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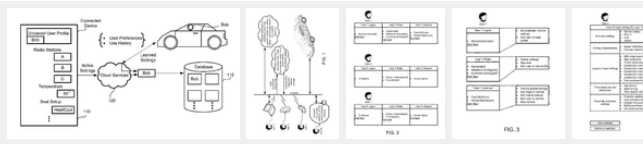


Methods and systems for setting and transferring user profiles to vehicles and temporary sharing of user profiles to shared-use vehicles

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.

Images (23)



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Claims (20)

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What is claimed is:

1. 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 proximity of the user device to a vehicle that is selected;
- examining a user profile of the user, 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; and
- receiving, by the server, use data of the vehicle while the user profile transferred to the vehicle is active, the use data being associated to the user account.
2. The method of claim 1, wherein the user profile is deactivated on the 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 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 wireless payment for services.
4. The method of claim 2, wherein the 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, or combinations thereof.
5. 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

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vehicle, wherein a type of the vehicle includes at least one of a vehicle make or a vehicle model.

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 vehicle that is selected, as defined by data in the user profile.

8. The method claim 2,

wherein the user profile includes a group of sub-users provided with access to the vehicle that is selected, and each sub-user is associated with one or more settings, or

wherein the user profile is transferable to one or more other vehicles, or

wherein the user profile is transferable to another vehicle for a period of time, or

wherein the user profile that is transferred is for 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. The method of claim 2, wherein the user profile is accessible via 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 access to one or more cameras of one or more vehicles, or (c) adjust settings, or (d) manage or access remote access controls of the vehicle, or combinations thereof.

10. 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 server, 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. 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. The method of claim 10, further comprising,

examining setting modifications over a period of time that defines a 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. 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. 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. 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. 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 server.

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 via a cloud processing system being accessible over 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;

communicating to the cloud processing system by the vehicle, changes to user settings, the cloud processing system processing the changes and other changes to the user settings 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.

Description

CLAIM OF PRIORITY

The present application is a continuation of U.S. application Ser. No. 13/824,158 filed on Mar. 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.

The present application claims priority to U.S. Provisional Patent Application No. 61/745,729, filed on Dec. 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 U.S. application Ser. No. 13/452,882, filed Apr. 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 U.S. Provisional Application No. 61/478,436, filed on Apr. 22, 2011, all of which are incorporated herein by reference.

FIELD OF THE EMBODIMENTS

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

BACKGROUND

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 publicly 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.

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

SUMMARY

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

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 user 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.

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.

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.

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

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.

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.

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.

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

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

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 transferable to one or more vehicles, or transferable to another vehicle for a period of time, or transferable to a rental vehicle.

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.

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.

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.

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.

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.

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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

FIG. 1 shows example profiles settings for a vehicle, and association to roles, in accordance with one embodiment.

FIG. 2 shows additional role settings for different users, in accordance with one embodiment.

FIGS. 3-5 show additional vehicle profile settings, in accordance with one embodiment.

FIGS. 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.

FIG. 10 illustrates validation method for enabling a profile on a vehicle and biometric validation, in accordance with one embodiment.

FIG. 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.

FIG. 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.

FIG. 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.

FIG. 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.

FIG. 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.

FIG. 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.

FIG. 15 Describes further ways an APP may take, process and produce results, in accordance with one embodiment.

FIG. 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.

FIG. 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.

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

FIG. 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

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.

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.

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.

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.

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.

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.).

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.

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.

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.

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.).

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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-programmed every time they log in to any vehicle that accepts their login.

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.

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).

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.

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.

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.

A dealership can grant "test drive" logins to potential customers, which allows them to operate less than 100 mph 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.

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 of 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.

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 100 mph, 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.

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.

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.

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.

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.

FIG. 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.

FIG. 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.

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.

FIG. 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. FIG. 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.

FIG. 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.

FIG. 5 describes extended settings from FIG. 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. FIG. 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.

FIG. 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.

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 friends 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.

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.

FIG. 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.

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.

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**.

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**.

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, 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.

The mapping engine **118** will 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 FIG. 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.

FIG. 8 illustrates another embodiment where the user Bob has utilized his mobile device **100** a 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.

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.

As illustrated, when the user Bob approaches the vehicle **200**, the Bob's mobile device **110** a 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.

FIG. 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.

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.

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.

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.

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.

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 FIG. 9B.

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.

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.

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.

FIG. 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.

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**.

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.

In one embodiment, FIG. 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.

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 be deactivated, or returned to a neutral setting.

