s) (PTO/SB/08) | Paper No(s)/Mail Date. ____. |
| Paper No(s)/Mail Date ____. | 4) ☐ Other: ____. |

DETAILED ACTION

The present application is being examined under the pre-AIA first to invent provisions. The instant application with Application Number 14/050,314 filed on 10/09/2013 is presented for examination; claims 1-20 are pending.

Claim Rejections - 35 USC § 102

In the event the determination of the status of the application as subject to AIA 35 U.S.C. 102 and 103 (or as subject to pre-AIA 35 U.S.C. 102 and 103) is incorrect, any correction of the statutory basis for the rejection will not be considered a new ground of rejection if the prior art relied upon, and the rationale supporting the rejection, would be the same under either status.

The following is a quotation of the appropriate paragraphs of pre-AIA 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

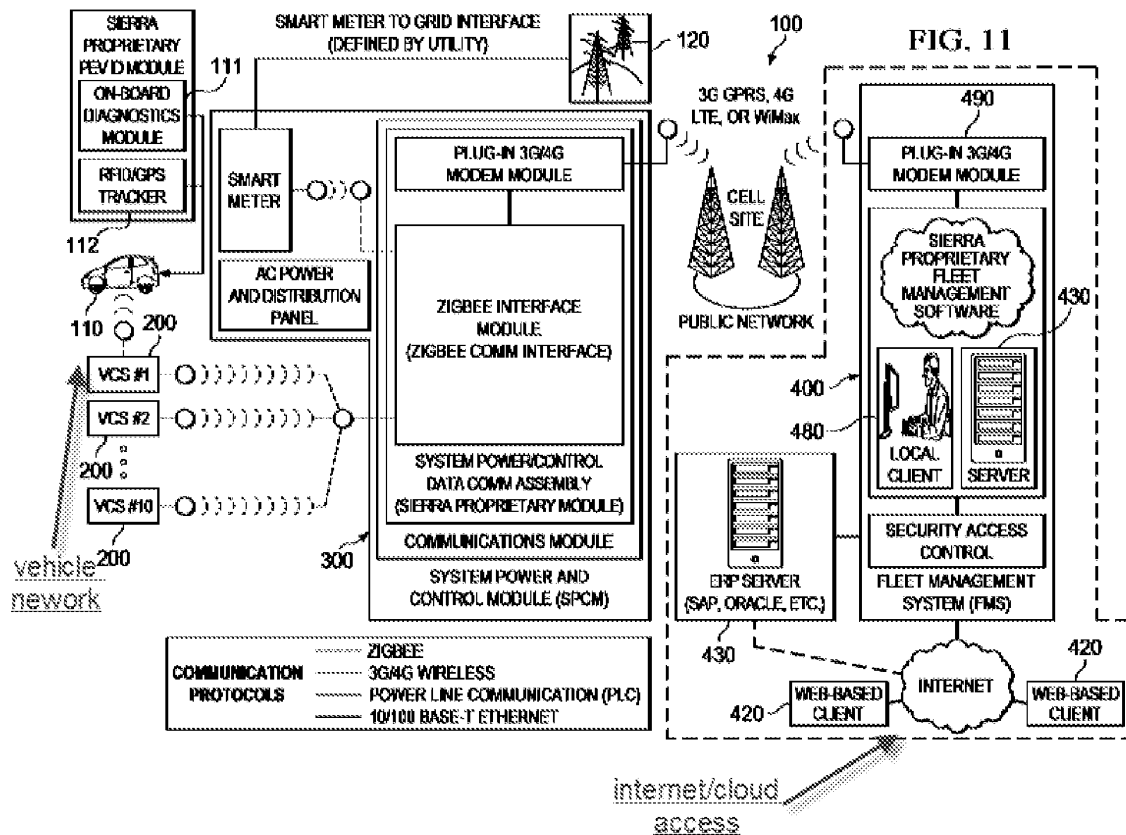
(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

Claims 1-20 are rejected under pre-AIA 35 U.S.C. 102 (b) as being anticipated by Hendrix et al. (2012/0330494).

With respect to claims 1, 10 and 20, Hendrix discloses a method for locating and providing access to a shared vehicle of a shared vehicle network (**See Figs. 1-25**), comprising,

receiving a request from a user device of a user to locate a vehicle to use for a shared period of time (**Fig. 1, 110-200**); providing an option of vehicles within a range of a

location identified by the request (**Fig. 11, elements 430 and 400**); detecting proximity of the user device to a selected vehicle proximate to the location identified by the request (**Fig. 5b**); enabling transfer of a user profile of the user to the vehicle, the profile configured to automatically set one or more user preferences of the vehicle; and receiving use data of the vehicle while the user profile is set for the vehicle (**Para. # 0073**).



With respect to claims 2 and 17, Hendrix discloses wherein the user profile is deactivated on the selected vehicle when use of the vehicle is discontinued (**Para. # 0012**).

With respect to claim 3 and 11, Hendrix discloses wherein the user profile is saved to a cloud services database, the user profile being accessible and updatable via a device having Internet access, such that transfer of the user profile to other vehicles enables the automatic setting of one or more user preferences on the vehicle during the use of the vehicle, and wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services (**See Fig. 1, 100; para. # 0086-0089**).

With respect to claims 4 and 12, Hendrix discloses wherein the user profile includes user settings, the user settings include one or more of radio settings, or user interface settings, or temperature settings for particular times of day, or learned settings from user historical use, or seat settings, or automatic payment settings for vehicle money payment transactions, or combinations thereof (**See table of Fig. 14b-2**).

With respect to claims 5 and 13, Hendrix discloses wherein profiles are associated with vehicle types, the vehicle types include vehicle makers and vehicle models, wherein the profiles of the vehicle types identify available vehicle settings, the available vehicle settings of the vehicles being examined to identify which settings in the user profile are settable for particular vehicle types (**See Fig. 26**).

With respect to claims 6 and 16, Hendrix discloses wherein the user profile includes verifiable biometrics for the user associated with the user profile (**Fig. 17, 18a1-18a2**).

With respect to claim 7, Hendrix discloses wherein face recognition is used to validate access to the selected vehicle, as defined by the user profile (**Fig. 19a-19dfleet members**).

With respect to claims 8, 14 and 15, Hendrix discloses wherein the user profile includes a group of users provided with access to the selected vehicle, and each user is associated with one or more settings, or the user profile is transferrable to one or more vehicles, or transferrable to another vehicle for a period of time, or transferrable to a rental vehicle (**Para. # 0084 and 0082**).

With respect to claims 9, 18 and 19, Hendrix discloses wherein the user profile is accessible over a computing device having access to the Internet, the user profile defining access to cameras of one or more vehicles, record settings, and remote access controls (**Para. # 0086-0089**).

RESPONSE TO ARGUMENTS

Applicant's arguments filed on the Remarks of 03/30/2015 have been considered but are ineffective to overcome the Hendrix reference (See rejection above).

As per applicant's argument found on page 9 of the remarks of 03/30/2015 "... there is no teaching regarding a user profile that is configured to automatically set one of or more user preferences of the vehicle"

Hendrix reference, however, discloses enabling transfer of a user profile of the user to the vehicle, the profile configured to automatically set one or more user preferences

of the vehicle; and receiving use data of the vehicle while the user profile is set for the vehicle (Referring now to FIG. 11, electric vehicle charging system 100 may comprise a Fleet Management System (FMS) 400. The FMS 400 may generally comprise a software package for accessing, monitoring, and/or controlling the electric vehicle charging system 100. FMS 400 may communicate with various components of system 100 including, but not limited to, power source 120, SPCM 300, VCS 200, and electric vehicle 110. In various embodiments, FMS 400 may receive system data, send system operating instructions, and may store, sort, and report useful system operation and performance data. FMS 400 may be loaded on and accessed from a client interface 420 such as a computer terminal. A data repository 430, such as a local server or a cloud-based server, may store information reported by FMS 400, and may contain a library of approved RFID access codes and identifications of individual electric vehicles 110. A communications module 490 may be used to establish a communications link as later described. One having ordinary skill in the art will recognize that the previously described FMS 400 software and hardware implementation is merely illustrative, and is intended to incorporate any suitable alternative embodiments; which is part of paragraph 0073 as described earlier). Besides, user profile, and user preferences of a vehicle is a broad limitation that could indicate to one of the many preferences of a vehicle as indicated in the action based on the reference.

THIS ACTION IS MADE FINAL. Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a). A shortened statutory period for reply to this final

action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the mailing date of this final action.

Contact Information

Any inquiry concerning this communication or earlier communications from the examiner should be directed to 56 whose telephone number is (571)272-8928. The examiner can normally be reached on M-F: 7 - 4.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, DREW A. DUNN can be reached on 571-272-2312. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/YALKEW FANTU/
Primary Examiner, Art Unit 2859

Search Notes 	Application/Control No. 14050314	Applicant(s)/Patent Under Reexamination PENILLA ET AL.
	Examiner YALKEW FANTU	Art Unit 2859

CPC- SEARCHED		
Symbol	Date	Examiner

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner
320	109,107	03/19/2015	YF
180	65.1, 65.21	03/19/2015	YF
307	10.1		YF

SEARCH NOTES		
Search Notes	Date	Examiner
320/109,116,339;180/65.1,65.21;307/10.1,149;701/22 with text search was conducted	03/19/2015	YF
Inventor's search in PALM and eDAN was conducted	03/19/2015	YF
foreign and IDS search was conducted	03/19/2015	YF
interference search was conducted	03/19/2015	YF
EAST Search (See Printout)	03/19/2015	YF
An updated search was conducted	07/25/2015	YF

INTERFERENCE SEARCH			
US Class/ CPC Symbol	US Subclass / CPC Group	Date	Examiner
320/Y02T	109/ 90/14	03/19/2015	YF

	/YALKEW FANTU/ Primary Examiner.Art Unit 2859
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Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

U.S. Patent Publications

Examiner Initials	Publication Date	Reference	Name of Patentee or Applicant	Cite No.
	5/30/2002	US20020064258	Charles Schelberg et al.	1
	7/4/2002	US20020085043	Amnon Ribak	2
	9/19/2002	US20020133273	Larkin Lowrey et al.	3
	7/24/2003	US20030137277	Ichiro Mori et al.	4
	8/14/2003	US20030153278	William Johnson	5
	11/6/2003	US20030205619	Steven Terranova et al.	6
	12/25/2003	US20030234325	Mark Marino et al.	7
	3/11/2004	US20040046506	Koji Mawai et al.	8
	4/1/2004	US20040064235	Colin Cole	9
	5/13/2004	US20040092253	Craig Simonds et al.	10
	5/13/2004	US20040093155	Craig Simonds et al.	11
	12/30/2004	US20040265671	Jan Chipchase et al.	12
	1/27/2005	US20050021190	Barry Worrell et al.	13
	2/24/2005	US20050044245	Masaki Hoshina	14
	10/20/2005	US20050231119	Yoshinobu Ito et al.	15
	6/15/2006	US20060125620	Timothy Smith et al.	16
	8/17/2006	US20060182241	Charles Schelberg	17
	12/14/2006	US20060282381	Brian Ritchie	18
	12/21/2006	US20060287783	Richard Walker	19
	3/29/2007	US20070068714	Donald Bender	20
	6/7/2007	US20070126395	Michael Suchar	21
	12/6/2007	US20070282495	Willett Kempton	22
	2/14/2008	US20080039979	Seth Bridges et al.	23
	2/14/2008	US20080039989	Seth Pollack et al.	24
	2/14/2008	US20080040129	Mark Cauwels et al.	25
	2/14/2008	US20080040223	Seth Bridges et al.	26
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	9/18/2008	US20080228613	Daniel Alexander	34
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	11/27/2008	US20080294283	Ronald Ligrano	36
	12/18/2008	US20080312782	Gene Berdichevsky	37

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

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	First Named Inventor	Angel Penilla
	Art Unit	2859
	Examiner Name	Yalkew Fantu
	Attorney Docket Number	VOLTP018.5.C1

	1/8/2009	US20090011639	Claudio R. Ballard et al.	38
	1/22/2009	US20090021213	Oriz Wickline Johnson	39
	1/22/2009	US20090021385	Kurt Kelty et al.	40
	1/29/2009	US20090030712	Bradley D. Bogolea	41
	2/12/2009	US20090043519	Seth W. Bridges et al.	42
	3/5/2009	US20090058355	Keith M. Meyer	43
	3/12/2009	US20090066287	Seth B. Pollack et al.	44
	3/19/2009	US20090076913	William Douglas Morgan	45
	3/26/2009	US20090082957	Shai Agassi et al.	46
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	4/9/2009	US20090092864	Gerard F. McLean	48
	6/4/2009	US20090144001	Thomas J. Leonard et al.	49
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	8/20/2009	US20090210357	Nikola J. Pudar et al.	55
	11/19/2009	US20090287578	Michael Adam Paluszek	56
	12/17/2009	US20090312903	James Lee Hafner et al.	57
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	12/17/2009	US20090313034	Erica Haefner Ferro et al.	60
	12/17/2009	US20090313098	James Lee Hafner et al.	61
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	1/21/2010	US20100013434	Taylor-Haw et al.	65
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	1/21/2010	US20100017249	Carson C. K. Fincham et al.	67
	2/25/2010	US20100049396	Erica Haefner Ferro et al.	68
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	7/1/2010	US20100169008	Toshiaki Niwa et al.	78
	8/5/2010	US20100198508	Ky Tang	79

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				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

	8/5/2010	US20100198513	Shuqing Zeng	80
	8/19/2010	US20100211340	Richard Lowenthal et al.	81
	8/19/2010	US20100211643	Richard Lowenthal et al.	82
	9/2/2010	US20100222939	Setu Madhavi Namburu	83
	10/21/2010	US20100268426	Rabindra Pathak	84
	12/2/2010	US20100304349	Dina Kunin	85
	2/10/2011	US20110032110	Shinya Taguchi	86
	3/31/2011	US20110074350	Mark J. Kocher	87
	3/31/2011	US20110074351	James S. Bianco et al.	88
	3/31/2011	US20110077809	Kevin Walter Leary	89
	5/5/2011	US20110106329	Richard B. Donnelly et al.	90
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	6/2/2011	US20110130885	Donald J. Bowen et al.	92
	8/4/2011	US20110187521	Cornelia Beruscha et al.	93
	8/4/2011	US20110191265	Richard Lowenthal et al.	94
	8/11/2011	US20110193522	Kenichiro UESUGI	95
	8/18/2011	US20110202218	Yoshio Yano	96
	10/6/2011	US20110246252	Kenichiro UESUGI	97
	11/17/2011	US20110279083	Yasuo Asai	98
	12/22/2011	US20110309929	Timothy Myers	99
	9/13/2012	US2012/0233077	Edward D. Tate et al.	100
	1/19/2012	US20120013300	Ronald Prosser et al.	101
	1/26/2012	US20120019204	Shigeru Matsuo	102
	2/2/2012	US20120025765	Paul DeWitt Frey et al.	103
	2/2/2012	US20120028680	David S. Breed	104
	2/16/2012	US20120041624	Sarah G. Stewart et al.	105
	3/1/2012	US20120053754	Karen Pease	106
	3/29/2012	US20120074903	Yutaka nakashima	107
	5/3/2012	US20120105197	Erick Kobres	108
	5/17/2012	US20120123670	Robert Uyeki	109
	5/31/2012	US20120136743	Charles Michael McQuade et al.	110
	5/31/2012	US20120136802	Charles Michael McQuade et al.	111
	6/21/2012	US20120158244	Timothy J. Talty et al.	112
	7/12/2012	US20120179323	Elizabeth Profitt-Brown et al.	113
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	9/13/2012	US20120229056	Thomas Bergfjord	115
	9/13/2012	US20120229085	David M. K. Lau	116
	9/13/2012	US20120232965	Juan F. Rodriguez et al.	117
	9/13/2012	US20120233077	Edward D. Tate et al.	118
	10/18/2012	US20120262002	Hanspeter Widmer et al.	119
	10/25/2012	US20120268068	Chang-Gi Jung et al.	120

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				Attorney Docket Number	VOLTP018.5.C1

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	11/8/2012	US20120280654	Bum Youl KIM	123
	11/22/2012	US20120296512	Jay Lee et al.	124
	11/29/2012	US20120303397	Ronald D. Prosser	125
	12/6/2012	US20120306445	Jun Seok Park et al.	126
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	12/13/2012	US20120316671	Julius G. Hammerslag et al.	128
	1/3/2013	US20130002876	Todd W. Pastrick et al.	129
	1/24/2013	US20130020139	Minwook Kim et al.	130
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	2/14/2013	US20130037339	Jeffrey M. Hickox	132
	4/25/2013	US20130099892	Brian J. Trucker et al.	133
	4/25/2013	US20130103236	Behrang Mehrgan	134
	5/2/2013	US20130110296	Lin-Zhuang Khoo et al.	135
	5/2/2013	US20130110632	Charles Burton Theurer et al.	136
	5/2/2013	US20130110653	Cecil Rivers et al.	137
	5/23/2013	US20130127247	Won Jin Oh et al.	138
	5/30/2013	US20130135093	Teruaki Araki	139
	6/6/2013	US20130144520	Christopher P. Ricci	140
	6/6/2013	US20130145065	Christopher P. Ricci	141
	7/11/2013	US20130179057	Sheldon Fisher et al.	142
	8/8/2013	US20130204466	Christopher P. Ricci	143
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	10/24/2013	US20130280018	Leopold Meirer et al.	146
	11/14/2013	US20130300554	Jude Braden	147
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	11/28/2013	US20130317694	Patrick S. Merg et al.	149
	12/12/2013	US20130328387	Sagar Venkateswaran	150
	12/19/2013	US20130338820	Adrian Corbett et al.	151
	12/26/2013	US20130342363	Timothy S. Paek et al.	152
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	1/16/2014	US20140019280	Sandra W. Medeiros et al.	154
	1/23/2014	US20140021908	Jeremy Ryan McCool	155
	2/13/2014	US20140042968	Yoshihiko Hiroe	156
	2/13/2014	US20140047107	Francisco Maturana et al.	157
	3/6/2014	US20140066049	HanGyu CHO et al.	158
	3/27/2014	US20140089016	Sylvia Smullin et al.	159
	4/17/2014	US20140106726	John Edward Crosbie	160
	5/1/2014	US20140118107	Nedal Akram Almomani	161
	5/1/2014	US20140120829	PhaniKumar K. Bhamidipati	162

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

			et al.	
	5/8/2014	US20140125355	Zeph Grant	163
	5/22/2014	US20140142783	Donald K. Grimm et al.	164
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Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
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				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

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Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
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				Attorney Docket Number	VOLTP018.5.C1

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				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

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				First Named Inventor	Angel Penilla
				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

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				First Named Inventor	Angel Penilla
				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

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Electronic Acknowledgement Receipt	
EFS ID:	23160717
Application Number:	14050314
International Application Number:	
Confirmation Number:	1060
Title of Invention:	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles
First Named Inventor/Applicant Name:	Angel A. Penilla
Customer Number:	25920
Filer:	Albert S. Penilla
Filer Authorized By:	
Attorney Docket Number:	VOLTP018.5.C1
Receipt Date:	10-AUG-2015
Filing Date:	09-OCT-2013
Time Stamp:	13:35:39
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no
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File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Transmittal Letter	IDS_Aug2015_2_Efiled.pdf	21334 3a650cc1b7638895d3c462a5ff4f3b2eeffc87a	no	1

Warnings:

Information:

2	Information Disclosure Statement (IDS) Form (SB08)	IDS1449_Aug2015.pdf	129754 529284a48762868454fcd574b07c4f9f7c1c9c67	no	10
Warnings:					
Information:					
This is not an USPTO supplied IDS fillable form					
Total Files Size (in bytes):			151088		
This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503. <u>New Applications Under 35 U.S.C. 111</u> If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application. <u>National Stage of an International Application under 35 U.S.C. 371</u> If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course. <u>New International Application Filed with the USPTO as a Receiving Office</u> If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.					

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the application of:

Angel A. Penilla

Application No: 14/050,314

Filed: October 9, 2013

For: Methods and Systems for Setting and
Transferring User Profiles To Vehicles and
Temporary Sharing of User Profiles to
Shared-Use Vehicles

Group Art Unit: 2859

Examiner: Yalkew Fantu

Atty. Docket No: VOLTP018.5.C1

Date: Aug. 10, 2015

Conf. No. 1060

CERTIFICATE OF E-FILING

I hereby certify that this correspondence is being transmitted to the United States Patent and Trademark Office via electronic filing with EFS-Web on **Aug. 10, 2015**.

/Albert Penilla/

Albert Penilla

**INFORMATION DISCLOSURE STATEMENT
UNDER 37 CFR §§1.56 AND 1.97(c)**

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Dear Sir:

The references listed in the attached PTO Form 1449, may be material to examination of the above-identified patent application. Applicant submits these references in compliance with his duty of disclosure pursuant to 37 CFR §§1.56 and 1.97. The Examiner is requested to make these references of official record in this application.

This Information Disclosure Statement (IDS) is not to be construed as a representation that a search has been made, that additional information material to the examination of this application does not exist, or that these references indeed constitute prior art.

This IDS **replaces** the IDS filed on December 8, 2014. The replacement was made to supply full data regarding dates and applicant information on the references listing. This Office action is not a submission of new references, so no fee is believed to be necessary for the consideration of this replacement. The content of this IDS is the same, except for duplicates being removed and dates and applicant names added.