FIG. 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.

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.

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 axis control information, credentials, passwords, usernames, and biometric data or combinations of one or more.

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).

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.

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.

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.

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 routes to local charge stations, cost estimates at the various charge locations, how crowded the charge stations are at the various locations, etc.

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.

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 routes 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.

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.

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 transferable. 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.

FIG. 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 to 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.

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.

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**.

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.

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.

FIG. 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**.

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 **210 b**, portable smart phones **210 a**, portable computers, **210 c** 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.

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 **210 b**, **210 a**, **210 c** as well as wired devices such as wired displays **210 d** or vehicle integrated display devices such as windshield heads up projected display or integrated glass displays **210 e**. 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.

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**.

FIG. 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**.

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 HVAC 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.

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.

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.

FIG. 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.

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.

FIG. 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**.

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**.

FIG. 15 describes further example ways an APP **104** may take, process and produce results **2100**. FIG. 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.

Some of the inputs and results **2102** that an APP can take and produce locally or remotely include but are note 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.

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.

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.

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.

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 the user the analyzed data to generate the custom recommendations for settings to users' profiles.

FIG. 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**.

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 **210 a-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.

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 **210 a**, 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.

FIG. 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.

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.

FIG. 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 FIG. 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 8 am but the user's calendar shows a meeting at 730 am 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.

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 803 am and 805 am, 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 505 pm and 510 pm, 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 frequents 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.

FIG. 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.

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.

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.

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.

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.

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.

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.

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.

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.)

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.

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.

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.

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.

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).

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.

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.

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.

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.

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.

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.

Additional embodiments can include, without limitation, the following:

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.

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.

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

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.

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

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.

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

C3. The method of claim D1, wherein the user profile is transferable to a rental vehicle.

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

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.

Publication number	Priority date	Publication date	Assignee	Title
US3690397A	1970-12-16	1972-09-12	Louis W Parker	Electric automobile
US3799063A	1972-08-16	1974-03-26	D Reed	Vehicle battery changing device
US3867682A	1972-11-20	1975-02-18	Sony Corp	Battery charger with means for preventing overcharging of the battery
US4052655A	1975-09-10	1977-10-04	Joseph Vizza	Battery recharging meter
US4102273A	1975-12-24	1978-07-25	J. M. Voith Gmbh	Apparatus for positioning battery-operated road vehicles at battery replacement stations
US4132174A	1976-10-13	1979-01-02	S I Handling Systems, Inc.	Driverless vehicle shuttle
US4162445A	1977-12-12	1979-07-24	Scott Campbell	Digital speedometer
US4309644A	1980-05-05	1982-01-05	Eberhart Reimers	Electric vehicle controller adapted for charge station connection
US4347472A	1980-10-20	1982-08-31	Lemelson Jerome H	Apparatus and method for charging a battery in a vehicle
US4383210A	1980-06-18	1983-05-10	Wilkinson Rudolph P	Apparatus and method for recharging an energy storage device
US4389608A	1981-09-30	1983-06-21	Dahl Ernest A	Transformerless battery controlled battery charger
US4405891A	1981-07-13	1983-09-20	Energy Development Associates, Inc.	Control system for electric powered vehicle
US4433278A	1980-06-28	1984-02-21	Lucas Industries Limited	Battery state of charge evaluator system
US4450400A	1981-12-04	1984-05-22	Gwyn Marion V	Battery replacement system for electric vehicles
US4532418A	1982-08-30	1985-07-30	The Detroit Edison Company	Microprocessor electric vehicle charging and parking meter system structure and method
US4789047A	1987-07-22	1988-12-06	Knobloch Peter C	Motor vehicle servicing system
US4815840A	1986-05-16	1989-03-28	Benayad Cherif Faycal E K	Position locating system for a vehicle
US5049802A	1990-03-01	1991-09-17	Caterpillar Industrial Inc.	Charging system for a vehicle
US5121112A	1988-12-29	1992-06-09	Nissan Motor Company, Ltd.	Display apparatus for vehicle
US5132666A	1990-09-17	1992-07-21	Travel-Ad, Inc.	Vehicle-mounted electronic display system
US5184058A	1991-05-20	1993-02-02	The Fleming Group	Method and system for electricity storage and discharge
US5202617A	1991-10-15	1993-04-13	Norvik Technologies Inc.	Charging station for electric vehicles
US5297664A	1992-06-26	1994-03-29	Tseng Ling Yuan	Electric charging/parking meter
US5306999A	1993-01-15	1994-04-26	Hubbell Incorporated	Electric vehicle charging station
US5315227A	1993-01-29	1994-05-24	Pierson Mark V	Solar recharge station for electric vehicles
US5327066A	1993-05-25	1994-07-05	Intellectual Property Development Associates Of Connecticut, Inc.	Methods and apparatus for dispensing a consumable energy source to a vehicle
US5343970A	1992-09-21	1994-09-06	Severinsky Alex J	Hybrid electric vehicle
US5422624A	1993-05-25	1995-06-06	Intellectual Property Development Associates Of Connecticut, Inc.	Methods and apparatus for inputting messages, including advertisements, to a vehicle
US5434781A	1993-08-13	1995-07-18	Control Engineering Company	Method and apparatus for guiding a driverless vehicle using a sensor tracking a cable emitting an electromagnetic field
US5441122A	1992-05-15	1995-08-15	Mitsubishi Jidosha Kogyo Kabushiki Kaisha	Hybrid car and an operating method therefor
US5449995A	1993-04-06	1995-09-12	Institute For Home Economics Of Japan, Inc.	Battery charging station
US5487002A	1992-12-31	1996-01-23	Amerigon, Inc.	Energy management system for vehicles having limited energy storage
US5488283A	1993-09-28	1996-01-30	Globe-Union, Inc.	Vehicle battery system providing battery back-up and opportunity charging
US5492190A	1992-05-15	1996-02-20	Mitsubishi Jidosha Kogyo Kabushiki Kaisha	Operating method for a hybrid vehicle
US5548200A	1994-07-06	1996-08-20	Norvik Traction Inc.	Universal charging station and method for charging electric vehicle batteries