Accordingly, it is believed that no fees are due in connection with the filing of this Information Disclosure Statement. However, if it is determined that any fees are due, the Commissioner is hereby authorized to charge such fees to Deposit Account 50-0805 (Order No. VOLTP018.5.C1)

Respectfully submitted,

MARTINE PENILLA GROUP, LLP

/Albert Penilla/

Albert S. Penilla, Esq.

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Sunnyvale, CA 94085
Telephone: (408) 749-6900 **Customer Number 25920**

CERTIFICATION AND REQUEST FOR CONSIDERATION UNDER THE AFTER FINAL CONSIDERATION PILOT PROGRAM 2.0		
Practitioner Docket No.: VOLTP018.5.C1	Application No.: 14/050,314	Filing Date: Oct. 9, 2013
First Named Inventor: Angel A. Penilla	Title: Methods and Systems for Setting and Transferring User Profiles to Vehicles and Temporary ...	
APPLICANT HEREBY CERTIFIES THE FOLLOWING AND REQUESTS CONSIDERATION UNDER THE AFTER FINAL CONSIDERATION PILOT PROGRAM 2.0 (AFCP 2.0) OF THE ACCOMPANYING RESPONSE UNDER 37 CFR 1.116. 1. The above-identified application is (i) an original utility, plant, or design nonprovisional application filed under 35 U.S.C. 111(a) [a continuing application (<i>e.g.</i>, a continuation or divisional application) is filed under 35 U.S.C. 111(a) and is eligible under (i)], or (ii) an international application that has entered the national stage in compliance with 35 U.S.C. 371(c). 2. The above-identified application contains an outstanding final rejection. 3. Submitted herewith is a response under 37 CFR 1.116 to the outstanding final rejection. The response includes an amendment to at least one independent claim, and the amendment does not broaden the scope of the independent claim in any aspect. 4. This certification and request for consideration under AFCP 2.0 is the only AFCP 2.0 certification and request filed in response to the outstanding final rejection. 5. Applicant is willing and available to participate in any interview requested by the examiner concerning the present response. 6. This certification and request is being filed electronically using the Office's electronic filing system (EFS-Web). 7. Any fees that would be necessary consistent with current practice concerning responses after final rejection under 37 CFR 1.116, <i>e.g.</i>, extension of time fees, are being concurrently filed herewith. [There is no additional fee required to request consideration under AFCP 2.0.] 8. By filing this certification and request, applicant acknowledges the following: • Reissue applications and reexamination proceedings are not eligible to participate in AFCP 2.0. • The examiner will verify that the AFCP 2.0 submission is compliant, <i>i.e.</i>, that the requirements of the program have been met (see items 1 to 7 above). For compliant submissions: ○ The examiner will review the response under 37 CFR 1.116 to determine if additional search and/or consideration (i) is necessitated by the amendment and (ii) could be completed within the time allotted under AFCP 2.0. If additional search and/or consideration is required but cannot be completed within the allotted time, the examiner will process the submission consistent with current practice concerning responses after final rejection under 37 CFR 1.116, <i>e.g.</i>, by mailing an advisory action. ○ If the examiner determines that the amendment does not necessitate additional search and/or consideration, or if the examiner determines that additional search and/or consideration is required and could be completed within the allotted time, then the examiner will consider whether the amendment places the application in condition for allowance (after completing the additional search and/or consideration, if required). If the examiner determines that the amendment does not place the application in condition for allowance, then the examiner will contact the applicant and request an interview. ▪ The interview will be conducted by the examiner, and if the examiner does not have negotiation authority, a primary examiner and/or supervisory patent examiner will also participate. ▪ If the applicant declines the interview, or if the interview cannot be scheduled within ten (10) calendar days from the date that the examiner first contacts the applicant, then the examiner will proceed consistent with current practice concerning responses after final rejection under 37 CFR 1.116.		
Signature /Albert Penilla/	Date Aug. 19, 2015	
Name (Print/Typed) Albert S. Penilla	Practitioner Registration No. 39487	
Note: This form must be signed in accordance with 37 CFR 1.33. See 37 CFR 1.4(d) for signature requirements and certifications. Submit multiple forms if more than one signature is required, see below*.		
☐ * Total of _____ forms are submitted.		

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the application of:

Angel A. Penilla

Application No: 14/050,314

Filed: October 9, 2013

For: Methods and Systems for Setting
and Transferring User Profiles To
Vehicles and Temporary Sharing
of User Profiles to Shared-Use
Vehicles

Group Art Unit: 2859

Examiner: Yalkew Fantu

Atty. Docket No: VOLTP018.5.C1

Date: Aug. 19, 2015

Conf. No. 1060

AMENDMENT

Honorable Commissioner for Patents
Alexandria VA 22313-1450

Dear Madam:

This paper is in response to the final Office action of July 29, 2015. an After Final Consideration Pilot (AFCP) 2.0 for is being filed with this response. Please enter this response and remarks.

Specification amendments are shown on page 2.

The claims are reflected in the listing of claims which begin on page 3 of this paper.

Remarks/Arguments begin on page 13 of this paper.

IN THE SPECIFICATION

[0128] In operation 454, the user may be identified and the users profile can be automatically retrieved from cloud services and the user profile 160. The preferences settings for the user can be identified from the database in operation 456, and the settings can be applied in operation 458. The settings can be applied to the vehicle for the identified user. When the user terminates use of the vehicle, the settings can ~~[[can't]]~~ be deactivated, or returned ~~return~~ to a neutral setting.

IN THE CLAIMS

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

Listing of Claims:

1. (Currently amended) A method for locating and providing access to a shared vehicle of a shared vehicle network, comprising,

receiving, by a server, a request from a user device of a user to locate a vehicle to use for a shared period of time, the request being associated with a user account of the user;

providing, by the server, an option of vehicles within a range of a location identified by the request;

receiving data from the user device to identify ~~detecting~~ proximity of the user device to a vehicle that is selected ~~a selected vehicle proximate to the location identified by the request~~;

examining ~~enabling transfer of~~ a user profile of the user ~~to the vehicle~~,
wherein the examining includes identifying available vehicle settings of the vehicle to determine vehicle settings that are compatible to settings defined by one or more user preferences of the user profile;

transferring the user profile, wherein after transfer of the user profile the vehicle is configured to automatically set on the vehicle one or more of the available vehicle settings that are determined compatible with settings identified in one or more of the user preferences of the user profile vehicle; and

receiving, by the server, use data of the vehicle while the user profile transferred to ~~is set for~~ the vehicle is active, the use data being associated to the user account.

2. (Currently amended) The method of claim 1, wherein the user profile is deactivated on the ~~selected~~ vehicle when use of the vehicle is discontinued.

3. (Currently amended) The method of claim 2, wherein the user profile is saved to a cloud services database, the user profile being accessible and updatable via a device having Internet access, such that transfer of the user profile to other vehicles enables the automatic setting of one or more vehicle settings consistent with user preferences available on the vehicle during the use of the vehicle, and wherein the profile includes automatic payment settings to allow the vehicle to make wireless payment for services.

4. (Currently amended) The method of claim 2, wherein the ~~user profile includes user settings, the user~~ vehicle settings include one or more of radio settings, or user interface settings, or temperature settings for particular times of day, or temperature settings, or air settings, or display settings, or speed settings, or internet settings, or pairing settings, or remote access settings, or home control settings, or audio settings, or entertainment settings, or mapping settings, or heating settings, or payment settings, or sub-user settings, or key fob settings, or user ID settings, or biometric settings, or fingerprint settings, or eye scan settings, or role settings, or administrator settings, or login settings, or location based settings, or tracking settings, or calendar settings, or vehicle mode settings, or operational settings, or combinations of two or more settings, or learned settings from user historical use, or seat settings, or automatic payment settings ~~for vehicle money payment transactions,~~ or combinations thereof.

5. (Currently amended) The method of claim 2, wherein determining that vehicle settings are compatible includes performing a mapping between settings associated with the user profile and the available vehicle settings of the vehicle, wherein at least some of the available settings of the vehicle are obtained from a database that identifies a type of the vehicle, wherein a type of the vehicle includes at least one of a vehicle make or a vehicle model ~~profiles are associated with vehicle types, the vehicle types include vehicle makers and vehicle models, wherein the profiles of the vehicle types identify available vehicle settings, the available vehicle settings of the vehicles being examined to identify which settings in the user profile are settable for particular vehicle types.~~

6. (Original) The method of claim 2, wherein the user profile includes verifiable biometrics for the user associated with the user profile.

7. (Currently amended) The method of claim 2, wherein face recognition is used to validate access to the ~~selected~~ vehicle that is selected, as defined by data in the user profile.

8. (Currently amended) The method claim 2,
wherein the user profile includes a group of sub-users provided with access to the ~~selected~~ vehicle that is selected, and each sub-user is associated with one or more settings, or
wherein the user profile is transferrable to one or more other vehicles, or
wherein the user profile is transferrable to another vehicle for a period of time,
or

wherein the user profile that is transferred is for ~~transferrable to a rental~~
vehicle or the shared vehicle; and

wherein upon deactivating the user profile of the selected vehicle or select
other vehicles, settings are returned to a neutral setting that are not associated with
the user profile.

9. (Currently amended) The method of claim 2, wherein the user profile is
accessible via ~~[[over]]~~ a computing device having access to the user account over
the Internet, the user profile being editable to (a) adjust the user preferences, or (b)
define ~~defining~~ access to one or more cameras of one or more vehicles, or (c) adjust
~~record~~ settings, or (d) manage or access ~~[[and]]~~ remote access controls of the
vehicle, or combinations thereof.

10. (Currently amended) A method, comprising,

receiving, at a server, information for a user profile of a user, the user profile defining one or more settings that are preferred to be set in vehicles if the vehicles support the settings;

identifying a selected vehicle for applying the user profile, the selected vehicle having a plurality of settable settings, the selected vehicle being one of a plurality of vehicles identified as available by the server;

determining, by the server, applicable settings for the selected vehicle, the applicable settings being settings that are preferred to be set as identified from the user profile and are compatible with settings that are settable in the selected vehicle;

and

sending, by the server, the applicable settings for programming to the selected vehicle, wherein the applicable settings are programmed on the selected vehicle after receipt by the selected vehicle over a wireless connection, wherein the method is executed by the [[a]] server ~~executing cloud processing~~, the server including a processor;

wherein the selected vehicle includes vehicle electronics for applying the programming to cause the applicable settings to be activated on the selected vehicle and communication circuitry for communicating via the wireless connection.

11. (Currently amended) The method of claim 10, wherein sending the applicable settings to the vehicle includes, sending the applicable settings directly to the vehicle electronics of the selected vehicle, or sending the applicable settings to a computing device for subsequent transfer to the selected vehicle.

12. (Currently amended) The method of claim 10, further comprising,
examining setting modifications over a period of time that defines a [[of]]
history use;
generating learned settings by analyzing the history of use; and
sending the learned settings to the user profile for use or transfer to the
selected vehicle.

13. (Currently amended) The method of claim 10, wherein the plurality of settable
settings of the selected vehicle are predefined for specific types of vehicles
associated with automobile makers or automobile models;

wherein the settable settings include one or more of radio settings, or user
interface settings, or temperature settings for particular times of day, or temperature
settings, or air settings, or display settings, or speed settings, or internet settings, or
pairing settings, or remote access settings, or home control settings, or audio
settings, or entertainment settings, or mapping settings, or heating settings, or
payment settings, or sub-user settings, or key fob settings, or user ID settings, or
biometric settings, or fingerprint settings, or eye scan settings, or role settings, or
administrator settings, or login settings, or calendar settings, or location based
settings, or tracking settings, or vehicle mode settings, or operational settings, or
combinations of two or more settings, or learned settings from user historical use, or
seat settings, or automatic payment settings, or combinations of two or more
thereof.

14. (Currently amended) The method of claim 10, wherein the determining of the applicable settings for the selected vehicle includes performing a mapping between settings associated with the user profile and settings obtained from an automobile database, wherein the user profile is deactivated on the selected vehicle when use of the vehicle is discontinued or when the user profile is switched to a new user profile or when the user profile is turned off or removed from the vehicle, and wherein upon deactivating settings of the selected vehicle are returned to a neutral setting.

15. (Currently amended) The method of claim 10, wherein the applicable settings for the selected vehicle are saved or stored in association to the user profile, the method further includes determining applicable settings for one or more other selected vehicles and saving said applicable settings to the user profile, such that the user profile can identify settings for two or more vehicles.

16. (Original) The method of claim 10, further comprising,
verifying the user as associated with the user profile using one or more biometric evaluation systems, which include one or more of image detection, or face detection, or voice detection, or finger print detection, or password detection, or combinations thereof.

17. (Original) The method of claim 10, further comprising,
associating one or more sub-user accounts to the user profile, the sub-user accounts having predefined privileges for the selected vehicle to enable or restrict settings or function of the selected vehicle.

18. (Currently amended) The method of claim 10, wherein the selected vehicle is a private vehicle or a shared vehicle associated with a car sharing system,

if the vehicle is associated with a car sharing system, the settable settings of the selected vehicle can be enabled or disabled using an administrator account of the car sharing system, or

if the vehicle is a private vehicle, the settable settings of the selected vehicle can be enabled or disabled using an administrator account that can define one or more sub-user accounts with the same or varying privileges for use of the selected vehicle,

the user profile being accessible via a computer having Internet access to the server cloud-processing.

19. (Original) The method of claim 18, wherein particular sub-user accounts enable access to specific information concerning the selected vehicle, the information including one or more of vehicle sensors, vehicle electronics, vehicle mechanics, engine control, vehicle diagnostics, or combinations thereof,

wherein said particular sub-user accounts are accessible over the Internet for viewing or control using a password.

20. (Currently amended) A method for managing a user profile of a vehicle via ~~[[on]]~~ a cloud processing system being accessible over ~~connected to~~ the Internet and wherein the vehicle is provided with wireless communication logic for connecting to the Internet for accessing the cloud processing system, comprising,

accessing the cloud processing system by the vehicle, the user profile having user settings for the vehicle, wherein certain of the user settings are determined to be compatible for use with the vehicle at the cloud processing system;

communicating to the cloud processing system by the vehicle, changes to user settings ~~at the vehicle to the cloud processing system~~, the cloud processing system processing the changes and other changes to the user settings over time to learn behavior associated with the changes to the user settings; and

receiving by the vehicle, from time to time, automatic changes to the user settings of the vehicle, wherein a repeat pattern of the changes is qualified as learned behavior before the automatic changes are sent to the vehicle for programming on the vehicle, wherein the user profile is configured to be updated to account for the automatic changes made to the user settings of the vehicle,

wherein electronics of the vehicle enable connection of the vehicle to the Internet for enabling the accessing of the user profile, the communicating of changes and the receiving of the automatic changes, to and from, the cloud processing system, wherein the cloud processing system is accessible by vehicles having predefined access credentials, the method being executable by a processor;

wherein user settings for the user profile include one or more of radio settings, or user interface settings, or temperature settings, or air settings, or display settings, or speed settings, or internet settings, or pairing settings, or remote access settings, or home control settings, or audio settings, or entertainment settings, or map data settings, or heating settings, or payment settings, or sub-user settings, or

key fob settings, or user ID settings, or biometric settings, or fingerprint settings, or eye scan settings, or role settings, or administrator settings, or login settings, or location based settings, or tracking settings, or calendar settings, or vehicle mode settings, or operational settings, or combinations of two or more settings, or learned settings from user said learned behavior, or seat settings, or automatic payment settings, or combinations of two or more thereof.

REMARKS

This paper is in response to the Office Action dated July 29, 2015. The Examiner is thanked for the Examination report and for considering the prior art cited in this case. Reconsideration of the pending claims is respectfully requested in light of the following remarks. No new matter is introduced.

Related Applications

The Applicant wishes to bring to the Examiner's attention related patent No. 9,104,537. As obviousness-type double patenting is considered based on comparison on the claims, the Applicant believes that a terminal disclaimer is not needed.

The Examiner is however kindly requested to opine if a terminal disclaimer is needed based on his analysis. The Examiner is kindly asked to call the undersigned to expedite handling of this issue.

In the Specification

Paragraph [0128] is amended to correct a typographical error. The is supported by original claim 2, the abstract and also the paragraph itself, which discusses return to a neutral setting after termination of use. No new matter is introduced by way of this amendment.

Examiner Interview

An Examiner Interview was conducted on August 19, 2015. In the Interview, discussion was had regarding the clarifying language that defines the exchanges between the server and the vehicle and the transfer of user profiles to a vehicle, such that settings that are compatible with a vehicle can be transferred for programming on the vehicle. Agreement was reached that the cited art to Hendrix does not teach these features, considered as a whole with the claims as amended. However, the Examiner indicated that he will need to reconsider the file before determining to allow the application.

Rejection under 35 USC 102

Claims **1, 10, and 20** were rejected under 35 USC 102(b) over Hendrix et al. (US 2012/0330494). This rejection was maintained and was made final. This rejection is again traversed. The amendments made were to clarify the way in which the user profile is used to enable transfer of certain vehicle settings to the vehicle. Further, clarifications were made to claims 1 and 10, such as the determination of vehicle settings that are determined **compatible** or **are identified in** the user preferences of the user profile. Claim 1, for example, further defines the examining of the user profile to identify **available vehicle settings** of the vehicle to determine vehicle settings that are **compatible** to or are identified by one or more user preferences of the user profile. See ¶ 007, 0075, as examples of the check for compatibility of settings, for when user profiles are to be transferred to vehicles. Independent claim 10 was also amended to clarify the determining, by the server, of applicable settings for the selected vehicle. As now claimed, the applicable settings are settings that are preferred to be set as identified from the user profile and are **compatible** with settings that are settable in the selected vehicle. In addition, claim 10 was amended for provide more clarity regarding the programming to cause the applicable settings to be activated. Claim 20 was also amended for clarity. Claim 20 was also amended to recite that certain of the user settings are determined to be **compatible** for use with the vehicle. As described in the specification, the user profile may have many preferences for settings, and some of such settings are usable on certain vehicles, depending on whether they support such setting. See e.g., ¶018. As noted in the response to the non-final Office action, Hendrix does not teach the transfer of user profiles to vehicles. And for this reason, Hendrix does not teach to perform any compatibility between settings in the user profile against settings available on the specific vehicle.

For sake of brevity and conciseness of this response, the arguments made in response to the non-final Office action are herein incorporated by reference.

An **After Final Consideration Pilot (AFCP) 2.0** requested is being filed with this response to enable the Examiner time to consider the clarifying amendments.

A notice of allowance is respectfully requested.

If the Examiner has any questions concerning the present amendment, the Examiner is kindly requested to contact the undersigned at (408) 749-6903. If any other fees are due in connection with filing this amendment, the Commissioner is also authorized to charge Deposit Account No. 50-0805 (Order No VOLTP018.5.C1).

Respectfully submitted,
MARTINE PENILLA GROUP, LLP

/Albert Penilla/

Albert S. Penilla, Esq.
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Electronic Acknowledgement Receipt	
EFS ID:	23255682
Application Number:	14050314
International Application Number:	
Confirmation Number:	1060
Title of Invention:	Methods and Systems for Setting and Transferring User Profiles To Vehicles and Temporary Sharing of User Profiles to Shared-Use Vehicles
First Named Inventor/Applicant Name:	Angel A. Penilla
Customer Number:	25920
Filer:	Albert S. Penilla
Filer Authorized By:	
Attorney Docket Number:	VOLTP018.5.C1
Receipt Date:	19-AUG-2015
Filing Date:	09-OCT-2013
Time Stamp:	17:15:56
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	no
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File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	After Final Consideration Program Request	AFCPsb0434.pdf	226424 c3a9019c96c5c644f025504cfda399691b8a a0bc	no	2

Warnings:

Information:

2	Response After Final Action	VOLTP0185_C1_Amendment_E file.pdf	70266 aac09ad256428ce719bdc8ac40b36cefd96 b7968	no	15
Warnings:					
Information:					
Total Files Size (in bytes):			296690		
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PATENT APPLICATION FEE DETERMINATION RECORD Substitute for Form PTO-875				Application or Docket Number 14/050,314		Filing Date 10/09/2013		☐ To be Mailed	
ENTITY: ☐ LARGE ☒ SMALL ☐ MICRO									
APPLICATION AS FILED – PART I									
		(Column 1)		(Column 2)					
FOR		NUMBER FILED		NUMBER EXTRA		RATE (\$)		FEE (\$)	
☐ BASIC FEE (37 CFR 1.16(a), (b), or (c))		N/A		N/A		N/A			
☐ SEARCH FEE (37 CFR 1.16(k), (i), or (m))		N/A		N/A		N/A			
☐ EXAMINATION FEE (37 CFR 1.16(o), (p), or (q))		N/A		N/A		N/A			
TOTAL CLAIMS (37 CFR 1.16(i))		minus 20 =		*		X \$ =			
INDEPENDENT CLAIMS (37 CFR 1.16(h))		minus 3 =		*		X \$ =			
☐ APPLICATION SIZE FEE (37 CFR 1.16(s))		If the specification and drawings exceed 100 sheets of paper, the application size fee due is \$310 (\$155 for small entity) for each additional 50 sheets or fraction thereof. See 35 U.S.C. 41(a)(1)(G) and 37 CFR 1.16(s).							
☐ MULTIPLE DEPENDENT CLAIM PRESENT (37 CFR 1.16(j))									
* If the difference in column 1 is less than zero, enter "0" in column 2.						TOTAL			
APPLICATION AS AMENDED – PART II									
		(Column 1)		(Column 2)		(Column 3)			
AMENDMENT	08/19/2015		CLAIMS REMAINING AFTER AMENDMENT			HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA		
	Total (37 CFR 1.16(i))		* 20		Minus	** 20	= 0		
	Independent (37 CFR 1.16(h))		* 3		Minus	*** 3	= 0		
	☐ Application Size Fee (37 CFR 1.16(s))								
	☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))								
								TOTAL ADD'L FEE 0	
		(Column 1)		(Column 2)		(Column 3)			
AMENDMENT			CLAIMS REMAINING AFTER AMENDMENT			HIGHEST NUMBER PREVIOUSLY PAID FOR	PRESENT EXTRA		
	Total (37 CFR 1.16(i))		*		Minus	**	=		
	Independent (37 CFR 1.16(h))		*		Minus	***	=		
	☐ Application Size Fee (37 CFR 1.16(s))								
	☐ FIRST PRESENTATION OF MULTIPLE DEPENDENT CLAIM (37 CFR 1.16(j))								
								TOTAL ADD'L FEE	
* If the entry in column 1 is less than the entry in column 2, write "0" in column 3. ** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 20, enter "20". *** If the "Highest Number Previously Paid For" IN THIS SPACE is less than 3, enter "3". The "Highest Number Previously Paid For" (Total or Independent) is the highest number found in the appropriate box in column 1.									