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US5549443A	1994-01-06	1996-08-27	Hammerslag; Julius G.	Battery charging and transfer system
US5555502A	1994-05-11	1996-09-10	Geo Ventures	Display and control apparatus for the electronic systems of a motor vehicle
US5563491A	1992-03-30	1996-10-08	Tseng; Ling-Yuan	Combined parking meter and electric-vehicle battery charger with remote status receiver
US5585205A	1993-07-06	1996-12-17	Institute For Home Economics Of Japan, Inc.	System apparatus for battery swapping
US5594318A	1995-04-10	1997-01-14	Norvik Traction Inc.	Traction battery charging with inductive coupling
US5596258A	1993-06-01	1997-01-21	Nissan Motor Co., Ltd.	Apparatus and method for charging an electric vehicle battery
US5595271A	1995-08-07	1997-01-21	Tseng; Ling-Yuan	Electric vehicle pick-up position control
US5612606A	1994-09-15	1997-03-18	David C. Guimarin	Battery exchange system for electric vehicles
US5627752A	1993-12-24	1997-05-06	Mercedes-Benz Ag	Consumption-oriented driving-power limitation of a vehicle drive
US5636145A	1995-01-30	1997-06-03	Thomas J. Faria Corp.	Programmable multifunction speedometer
US5642270A	1991-08-01	1997-06-24	Wavedriver Limited	Battery powered electric vehicle and electrical supply system
US5666102A	1996-07-24	1997-09-09	United Technologies Automotive Systems, Inc.	Vehicle signals incorporated into steering wheel rim
US5691695A	1996-07-24	1997-11-25	United Technologies Automotive Systems, Inc.	Vehicle information display on steering wheel surface
US5694019A	1995-09-29	1997-12-02	Ricoh Company, Ltd.	Battery charging apparatus and network system with enhanced versatility in dispensing recharged batteries
US5701706A	1995-02-23	1997-12-30	Kreysler; William	Underground service bay for vehicles and process for constructing same
US5736833A	1996-06-28	1998-04-07	Symbios Logic Inc.	Rapid battery charging circuit with overvoltage shunt
US5760569A	1997-02-26	1998-06-02	Chase, Jr.; Robert B.	Replaceable battery module for electric vehicle
US5778326A	1994-10-25	1998-07-07	Kabushikikaisha Equos Research	Hybrid vehicle with battery charge control relative to a driving route
US5790976A	1995-05-24	1998-08-04	Mercedes-Benz Ag	Route selection apparatus for a motor vehicle
US5892598A	1994-07-15	1999-04-06	Matsushita Electric Industrial Co., Ltd.	Head up display unit, liquid crystal display panel, and method of fabricating the liquid crystal display panel
US5916285A	1995-10-18	1999-06-29	Jervis B. Webb Company	Method and apparatus for sensing forward, reverse and lateral motion of a driverless vehicle
US5974136A	1994-12-07	1999-10-26	Kabushiki Kaisha Toshiba	Apparatus for electronic exchange having a general-purpose bus separating the exchange unit and control unit
US5998963A	1998-06-11	1999-12-07	Aarseth; Einar	Electric vehicle service center and method for exchanging and charging vehicle batteries
US6014597A	1996-05-30	2000-01-11	Uwe Kochanneck	Distributed electric vehicle battery exchange network
US6049745A	1997-02-10	2000-04-11	Fmc Corporation	Navigation system for automatic guided vehicle
US6067008A	1993-05-25	2000-05-23	Intellectual Property Development Associates Of Connecticut, Inc.	Methods and apparatus for inputting messages, including advertisements, to a vehicle
US6081205A	1992-05-19	2000-06-27	Williams; Douglas J.	Electronic parking meter and electric automobile recharging station
US6085131A	1995-12-27	2000-07-04	Hyundai Motor Company, Ltd.	Driverless vehicle system and method
US6104160A *	1997-12-10	2000-08-15	Nissan Motor Co., Ltd.	Household power supply system using electric vehicle
US6151539A	1997-11-03	2000-11-21	Volkswagen Ag	Autonomous vehicle arrangement and method for controlling an autonomous vehicle
US6175789B1	1995-11-29	2001-01-16	Microsoft Corporation	Vehicle computer system with open platform architecture
US6225776B1	2000-08-03	2001-05-01	Wellmon Chai	Charging station for electric-powered vehicles
US6236333B1	1998-06-17	2001-05-22	Lear Automotive Dearborn, Inc.	Passive remote keyless entry system
US6234932B1	1998-09-02	2001-05-22	Honda Giken Kogyo Kabushiki Kaisha	Control apparatus for a hybrid vehicle
US6252380B1	1984-05-21	2001-06-26	Intermec Ip Corp.	Battery pack having memory
US6301531B1	1999-08-23	2001-10-09	General Electric Company	Vehicle maintenance management system and method