LIE
/PAULA BRITTON/

This collection of information is required by 37 CFR 1.16. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. **SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.**

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NOTICE OF ALLOWANCE AND FEE(S) DUE

25920 7590 09/11/2015
MARTINE PENILLA GROUP, LLP
710 LAKEWAY DRIVE
SUITE 200
SUNNYVALE, CA 94085

EXAMINER

FANTU, YALKEW

ART UNIT

PAPER NUMBER

2859

DATE MAILED: 09/11/2015

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/050,314	10/09/2013	Angel A. Penilla	VOLTP018.5.C1	1060

TITLE OF INVENTION: METHODS AND SYSTEMS FOR SETTING AND TRANSFERRING USER PROFILES TO VEHICLES AND TEMPORARY SHARING OF USER PROFILES TO SHARED-USE VEHICLES

APPLN. TYPE	ENTITY STATUS	ISSUE FEE DUE	PUBLICATION FEE DUE	PREV. PAID ISSUE FEE	TOTAL FEE(S) DUE	DATE DUE
nonprovisional	SMALL	\$480	\$0	\$0	\$480	12/11/2015

THE APPLICATION IDENTIFIED ABOVE HAS BEEN EXAMINED AND IS ALLOWED FOR ISSUANCE AS A PATENT. PROSECUTION ON THE MERITS IS CLOSED. THIS NOTICE OF ALLOWANCE IS NOT A GRANT OF PATENT RIGHTS. THIS APPLICATION IS SUBJECT TO WITHDRAWAL FROM ISSUE AT THE INITIATIVE OF THE OFFICE OR UPON PETITION BY THE APPLICANT. SEE 37 CFR 1.313 AND MPEP 1308.

THE ISSUE FEE AND PUBLICATION FEE (IF REQUIRED) MUST BE PAID WITHIN THREE MONTHS FROM THE MAILING DATE OF THIS NOTICE OR THIS APPLICATION SHALL BE REGARDED AS ABANDONED. THIS STATUTORY PERIOD CANNOT BE EXTENDED. SEE 35 U.S.C. 151. THE ISSUE FEE DUE INDICATED ABOVE DOES NOT REFLECT A CREDIT FOR ANY PREVIOUSLY PAID ISSUE FEE IN THIS APPLICATION. IF AN ISSUE FEE HAS PREVIOUSLY BEEN PAID IN THIS APPLICATION (AS SHOWN ABOVE), THE RETURN OF PART B OF THIS FORM WILL BE CONSIDERED A REQUEST TO REAPPLY THE PREVIOUSLY PAID ISSUE FEE TOWARD THE ISSUE FEE NOW DUE.

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If the ENTITY STATUS is the same as shown above, pay the TOTAL FEE(S) DUE shown above.

If the ENTITY STATUS is changed from that shown above, on PART B - FEE(S) TRANSMITTAL, complete section number 5 titled "Change in Entity Status (from status indicated above)".

For purposes of this notice, small entity fees are 1/2 the amount of undiscounted fees, and micro entity fees are 1/2 the amount of small entity fees.

II. PART B - FEE(S) TRANSMITTAL, or its equivalent, must be completed and returned to the United States Patent and Trademark Office (USPTO) with your ISSUE FEE and PUBLICATION FEE (if required). If you are charging the fee(s) to your deposit account, section "4b" of Part B - Fee(s) Transmittal should be completed and an extra copy of the form should be submitted. If an equivalent of Part B is filed, a request to reapply a previously paid issue fee must be clearly made, and delays in processing may occur due to the difficulty in recognizing the paper as an equivalent of Part B.

III. All communications regarding this application must give the application number. Please direct all communications prior to issuance to Mail Stop ISSUE FEE unless advised to the contrary.

IMPORTANT REMINDER: Utility patents issuing on applications filed on or after Dec. 12, 1980 may require payment of maintenance fees. It is patentee's responsibility to ensure timely payment of maintenance fees when due.

PART B - FEE(S) TRANSMITTAL

**Complete and send this form, together with applicable fee(s), to: Mail Mail Stop ISSUE FEE
Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450
or Fax (571)-273-2885**

INSTRUCTIONS: This form should be used for transmitting the ISSUE FEE and PUBLICATION FEE (if required). Blocks 1 through 5 should be completed where appropriate. All further correspondence including the Patent, advance orders and notification of maintenance fees will be mailed to the current correspondence address as indicated unless corrected below or directed otherwise in Block 1, by (a) specifying a new correspondence address; and/or (b) indicating a separate "FEE ADDRESS" for maintenance fee notifications.

CURRENT CORRESPONDENCE ADDRESS (Note: Use Block 1 for any change of address)

25920 7590 09/11/2015
MARTINE PENILLA GROUP, LLP
710 LAKEWAY DRIVE
SUITE 200
SUNNYVALE, CA 94085

Note: A certificate of mailing can only be used for domestic mailings of the Fee(s) Transmittal. This certificate cannot be used for any other accompanying papers. Each additional paper, such as an assignment or formal drawing, must have its own certificate of mailing or transmission.

Certificate of Mailing or Transmission

I hereby certify that this Fee(s) Transmittal is being deposited with the United States Postal Service with sufficient postage for first class mail in an envelope addressed to the Mail Stop ISSUE FEE address above, or being facsimile transmitted to the USPTO (571) 273-2885, on the date indicated below.

(Depositor's name)
(Signature)
(Date)

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/050,314	10/09/2013	Angel A. Penilla	VOLTP018.5.C1	1060

TITLE OF INVENTION: METHODS AND SYSTEMS FOR SETTING AND TRANSFERRING USER PROFILES TO VEHICLES AND TEMPORARY SHARING OF USER PROFILES TO SHARED-USE VEHICLES

APPLN. TYPE	ENTITY STATUS	ISSUE FEE DUE	PUBLICATION FEE DUE	PREV. PAID ISSUE FEE	TOTAL FEE(S) DUE	DATE DUE
nonprovisional	SMALL	\$480	\$0	\$0	\$480	12/11/2015

EXAMINER	ART UNIT	CLASS-SUBCLASS
FANTU, YALKEW	2859	320-109000

1. Change of correspondence address or indication of "Fee Address" (37 CFR 1.363).

- ☐ Change of correspondence address (or Change of Correspondence Address form PTO/SB/122) attached.
- ☐ "Fee Address" indication (or "Fee Address" Indication form PTO/SB/47; Rev 03-02 or more recent) attached. **Use of a Customer Number is required.**

2. For printing on the patent front page, list

- (1) The names of up to 3 registered patent attorneys or agents OR, alternatively, 1 _____
- (2) The name of a single firm (having as a member a registered attorney or agent) and the names of up to 2 registered patent attorneys or agents. If no name is listed, no name will be printed. 2 _____
- 3 _____

3. ASSIGNEE NAME AND RESIDENCE DATA TO BE PRINTED ON THE PATENT (print or type)

PLEASE NOTE: Unless an assignee is identified below, no assignee data will appear on the patent. If an assignee is identified below, the document has been filed for recordation as set forth in 37 CFR 3.11. Completion of this form is NOT a substitute for filing an assignment.

(A) NAME OF ASSIGNEE

(B) RESIDENCE: (CITY and STATE OR COUNTRY)

Please check the appropriate assignee category or categories (will not be printed on the patent): ☐ Individual ☐ Corporation or other private group entity ☐ Government

4a. The following fee(s) are submitted:

- ☐ Issue Fee
- ☐ Publication Fee (No small entity discount permitted)
- ☐ Advance Order - # of Copies _____

4b. Payment of Fee(s): (Please first reapply any previously paid issue fee shown above)

- ☐ A check is enclosed.
- ☐ Payment by credit card. Form PTO-2038 is attached.
- ☐ The director is hereby authorized to charge the required fee(s), any deficiency, or credits any overpayment, to Deposit Account Number _____ (enclose an extra copy of this form).

5. **Change in Entity Status** (from status indicated above)

- ☐ Applicant certifying micro entity status. See 37 CFR 1.29
- ☐ Applicant asserting small entity status. See 37 CFR 1.27
- ☐ Applicant changing to regular undiscounted fee status.

NOTE: Absent a valid certification of Micro Entity Status (see forms PTO/SB/15A and 15B), issue fee payment in the micro entity amount will not be accepted at the risk of application abandonment.

NOTE: If the application was previously under micro entity status, checking this box will be taken to be a notification of loss of entitlement to micro entity status.

NOTE: Checking this box will be taken to be a notification of loss of entitlement to small or micro entity status, as applicable.

NOTE: This form must be signed in accordance with 37 CFR 1.31 and 1.33. See 37 CFR 1.4 for signature requirements and certifications.

Authorized Signature _____

Date _____

Typed or printed name _____

Registration No. _____



UNITED STATES PATENT AND TRADEMARK OFFICE

UNITED STATES DEPARTMENT OF COMMERCE
United States Patent and Trademark Office
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www.uspto.gov

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/050,314	10/09/2013	Angel A. Penilla	VOLTP018.5.C1	1060
25920 7590 09/11/2015 MARTINE PENILLA GROUP, LLP 710 LAKEWAY DRIVE SUITE 200 SUNNYVALE, CA 94085			EXAMINER FANTU, YALKEW	
			ART UNIT 2859	PAPER NUMBER

DATE MAILED: 09/11/2015

Determination of Patent Term Adjustment under 35 U.S.C. 154 (b) (Applications filed on or after May 29, 2000)

The Office has discontinued providing a Patent Term Adjustment (PTA) calculation with the Notice of Allowance.