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US6307349B1	2000-02-24	2001-10-23	Intermec Ip Corp.	Battery pack having memory
US6330499B1	1999-07-21	2001-12-11	International Business Machines Corporation	System and method for vehicle diagnostics and health monitoring
US6330497B1	1997-01-28	2001-12-11	American Calcar Inc.	Multimedia technique for operating devices in a vehicle
US6370475B1	1997-10-22	2002-04-09	Intelligent Technologies International Inc.	Accident avoidance system
US6373380B1	2000-01-10	2002-04-16	Ford Motor Company	Communication method and system for configuring electric powered vehicles
US20020064258A1	1997-02-06	2002-05-30	Schelberg Charles C.	Power and telecommunications access vending machine
US20020085043A1	2000-12-28	2002-07-04	International Business Machines Corporation	Context-responsive in-vehicle display system
US6416209B1	2000-08-10	2002-07-09	Daimlerchrysler Corporation	Exterior courtesy lighting/fender mounted
US6434465B2	1999-12-28	2002-08-13	Robert Bosch Gmbh	Method for controlling/regulating a process in a motor vehicle and device for implementing the method
US20020133273A1	2001-03-14	2002-09-19	Lowrey Larkin Hill	Internet-based vehicle-diagnostic system
US6456041B1	1998-12-28	2002-09-24	Yamaha Hatsudoki Kanushiki Kaisha	Power supply system for electric vehicle
US6480767B2	2000-09-22	2002-11-12	Nissan Motor Co., Ltd.	Control system for hybrid vehicle
US6487477B1	2001-05-09	2002-11-26	Ford Global Technologies, Inc.	Strategy to use an on-board navigation system for electric and hybrid electric vehicle energy management
US6498454B1	2001-05-24	2002-12-24	Advanced Micro Devices	Automatic battery recharging station for AGVs
US6511192B1	1999-12-17	2003-01-28	Britax Vision Systems (North America) Inc.	Side view mirror with integral lighting
US6586866B1	1997-12-24	2003-07-01	Hamamatsu Photonics K.K.	Gas discharge tube having precise electrode arrangement
US20030137277A1	2000-03-01	2003-07-24	Ichihiro Mori	Battery and maintenance service system for power supply device
US20030153278A1	2000-01-12	2003-08-14	Johnson William S.	Cellular telephone-based transaction processing
US6614204B2	2001-12-21	2003-09-02	Nicholas J. Pellegrino	Charging station for hybrid powered vehicles
US6629024B2	2000-09-14	2003-09-30	Toyota Jidosha Kabushiki Kaisha	Control apparatus for variable-cylinder engine, and control apparatus for vehicle
US20030205619A1	1999-04-20	2003-11-06	Terranova Steven N.	Remote banking during fueling
US20030234325A1	2002-04-05	2003-12-25	Mark Marino	Station control system for a driverless vehicle
US6680547B1 *	2002-08-01	2004-01-20	Innovations Electrical, Lc	Power sharing system including rechargeable power source
US20040046506A1	2000-11-15	2004-03-11	Koji Kawai	Gas discharge tube
US20040064235A1	2000-12-20	2004-04-01	Cole Colin Robert	Vehicle dynamics production system and method
US20040078655A1 *	2000-03-30	2004-04-22	Si-Wook Sung	Apparatus and method for power integrated control
US6727809B1	1993-05-25	2004-04-27	Intellectual Property Development Associates Of Connecticut, Inc.	Methods for providing information, messages and advertisements to a user of a fuel pump that is coupled to remote computers through a data communications network
US20040092253A1	2002-11-12	2004-05-13	Simonds Craig John	System and method of providing personalized context information for vehicle
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US6741036B1	1998-09-07	2004-05-25	Hamamatsu Photonics, K.K.	Gas discharge tube
US6765495B1	2000-06-07	2004-07-20	Hrl Laboratories, Llc	Inter vehicle communication system
US6766874B2 *	1998-09-29	2004-07-27	Hitachi, Ltd.	System for driving hybrid vehicle, method thereof and electric power supply system therefor
US20040265671A1	2003-06-27	2004-12-30	Nokia Corporation	Fuel supply device and fuel supply system
US20050021190A1	2003-07-24	2005-01-27	Worrell Barry C.	Method and apparatus for accessing vehicle systems
US6850898B1	1999-07-07	2005-02-01	The Regents Of The University Of California	Vehicle sharing system and method for allocating vehicles based on state of charge
US20050044245A1	2003-03-20	2005-02-24	Masaki Hoshina	Service providing system, second connecting part, service providing device, second connecting part control program and service providing device control program

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US6915869B2	1999-04-19	2005-07-12	Delphi Technologies, Inc.	Power generation system and method
US6922629B2	2001-08-10	2005-07-26	Aisin Aw Co., Ltd.	Traffic information retrieval method, traffic information retrieval system, mobile communication device, and network navigation center
US6937140B1	1993-07-30	2005-08-30	Ge Interlogix, Inc.	Personal digital assistant key for an electronic lock
US6940254B2	2002-11-05	2005-09-06	Sony Corporation	Trade-in battery system
US20050231119A1	2002-04-30	2005-10-20	Yoshinobu Ito	Gas discharge tube
US7013205B1	2004-11-22	2006-03-14	International Business Machines Corporation	System and method for minimizing energy consumption in hybrid vehicles
US20060125620A1	2004-09-17	2006-06-15	Smith Timothy D	Monitoring and security system and method
US7084781B2	2003-07-30	2006-08-01	Lear Corporation	Programmable vehicle-based appliance remote control
US20060282381A1	2005-02-11	2006-12-14	Ritchie Brian L	Customizable payment system and method
US20060287783A1	1998-01-15	2006-12-21	Kline & Walker Llc	Automated accounting system that values, controls, records and bills the uses of equipment/vehicles for society
US20070068714A1	2005-09-23	2007-03-29	Afs Trinity Power Corporation	Method and apparatus for power electronics and control of plug-in hybrid propulsion with fast energy storage
US7201384B2	2000-07-06	2007-04-10	Chaney George T	Electric vehicle chassis with removable battery module and a method for battery module replacement
US20070126395A1	2005-12-01	2007-06-07	Suchar Michael J	Automatic recharging docking station for electric vehicles and hybrid vehicles
US7269416B2	2003-07-30	2007-09-11	Lear Corporation	Universal vehicle based garage door opener control system and method
US7289611B2	1999-01-22	2007-10-30	Pointset Corporation	Method and apparatus for setting programmable features of motor vehicle
US20070282495A1	2006-05-11	2007-12-06	University Of Delaware	System and method for assessing vehicle to grid (v2g) integration
US20080039989A1	2006-08-10	2008-02-14	V2 Green, Inc.	User Interface and User Control in a Power Aggregation System for Distributed Electric Resources
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US20080052145A1	2006-08-10	2008-02-28	V2 Green, Inc.	Power Aggregation System for Distributed Electric Resources
US20080086411A1	2006-10-04	2008-04-10	Olson Robert A	REC credit distribution system and method
US20080097904A1	2002-01-17	2008-04-24	Volchek Mark T	Methods of delivering payments to multiple parties
US7376497B2	2001-09-21	2008-05-20	Innova Electronics Corporation	Use of automotive diagnostics console to diagnose vehicle
US20080155008A1	2006-05-09	2008-06-26	Lockheed Martin Corporation	Track sort and select system
US7402978B2	2006-06-30	2008-07-22	Gm Global Technology Operations, Inc.	System and method for optimizing grid charging of an electric/hybrid vehicle
US20080180027A1	2005-02-17	2008-07-31	Koji Matsushita	Light Source Device
US20080203973A1	2007-02-27	2008-08-28	Gale Allan R	Interactive battery charger for electric vehicle
US20080228613A1	2007-03-16	2008-09-18	Daniel Alexander	Method and system for the authorization of and payment for electric charging of vehicles
US20080281663A1	2007-05-09	2008-11-13	Gridpoint, Inc.	Method and system for scheduling the discharge of distributed power storage devices and for levelizing dispatch participation
US20080294283A1	2007-05-25	2008-11-27	Ronald Ligrano	Battery exchange station and a method of changing therein
US20080312782A1	2007-06-15	2008-12-18	Gene Berdichevsky	Electric vehicle communication interface
US20090011639A1	2007-06-06	2009-01-08	Claudio R. Ballard	Hybrid cable for conveying data and power
US20090021213A1	2007-07-20	2009-01-22	Oriz Wickline Johnson	Method for pay-per-use, self-service charging of electric automobiles