Section 1(h)(2) of the AIA Technical Corrections Act amended 35 U.S.C. 154(b)(3)(B)(i) to eliminate the requirement that the Office provide a patent term adjustment determination with the notice of allowance. See Revisions to Patent Term Adjustment, 78 Fed. Reg. 19416, 19417 (Apr. 1, 2013). Therefore, the Office is no longer providing an initial patent term adjustment determination with the notice of allowance. The Office will continue to provide a patent term adjustment determination with the Issue Notification Letter that is mailed to applicant approximately three weeks prior to the issue date of the patent, and will include the patent term adjustment on the patent. Any request for reconsideration of the patent term adjustment determination (or reinstatement of patent term adjustment) should follow the process outlined in 37 CFR 1.705.

Any questions regarding the Patent Term Extension or Adjustment determination should be directed to the Office of Patent Legal Administration at (571)-272-7702. Questions relating to issue and publication fee payments should be directed to the Customer Service Center of the Office of Patent Publication at 1-(888)-786-0101 or (571)-272-4200.

OMB Clearance and PRA Burden Statement for PTOL-85 Part B

The Paperwork Reduction Act (PRA) of 1995 requires Federal agencies to obtain Office of Management and Budget approval before requesting most types of information from the public. When OMB approves an agency request to collect information from the public, OMB (i) provides a valid OMB Control Number and expiration date for the agency to display on the instrument that will be used to collect the information and (ii) requires the agency to inform the public about the OMB Control Number's legal significance in accordance with 5 CFR 1320.5(b).

The information collected by PTOL-85 Part B is required by 37 CFR 1.311. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, Virginia 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450. Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

Privacy Act Statement

The Privacy Act of 1974 (P.L. 93-579) requires that you be given certain information in connection with your submission of the attached form related to a patent application or patent. Accordingly, pursuant to the requirements of the Act, please be advised that: (1) the general authority for the collection of this information is 35 U.S.C. 2(b)(2); (2) furnishing of the information solicited is voluntary; and (3) the principal purpose for which the information is used by the U.S. Patent and Trademark Office is to process and/or examine your submission related to a patent application or patent. If you do not furnish the requested information, the U.S. Patent and Trademark Office may not be able to process and/or examine your submission, which may result in termination of proceedings or abandonment of the application or expiration of the patent.

The information provided by you in this form will be subject to the following routine uses:

1. The information on this form will be treated confidentially to the extent allowed under the Freedom of Information Act (5 U.S.C. 552) and the Privacy Act (5 U.S.C. 552a). Records from this system of records may be disclosed to the Department of Justice to determine whether disclosure of these records is required by the Freedom of Information Act.
2. A record from this system of records may be disclosed, as a routine use, in the course of presenting evidence to a court, magistrate, or administrative tribunal, including disclosures to opposing counsel in the course of settlement negotiations.
3. A record in this system of records may be disclosed, as a routine use, to a Member of Congress submitting a request involving an individual, to whom the record pertains, when the individual has requested assistance from the Member with respect to the subject matter of the record.
4. A record in this system of records may be disclosed, as a routine use, to a contractor of the Agency having need for the information in order to perform a contract. Recipients of information shall be required to comply with the requirements of the Privacy Act of 1974, as amended, pursuant to 5 U.S.C. 552a(m).
5. A record related to an International Application filed under the Patent Cooperation Treaty in this system of records may be disclosed, as a routine use, to the International Bureau of the World Intellectual Property Organization, pursuant to the Patent Cooperation Treaty.
6. A record in this system of records may be disclosed, as a routine use, to another federal agency for purposes of National Security review (35 U.S.C. 181) and for review pursuant to the Atomic Energy Act (42 U.S.C. 218(c)).
7. A record from this system of records may be disclosed, as a routine use, to the Administrator, General Services, or his/her designee, during an inspection of records conducted by GSA as part of that agency's responsibility to recommend improvements in records management practices and programs, under authority of 44 U.S.C. 2904 and 2906. Such disclosure shall be made in accordance with the GSA regulations governing inspection of records for this purpose, and any other relevant (i.e., GSA or Commerce) directive. Such disclosure shall not be used to make determinations about individuals.
8. A record from this system of records may be disclosed, as a routine use, to the public after either publication of the application pursuant to 35 U.S.C. 122(b) or issuance of a patent pursuant to 35 U.S.C. 151. Further, a record may be disclosed, subject to the limitations of 37 CFR 1.14, as a routine use, to the public if the record was filed in an application which became abandoned or in which the proceedings were terminated and which application is referenced by either a published application, an application open to public inspection or an issued patent.
9. A record from this system of records may be disclosed, as a routine use, to a Federal, State, or local law enforcement agency, if the USPTO becomes aware of a violation or potential violation of law or regulation.

Notice of Allowability	Application No. 14/050,314	Applicant(s) PENILLA ET AL.	
	Examiner YALKEW FANTU	Art Unit 2859	AIA (First Inventor to File) Status No

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address--

All claims being allowable, PROSECUTION ON THE MERITS IS (OR REMAINS) CLOSED in this application. If not included herewith (or previously mailed), a Notice of Allowance (PTOL-85) or other appropriate communication will be mailed in due course. **THIS NOTICE OF ALLOWABILITY IS NOT A GRANT OF PATENT RIGHTS.** This application is subject to withdrawal from issue at the initiative of the Office or upon petition by the applicant. See 37 CFR 1.313 and MPEP 1308.

1. ☒ This communication is responsive to _____.
☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on _____.

2. ☐ An election was made by the applicant in response to a restriction requirement set forth during the interview on _____; the restriction requirement and election have been incorporated into this action.

3. ☒ The allowed claim(s) is/are 1-20. As a result of the allowed claim(s), you may be eligible to benefit from the **Patent Prosecution Highway** program at a participating intellectual property office for the corresponding application. For more information, please see http://www.uspto.gov/patents/init_events/pph/index.jsp or send an inquiry to PPHfeedback@uspto.gov.

4. ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
Certified copies:
a) ☐ All b) ☐ Some *c) ☐ None of the:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. _____.
3. ☐ Copies of the certified copies of the priority documents have been received in this national stage application from the International Bureau (PCT Rule 17.2(a)).
* Certified copies not received: _____.

Applicant has THREE MONTHS FROM THE "MAILING DATE" of this communication to file a reply complying with the requirements noted below. Failure to timely comply will result in ABANDONMENT of this application.
THIS THREE-MONTH PERIOD IS NOT EXTENDABLE.

5. ☐ CORRECTED DRAWINGS (as "replacement sheets") must be submitted.
☐ including changes required by the attached Examiner's Amendment / Comment or in the Office action of Paper No./Mail Date _____.
Identifying indicia such as the application number (see 37 CFR 1.84(c)) should be written on the drawings in the front (not the back) of each sheet. Replacement sheet(s) should be labeled as such in the header according to 37 CFR 1.121(d).

6. ☐ DEPOSIT OF and/or INFORMATION about the deposit of BIOLOGICAL MATERIAL must be submitted. Note the attached Examiner's comment regarding REQUIREMENT FOR THE DEPOSIT OF BIOLOGICAL MATERIAL.

Attachment(s)

1. ☐ Notice of References Cited (PTO-892)	5. ☐ Examiner's Amendment/Comment
2. ☒ Information Disclosure Statements (PTO/SB/08), Paper No./Mail Date <u>08/10/2015</u>	6. ☒ Examiner's Statement of Reasons for Allowance
3. ☐ Examiner's Comment Regarding Requirement for Deposit of Biological Material	7. ☒ Other <u>PTO-2323 (20150906)</u> .
4. ☐ Interview Summary (PTO-413), Paper No./Mail Date _____.	

/YALKEW FANTU/ Primary Examiner, Art Unit 2859	
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DETAILED ACTION

The present application is being examined under the pre-AIA first to invent provisions. As per applicant amendments and remarks filed as an After Final consideration on 08/19/2015, claims 1-5, 7-15, 18 and 20 are amended.

REASONS FOR ALLOWANCE

The following is the examiner's statement of reasons for allowance. The prior art and any art of record do not disclose or suggest the following Claims 1, 10 and 20 limitations: "... a method for locating and providing access to a shared vehicle network **a server receiving a request from a user device of a user to locate vehicle to use for shared period of time, the request being associated with a user account of the user providing an option of vehicles within a range of a location identified by the request Receiving data from the user device to identify proximity of the user device to a vehicle that is selected ... transferring the user profile, and configured the vehicle to automatically set on the vehicle one or more of the available vehicle settings that are determined compatible** with settings identified in one or more of the user preferences of the user profile ..." in combination with the remaining claim elements as set forth in Claims 1, 10, 20 and their depending claims 2-9, 11-19. *Therefore* claims 1-20 are allowed.

Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

Contact Information

Any inquiry concerning this communication or earlier communications from the examiner should be directed to YALKEW FANTU whose telephone number is (571)272-8928. The examiner can normally be reached on M-F: 7 - 4.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, DREW A. DUNN can be reached on 571-272-2312. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/YALKEW FANTU/
Primary Examiner, Art Unit 2859

Search Notes 	Application/Control No. 14050314	Applicant(s)/Patent Under Reexamination PENILLA ET AL.
	Examiner YALKEW FANTU	Art Unit 2859

CPC- SEARCHED		
Symbol	Date	Examiner

CPC COMBINATION SETS - SEARCHED		
Symbol	Date	Examiner
Y02T90/14	09/02/2015	YF

US CLASSIFICATION SEARCHED			
Class	Subclass	Date	Examiner
320	109,107	03/19/2015	YF
180	65.1, 65.21	03/19/2015	YF
307	10.1		YF

SEARCH NOTES		
Search Notes	Date	Examiner
320/109,116,339;180/65.1,65.21;307/10.1,149;701/22 with text search was conducted	03/19/2015	YF
Inventor's search in PALM and eDAN was conducted	03/19/2015	YF
foreign and IDS search was conducted	03/19/2015	YF
interference search was conducted	03/19/2015	YF
EAST Search (See Printout)	03/19/2015	YF
An updated search was conducted	07/25/2015	YF
Interference with search update was conducted	09/02/2015	YF

INTERFERENCE SEARCH			
US Class/ CPC Symbol	US Subclass / CPC Group	Date	Examiner
320/Y02T	109/ 90/14	03/19/2015	YF

	/YALKEW FANTU/ Primary Examiner.Art Unit 2859
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EAST Search History**EAST Search History (Interference)**

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
L16	0	((locat\$3)(provid\$3 access)(vehicle or car or automobile)(network)(receiv\$3 server)(range location)(receiving data)(device identity)(vehicle sett\$3)(proximity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:08
L17	0	((locat\$3)(provid\$3 access)(receiv\$3 server)(range location)(receiving data)(device identity)(vehicle sett\$3)(proximity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:08
L18	39	((locat\$3)(provid\$3 access)(receiv\$3 server)(range location)(receiving data)(device identity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:08
L22	55	((locat\$3)(provid\$3 access)(receiv\$3 near server)(receiving data)(device identity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:10
L23	63	((locat\$3)(provid\$3 access)(receiv\$3 near server)(device identity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:11
L27	86	((locat\$3)(access)(receiv\$3 near server)(device identity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:12
L28	99	((locat\$3)(access)(receiv\$3 near server)(identity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:13
L29	156	((locat\$3)(receiv\$3 near server)(device identity)(receiv\$3 near data)).clm.	US-PGPUB; USPAT	AND	ON	2015/09/06 17:13

9/ 6/ 2015 5:15:09 PM**C:\ Users\ yfantu1\ Documents\ EAST\ Workspaces\ 14050314.vehicle.network.wsp**

OK TO ENTER: /Y.F./

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the application of:

Angel A. Penilla

Application No: 14/050,314

Filed: October 9, 2013

For: Methods and Systems for Setting
and Transferring User Profiles To
Vehicles and Temporary Sharing
of User Profiles to Shared-Use
Vehicles

Group Art Unit: 2859

Examiner: Yalkew Fantu

Atty. Docket No: VOLTP018.5.C1

Date: Aug. 19, 2015

Conf. No. 1060

AMENDMENT

Honorable Commissioner for Patents
Alexandria VA 22313-1450

Dear Madam:

This paper is in response to the final Office action of July 29, 2015. an After Final Consideration Pilot (AFCP) 2.0 for is being filed with this response. Please enter this response and remarks.

Specification amendments are shown on page 2.

The claims are reflected in the listing of claims which begin on page 3 of this paper.

Remarks/Arguments begin on page 13 of this paper.

AFCP 2.0 Decision

Application No.

14/050,314

Applicant(s)

PENILLA ET AL.

Examiner

YALKEW FANTU

Art Unit

2859

This is in response to the After Final Consideration Pilot request filed 19 August 2015.

1. **Improper Request** – The AFCP 2.0 request is improper for the following reason(s) and the after final amendment submitted with the request will be treated under pre-pilot procedure.

- ☐ An AFCP 2.0 request form PTO/SB/434 (or equivalent document) was not submitted.
- ☐ A non-broadening amendment to at least one independent claim was not submitted.
- ☐ A proper AFCP 2.0 request was submitted in response to the most recent final rejection.
- ☐ Other:

2. **Proper Request**

- A. After final amendment submitted with the request will not be treated under AFCP 2.0.

The after final amendment cannot be reviewed and a search conducted within the guidelines of the pilot program.

- ☐ The after final amendment will be treated under pre-pilot procedure.

- B. Updated search and/or completed additional consideration.

The examiner performed an updated search and/or completed additional consideration of the after final amendment within the time authorized for the pilot program. The result(s) of the updated search and/or completed additional consideration are:

- ☒ 1. All of the rejections in the most recent final Office action are overcome and a Notice of Allowance is issued herewith.
- ☐ 2. The after final amendment would not overcome all of the rejections in the most recent final Office action. See attached interview summary for further details.
- ☐ 3. The after final amendment was reviewed, and it raises a new issue(s). See attached interview summary for further details.
- ☐ 4. The after final amendment raises new issues, but would overcome all of the rejections in the most recent final Office action. A decision on determining allowability could not be made within the guidelines of the pilot. See attached interview summary for further details, including any newly discovered prior art.
- ☐ 5. Other:

Examiner Note: Please attach an interview summary when necessary as described above.

Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

U.S. Patent Publications

Examiner Initials	Publication Date	Reference	Name of Patentee or Applicant	Cite No.
	5/30/2002	US20020064258	Charles Schelberg et al.	1
	7/4/2002	US20020085043	Amnon Ribak	2
	9/19/2002	US20020133273	Larkin Lowrey et al.	3
	7/24/2003	US20030137277	Ichiro Mori et al.	4
	8/14/2003	US20030153278	William Johnson	5
	11/6/2003	US20030205619	Steven Terranova et al.	6
	12/25/2003	US20030234325	Mark Marino et al.	7
	3/11/2004	US20040046506	Koji Mawai et al.	8
	4/1/2004	US20040064235	Colin Cole	9
	5/13/2004	US20040092253	Craig Simonds et al.	10
	5/13/2004	US20040093155	Craig Simonds et al.	11
	12/30/2004	US20040265671	Jan Chipchase et al.	12
	1/27/2005	US20050021190	Barry Worrell et al.	13
	2/24/2005	US20050044245	Masaki Hoshina	14
	10/20/2005	US20050231119	Yoshinobu Ito et al.	15
	6/15/2006	US20060125620	Timothy Smith et al.	16
	8/17/2006	US20060182241	Charles Schelberg	17
	12/14/2006	US20060282381	Brian Ritchie	18
	12/21/2006	US20060287783	Richard Walker	19
	3/29/2007	US20070068714	Donald Bender	20
	6/7/2007	US20070126395	Michael Suchar	21
	12/6/2007	US20070282495	Willett Kempton	22
	2/14/2008	US20080039979	Seth Bridges et al.	23
	2/14/2008	US20080039989	Seth Pollack et al.	24
	2/14/2008	US20080040129	Mark Cauwels et al.	25
	2/14/2008	US20080040223	Seth Bridges et al.	26
	2/14/2008	US20080040295	David Kaplan et al.	27
	2/28/2008	US20080052145	David Kaplan et al.	28
	4/10/2008	US20080086411	Robert A. Olsen et al.	29
	4/24/2008	US20080097904	Mark T. Volchek	30
	6/26/2008	US20080155008	Peter N. Stiles et al.	31
	7/31/2008	US20080180027	Koji Matsushita et al.	32
	8/28/2008	US20080203973	Allan R. Gale et al.	33
	9/18/2008	US20080228613	Daniel Alexander	34
	11/13/2008	US20080281663	David Hakim	35
	11/27/2008	US20080294283	Ronald Ligrano	36
	12/18/2008	US20080312782	Gene Berdichevsky	37

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>				Complete if Known	
				Application Number	14/050,314
				Filing Date	Oct. 9, 2013
				First Named Inventor	Angel Penilla
				Art Unit	2859
				Examiner Name	Yalkew Fantu
				Attorney Docket Number	VOLTP018.5.C1

	1/8/2009	US20090011639	Claudio R. Ballard et al.	38
	1/22/2009	US20090021213	Oriz Wickline Johnson	39
	1/22/2009	US20090021385	Kurt Kelty et al.	40
	1/29/2009	US20090030712	Bradley D. Bogolea	41
	2/12/2009	US20090043519	Seth W. Bridges et al.	42
	3/5/2009	US20090058355	Keith M. Meyer	43
	3/12/2009	US20090066287	Seth B. Pollack et al.	44
	3/19/2009	US20090076913	William Douglas Morgan	45
	3/26/2009	US20090082957	Shai Agassi et al.	46
	4/9/2009	US20090091291	George R. Woody et al.	47
	4/9/2009	US20090092864	Gerard F. McLean	48
	6/4/2009	US20090144001	Thomas J. Leonard et al.	49
	6/4/2009	US20090144001	Thomas J. Leonard et al.	50
	6/18/2009	US20090157289	Joshua V. Graessley	51
	6/25/2009	US20090164473	Lee Bauer	52
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14050314 - GAU: 2859

Substitute for form 1449/PTO INFORMATION DISCLOSURE STATEMENT BY APPLICANT <i>(Use as many sheets as necessary)</i>		Complete if Known	
		Application Number	14/050,314
		Filing Date	Oct. 9, 2013
		First Named Inventor	Angel Penilla
		Art Unit	2859
		Examiner Name	Yalkew Fantu
		Attorney Docket Number	VOLTP018.5.C1

	4/22/2014	US8706394	Paul Trepagnier, et al.	344
	4/29/2014	US8713121	David Bain	345
	5/6/2014	US8717170	Bradley Juhasz	346
	5/13/2014	US8725551	Ronald Ambrosio, et al.	347
	6/10/2014	US8751065	Kenji Kato	348
	6/10/2014	US8751271	Mark Jeffrey Stefik, et al.	349
	6/24/2014	US8760432	Joseph Charles Jira, et al.	350
	8/5/2014	US8799037	Mark Jeffrey Stefik, et al.	351
	8/26/2014	US8816845	Scott J. Hoover, et al.	352
	8/26/2014	US8818622	Ralf Bergholz, et al.	353
	8/26/2014	US8818725	Christopher P. Ricci	354
	8/26/2014	US8819414	Bhargav R. Bellur et al.	355
	9/2/2014	US8825222	Setu Madhavi Namburu et al.	356
	9/16/2014	US8836281	Ronald Ambrosio et al.	357

/Yalkew Fantu/

09/06/2015

Examiner: Initial if reference is considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to Applicant.

Page 10 of 10

ALL REFERENCES CONSIDERED EXCEPT WHERE LINED THROUGH. /Y.F./

Issue Classification 	Application/Control No. 14050314	Applicant(s)/Patent Under Reexamination PENILLA ET AL.	
	Examiner YALKEW FANTU	Art Unit 2859	

CPC						
Symbol				Type	Version	
G06Q		10		02	F	2013-01-01

CPC Combination Sets						
Symbol			Type	Set	Ranking	Version

NONE		Total Claims Allowed:	
(Assistant Examiner)	(Date)	20	
/YALKEW FANTU/ Primary Examiner. Art Unit 2859	09/01/2015	O.G. Print Claim(s)	O.G. Print Figure
(Primary Examiner)	(Date)	1	6

Issue Classification 	Application/Control No. 14050314	Applicant(s)/Patent Under Reexamination PENILLA ET AL.
	Examiner YALKEW FANTU	Art Unit 2859

US ORIGINAL CLASSIFICATION						INTERNATIONAL CLASSIFICATION										
CLASS		SUBCLASS				CLAIMED					NON-CLAIMED					
320		109				H	0	2	J	7 / 00 (2006.01.01)						
CROSS REFERENCE(S)																
CLASS	SUBCLASS (ONE SUBCLASS PER BLOCK)															
320	104															
180	65.1	65.21														
307	10.1															

NONE		Total Claims Allowed:	
(Assistant Examiner)		20	
(Date)			
/YALKEW FANTU/ Primary Examiner.Art Unit 2859	09/01/2015	O.G. Print Claim(s)	O.G. Print Figure
(Primary Examiner)	(Date)	1	6

Issue Classification 	Application/Control No. 14050314	Applicant(s)/Patent Under Reexamination PENILLA ET AL.
	Examiner YALKEW FANTU	Art Unit 2859

☒ Claims renumbered in the same order as presented by applicant ☐ CPA ☐ T.D. ☐ R.1.47															
Final	Original	Final	Original	Final	Original	Final	Original	Final	Original	Final	Original	Final	Original	Final	Original
	1		17												
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	11														
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	13														
	14														
	15														
	16														

NONE		Total Claims Allowed:	
(Assistant Examiner)		20	
(Date)			
/YALKEW FANTU/ Primary Examiner. Art Unit 2859	09/01/2015	O.G. Print Claim(s)	O.G. Print Figure
(Primary Examiner)	(Date)	1	6

PART B - FEE(S) TRANSMITTAL

**Complete and send this form, together with applicable fee(s), to: Mail Mail Stop ISSUE FEE
Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450
or Fax (571)-273-2885**

INSTRUCTIONS: This form should be used for transmitting the ISSUE FEE and PUBLICATION FEE (if required). Blocks 1 through 5 should be completed where appropriate. All further correspondence including the Patent, advance orders and notification of maintenance fees will be mailed to the current correspondence address as indicated unless corrected below or directed otherwise in Block 1, by (a) specifying a new correspondence address; and/or (b) indicating a separate "FEE ADDRESS" for maintenance fee notifications.