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US20090043519A1	2006-08-10	2009-02-12	V2Green, Inc.	Electric Resource Power Meter in a Power Aggregation System for Distributed Electric Resources
US20090058355A1	2007-08-29	2009-03-05	Meyer Keith M	Electric vehicle battery module and replacement system
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US20090076913A1	2007-09-19	2009-03-19	Endicott Biofuels II, LLC	Method for Obtaining Biodiesel, Alternative Fuels and Renewable Fuels Tax Credits and Treatment
US20090082957A1	2007-09-20	2009-03-26	Shai Agassi	Electric Vehicle Network
US20090092864A1	2005-09-23	2009-04-09	McLean Gerard F	Replenishing fuel cell powered portable devices
US20090091291A1	2007-10-04	2009-04-09	Gm Global Technology Operations, Inc.	Power grid load management for plug-in vehicles
US7532965B2	2005-01-25	2009-05-12	Johnson Controls Technology Company	System and method for providing user interface functionality based on location
US20090144001A1	2007-11-30	2009-06-04	Leonard Thomas J	Networked Battery Monitors
US20090157289A1	2007-12-18	2009-06-18	Apple Inc.	Navigation Systems and Services
US20090164473A1	2007-12-19	2009-06-25	Harman International Industries, Incorporated	Vehicle infotainment system with virtual personalization settings
US20090177580A1	2008-01-07	2009-07-09	Lowenthal Richard W	Collection of electric vehicle power consumption tax
US20090174365A1	2008-01-07	2009-07-09	Richard Lowenthal	Network-controlled charging system for electric vehicles
US20090210357A1	2007-10-04	2009-08-20	General Motors Corporation	Remote power usage management for plug-in vehicles
US20090287578A1	2008-05-19	2009-11-19	Michael Adam Paluszek	Charging station for electric and plug-in hybrid vehicles
US7630802B2	1995-06-07	2009-12-08	Automotive Technologies International, Inc.	Information management and monitoring system and method
US20090313032A1	2008-06-16	2009-12-17	International Business Machines Corporation	Maintaining Energy Principal Preferences for a Vehicle by a Remote Preferences Service
US20090312903A1	2008-06-16	2009-12-17	International Business Machines Corporation	Maintaining Energy Principal Preferences in a Vehicle
US20090313033A1	2008-06-16	2009-12-17	International Business Machines Corporation	Generating Energy Transaction Plans
US20090313174A1	2008-06-16	2009-12-17	International Business Machines Corporation	Approving Energy Transaction Plans Associated with Electric Vehicles
US20090313098A1	2008-06-16	2009-12-17	International Business Machines Corporation	Network Based Energy Preference Service for Managing Electric Vehicle Charging Preferences
US20090313104A1	2008-06-16	2009-12-17	International Business Machines Corporation	Managing Incentives for Electric Vehicle Charging Transactions
US20090313034A1	2008-06-16	2009-12-17	International Business Machines Corporation	Generating Dynamic Energy Transaction Plans
US7650210B2	1995-06-07	2010-01-19	Automotive Technologies International, Inc.	Remote vehicle diagnostic management
US20100017045A1	2007-11-30	2010-01-21	Johnson Controls Technology Company	Electrical demand response using energy storage in vehicles and buildings
US20100017249A1	2008-07-11	2010-01-21	Fincham Carson C K	Systems and methods for electric vehicle charging and power management
US20100013434A1	2006-06-08	2010-01-21	Elektromotive Ltd.	Charging station
US20100049737A1	2008-08-19	2010-02-25	International Business Machines Corporation	Energy Transaction Notification Service for Presenting Charging Information of an Electric Vehicle
US20100049396A1	2008-08-19	2010-02-25	International Business Machines Corporation	System for Detecting Interrupt Conditions During an Electric Vehicle Charging Process
US20100049610A1	2008-08-19	2010-02-25	International Business Machines Corporation	Smart Electric Vehicle Interface for Managing Post-Charge Information Exchange and Analysis
US20100049533A1	2008-08-19	2010-02-25	International Business Machines Corporation	Executing an Energy Transaction Plan for an Electric Vehicle