CURRENT CORRESPONDENCE ADDRESS (Note: Use Block 1 for any change of address)

25920 7590 09/11/2015
MARTINE PENILLA GROUP, LLP
710 LAKEWAY DRIVE
SUITE 200
SUNNYVALE, CA 94085

Note: A certificate of mailing can only be used for domestic mailings of the Fee(s) Transmittal. This certificate cannot be used for any other accompanying papers. Each additional paper, such as an assignment or formal drawing, must have its own certificate of mailing or transmission.

Certificate of Mailing or Transmission

I hereby certify that this Fee(s) Transmittal is being deposited with the United States Postal Service with sufficient postage for first class mail in an envelope addressed to the Mail Stop ISSUE FEE address above, or being facsimile transmitted to the USPTO (571) 273-2885, on the date indicated below.

Albert S. Penilla	(Depositor's name)
/Albert Penilla/	(Signature)
9/14/2015	(Date)

APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/050,314	10/09/2013	Angel A. Penilla	VOLTP018.5.C1	1060

TITLE OF INVENTION: METHODS AND SYSTEMS FOR SETTING AND TRANSFERRING USER PROFILES TO VEHICLES AND TEMPORARY SHARING OF USER PROFILES TO SHARED-USE VEHICLES

APPLN. TYPE	ENTITY STATUS	ISSUE FEE DUE	PUBLICATION FEE DUE	PREV. PAID ISSUE FEE	TOTAL FEE(S) DUE	DATE DUE
nonprovisional	SMALL	\$480	\$0	\$0	\$480	12/11/2015

EXAMINER	ART UNIT	CLASS-SUBCLASS
FANTU, YALKEW	2859	320-109000

1. Change of correspondence address or indication of "Fee Address" (37 CFR 1.363).

- ☐ Change of correspondence address (or Change of Correspondence Address form PTO/SB/122) attached.
- ☐ "Fee Address" indication (or "Fee Address" Indication form PTO/SB/47; Rev 03-02 or more recent) attached. **Use of a Customer Number is required.**

2. For printing on the patent front page, list

- (1) The names of up to 3 registered patent attorneys or agents OR, alternatively, 1 _____
- (2) The name of a single firm (having as a member a registered attorney or agent) and the names of up to 2 registered patent attorneys or agents. If no name is listed, no name will be printed. 2 _____
- 3 _____

3. ASSIGNEE NAME AND RESIDENCE DATA TO BE PRINTED ON THE PATENT (print or type)

PLEASE NOTE: Unless an assignee is identified below, no assignee data will appear on the patent. If an assignee is identified below, the document has been filed for recordation as set forth in 37 CFR 3.11. Completion of this form is NOT a substitute for filing an assignment.

(A) NAME OF ASSIGNEE

(B) RESIDENCE: (CITY and STATE OR COUNTRY)

Please check the appropriate assignee category or categories (will not be printed on the patent): ☐ Individual ☐ Corporation or other private group entity ☐ Government

4a. The following fee(s) are submitted:

- ☒ Issue Fee
- ☐ Publication Fee (No small entity discount permitted)
- ☐ Advance Order - # of Copies _____

4b. Payment of Fee(s): (Please first reapply any previously paid issue fee shown above)

- ☐ A check is enclosed.
- ☐ Payment by credit card. Form PTO-2038 is attached.
- ☒ The director is hereby authorized to charge the required fee(s), any deficiency, or credits any overpayment, to Deposit Account Number _____ (enclose an extra copy of this form).

5. Change in Entity Status (from status indicated above)

- ☐ Applicant certifying micro entity status. See 37 CFR 1.29
- ☐ Applicant asserting small entity status. See 37 CFR 1.27
- ☐ Applicant changing to regular undiscounted fee status.

NOTE: Absent a valid certification of Micro Entity Status (see forms PTO/SB/15A and 15B), issue fee payment in the micro entity amount will not be accepted at the risk of application abandonment.

NOTE: If the application was previously under micro entity status, checking this box will be taken to be a notification of loss of entitlement to micro entity status.

NOTE: Checking this box will be taken to be a notification of loss of entitlement to small or micro entity status, as applicable.

NOTE: This form must be signed in accordance with 37 CFR 1.31 and 1.33. See 37 CFR 1.4 for signature requirements and certifications.

Authorized Signature /Albert Penilla/ Date Sept. 14, 2015

Typed or printed name Albert S. Penilla Registration No. 39,487

Electronic Patent Application Fee Transmittal				
Application Number:		14050314		
Filing Date:		09-Oct-2013		
Title of Invention:		METHODS AND SYSTEMS FOR SETTING AND TRANSFERRING USER PROFILES TO VEHICLES AND TEMPORARY SHARING OF USER PROFILES TO SHARED-USE VEHICLES		
First Named Inventor/Applicant Name:		Angel A. Penilla		
Filer:		Albert S. Penilla		
Attorney Docket Number:		VOLTP018.5.C1		
Filed as Small Entity				
Filing Fees for Utility under 35 USC 111(a)				
Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Basic Filing:				
Pages:				
Claims:				
Miscellaneous-Filing:				
Petition:				
Patent-Appeals-and-Interference:				
Post-Allowance-and-Post-Issuance:				
Utility Appl Issue Fee	2501	1	480	480

Description	Fee Code	Quantity	Amount	Sub-Total in USD(\$)
Extension-of-Time:				
Miscellaneous:				
Total in USD (\$)				480

Electronic Acknowledgement Receipt	
EFS ID:	23489997
Application Number:	14050314
International Application Number:	
Confirmation Number:	1060
Title of Invention:	METHODS AND SYSTEMS FOR SETTING AND TRANSFERRING USER PROFILES TO VEHICLES AND TEMPORARY SHARING OF USER PROFILES TO SHARED-USE VEHICLES
First Named Inventor/Applicant Name:	Angel A. Penilla
Customer Number:	25920
Filer:	Albert S. Penilla
Filer Authorized By:	
Attorney Docket Number:	VOLTP018.5.C1
Receipt Date:	14-SEP-2015
Filing Date:	09-OCT-2013
Time Stamp:	22:35:32
Application Type:	Utility under 35 USC 111(a)

Payment information:

Submitted with Payment	yes
Payment Type	Deposit Account
Payment was successfully received in RAM	\$480
RAM confirmation Number	8285
Deposit Account	500805
Authorized User	PENILLA, ALBERT S.
The Director of the USPTO is hereby authorized to charge indicated fees and credit any overpayment as follows: Charge any Additional Fees required under 37 C.F.R. Section 1.16 (National application filing, search, and examination fees) Charge any Additional Fees required under 37 C.F.R. Section 1.17 (Patent application and reexamination processing fees)	

Charge any Additional Fees required under 37 C.F.R. Section 1.19 (Document supply fees)

Charge any Additional Fees required under 37 C.F.R. Section 1.20 (Post Issuance fees)

Charge any Additional Fees required under 37 C.F.R. Section 1.21 (Miscellaneous fees and charges)

File Listing:

Document Number	Document Description	File Name	File Size(Bytes)/ Message Digest	Multi Part /.zip	Pages (if appl.)
1	Issue Fee Payment (PTO-85B)	VOLTP0185C1_IssueFee_Efiled.pdf	328116 f0e34aad14154b928d44247c328ae21f46de5213	no	1

Warnings:

Information:

2	Fee Worksheet (SB06)	fee-info.pdf	30490 04fcc12db9b6db00f5b37f0af1654cccb968871a	no	2
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Warnings:

Information:

Total Files Size (in bytes): 358606

This Acknowledgement Receipt evidences receipt on the noted date by the USPTO of the indicated documents, characterized by the applicant, and including page counts, where applicable. It serves as evidence of receipt similar to a Post Card, as described in MPEP 503.

New Applications Under 35 U.S.C. 111

If a new application is being filed and the application includes the necessary components for a filing date (see 37 CFR 1.53(b)-(d) and MPEP 506), a Filing Receipt (37 CFR 1.54) will be issued in due course and the date shown on this Acknowledgement Receipt will establish the filing date of the application.

National Stage of an International Application under 35 U.S.C. 371

If a timely submission to enter the national stage of an international application is compliant with the conditions of 35 U.S.C. 371 and other applicable requirements a Form PCT/DO/EO/903 indicating acceptance of the application as a national stage submission under 35 U.S.C. 371 will be issued in addition to the Filing Receipt, in due course.

New International Application Filed with the USPTO as a Receiving Office

If a new international application is being filed and the international application includes the necessary components for an international filing date (see PCT Article 11 and MPEP 1810), a Notification of the International Application Number and of the International Filing Date (Form PCT/RO/105) will be issued in due course, subject to prescriptions concerning national security, and the date shown on this Acknowledgement Receipt will establish the international filing date of the application.



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APPLICATION NO.	ISSUE DATE	PATENT NO.	ATTORNEY DOCKET NO.	CONFIRMATION NO.
14/050,314	10/27/2015	9171268	VOLTP018.5.C1	1060

25920 7590 10/07/2015
MARTINE PENILLA GROUP, LLP
710 LAKEWAY DRIVE
SUITE 200
SUNNYVALE, CA 94085

ISSUE NOTIFICATION

The projected patent number and issue date are specified above.

Determination of Patent Term Adjustment under 35 U.S.C. 154 (b) (application filed on or after May 29, 2000)

The Patent Term Adjustment is 107 day(s). Any patent to issue from the above-identified application will include an indication of the adjustment on the front page.

If a Continued Prosecution Application (CPA) was filed in the above-identified application, the filing date that determines Patent Term Adjustment is the filing date of the most recent CPA.

Applicant will be able to obtain more detailed information by accessing the Patent Application Information Retrieval (PAIR) WEB site (<http://pair.uspto.gov>).

Any questions regarding the Patent Term Extension or Adjustment determination should be directed to the Office of Patent Legal Administration at (571)-272-7702. Questions relating to issue and publication fee payments should be directed to the Application Assistance Unit (AAU) of the Office of Data Management (ODM) at (571)-272-4200.

APPLICANT(s) (Please see PAIR WEB site <http://pair.uspto.gov> for additional applicants):

Angel A. Penilla, Sacramento, CA;
Albert S. Penilla, Sunnyvale, CA;

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