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US20100049639A1	2008-08-19	2010-02-25	International Business Machines Corporation	Energy Transaction Broker for Brokering Electric Vehicle Charging Transactions
US20100057306A1	2007-07-24	2010-03-04	Toyota Jidosha Kabushiki Kaisha	Vehicle-mounted device control system
US7683771B1	2007-03-26	2010-03-23	Barry Loeb	Configurable control panel and/or dashboard display
US7693609B2	2007-09-05	2010-04-06	Consolidated Edison Company Of New York, Inc.	Hybrid vehicle recharging system and method of operation
US20100112843A1	2008-09-19	2010-05-06	Yoav Heichal	System for Electrically Connecting Batteries to Electric Vehicles
US20100141206A1	2008-09-19	2010-06-10	Shai Agassi	Battery Exchange Station
US20100161481A1	2008-12-22	2010-06-24	Nathan Bowman Littrell	System and method for electric vehicle charging and billing using a wireless vehicle communication service
US20100161482A1	2008-12-22	2010-06-24	Nathan Bowman Littrell	System and method for roaming billing for electric vehicles
US20100169008A1	2007-07-24	2010-07-01	Toyota Jidosha Kabushiki Kaisha	Navigation device presenting information regarding charging and vehicle including same device
US7751945B2	2005-08-11	2010-07-06	Alpine Electronics, Inc.	Vehicle-to-vehicle communication apparatus, vehicle-to-vehicle communication system, and method of determining applicability of moving image information to an application program
US20100198508A1	2009-02-03	2010-08-05	Telenav, Inc.	Navigation system having route customization mechanism and method of operation thereof
US20100198513A1	2009-02-03	2010-08-05	Gm Global Technology Operations, Inc.	Combined Vehicle-to-Vehicle Communication and Object Detection Sensing
US7778746B2	2002-03-18	2010-08-17	Club Car, Inc.	Control and diagnostics system and method for vehicles
US20100211340A1	2009-02-17	2010-08-19	Richard Lowenthal	System and method for managing electric vehicles
US20100211643A1	2009-02-17	2010-08-19	Richard Lowenthal	Transmitting Notification Messages for an Electric Vehicle Charging Network
US20100222939A1	2009-02-27	2010-09-02	Toyota Motor Engineering & Manufacturing North America, Inc.	Methods and Systems for Remotely Managing A Vehicle
US7796052B2	2006-03-29	2010-09-14	Honeywell International Inc.	One button multifunction key fob for controlling a security system
US20100268426A1	2009-04-16	2010-10-21	Panasonic Corporation	Reconfigurable vehicle user interface system
US20100280956A1	2007-12-26	2010-11-04	Johnson Controls Technology Company	Systems and methods for conducting commerce in a vehicle
US20100304349A1	2009-05-29	2010-12-02	Dina Kunin	Interactive multi-functional gps system
US7850351B2	1993-02-01	2010-12-14	Magna Mirrors Of America, Inc.	Lighted exterior mirror system for a vehicle
US7869576B1	2005-04-28	2011-01-11	Techradium, Inc.	Power management system for a plurality of at least partially rechargeable vehicles
US20110032110A1	2009-08-07	2011-02-10	Denso Corporation	Electric power amount information output device and system
US20110077809A1	2009-09-28	2011-03-31	Powerhydrant Llc	Method and system for charging electric vehicles
US20110074350A1	2009-09-29	2011-03-31	Kocher Mark J	Kiosk vehicle charging and selecting systems
US20110074351A1	2009-09-25	2011-03-31	Bianco James S	Overhead Electric Vehicle Charging System
US20110106329A1	2009-11-03	2011-05-05	GRIDbot, LLC	Methods and apparatus for charging station with sms user interface
US20110112969A1	2009-10-30	2011-05-12	Gettaround, Inc.	Vehicle access control services and platform
US20110130885A1	2009-12-01	2011-06-02	Bowen Donald J	Method and system for managing the provisioning of energy to or from a mobile energy storage device
US7979198B1	2007-12-20	2011-07-12	Sprint Spectrum L.P.	Vehicular traffic congestion monitoring through inter-vehicle communication and traffic chain counter
US7986126B1	2010-10-01	2011-07-26	Toyota Motor Sales, U.S.A., Inc.	Automated system for determining whether vehicle charge station is publicly accessible
US20110191265A1	2010-01-29	2011-08-04	Richard Lowenthal	Electric vehicle charging station host definable pricing
US20110187521A1	2008-07-03	2011-08-04	Robert Bosch Gmbh	Tactile driver feedback regarding the operational readiness of a vehicle
US20110193522A1	2010-02-05	2011-08-11	Motion Co., Ltd.	Operation managing server for charging stations and operation managing system for charging stations
US20110202218A1	2010-02-15	2011-08-18	Denso Corporation	Emergency notification system for electric vehicle and method for emergency notification

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US8027843B2	2002-11-07	2011-09-27	International Business Machines Corporation	On-demand supplemental diagnostic and service resource planning for mobile systems
US20110246252A1	2010-03-31	2011-10-06	Motion Co., Ltd.	Vehicle charging allocation managing server and vehicle charging allocation managing system
US8036788B2	1995-06-07	2011-10-11	Automotive Technologies International, Inc.	Vehicle diagnostic or prognostic message transmission systems and methods
US20110279083A1	2009-01-27	2011-11-17	Mitsubishi Jidosha Kogyo Kabushiki Kaisha	Charging system for electric vehicle
US8072318B2	2001-01-23	2011-12-06	Donnelly Corporation	Video mirror system for vehicle
US20110309929A1	2009-02-25	2011-12-22	Timothy Myers	Security system with keyfob alert notification
US20120013300A1	2010-07-13	2012-01-19	The Prosser Group LLC	Overhead mobile charger system for reaching and charging electric vehicles parked in a pair of adjacent rows of side-by-side parking spaces
US20120019204A1	2010-07-22	2012-01-26	Hitachi, Ltd.	Car Navigation System
US20120025765A1	2007-07-18	2012-02-02	Tesla Motors, Inc.	Charge State Indicator for an Electric Vehicle
US20120028680A1	2002-06-11	2012-02-02	Breed David S	Smartphone-based vehicular interface
US20120041624A1	2010-08-10	2012-02-16	Tesla Motors, Inc.	Electric Vehicle Extended Range Hybrid Battery Pack System
US20120053754A1	2010-08-31	2012-03-01	Karen Pease	Electronic communications and control module
US20120074903A1	2009-06-09	2012-03-29	Kabushiki Kaisha Toyota Jidoshokki	Electric vehicle
US20120105197A1	2010-10-27	2012-05-03	Ncr Corporation	Techniques for automating rental car transactions
US20120123670A1	2010-11-16	2012-05-17	Honda Motor Co., Ltd.	System and method for updating charge station information
US20120136802A1	2010-11-30	2012-05-31	Zonar Systems, Inc.	System and method for vehicle maintenance including remote diagnosis and reverse auction for identified repairs
US20120136743A1	2010-11-30	2012-05-31	Zonar Systems, Inc.	System and method for obtaining competitive pricing for vehicle services
US20120158244A1	2010-12-17	2012-06-21	GM Global Technology Operations LLC	Secondary sensing for intelligent passive entry passive start polling
US20120179323A1	2011-01-06	2012-07-12	Ford Global Technologies, Llc	Method and Apparatus for Charging Station Guidance
US20120218128A1	2008-04-16	2012-08-30	Delphi Technologies, Inc.	Vehicle locator key fob with range and bearing measurement
US8256553B2	2010-02-17	2012-09-04	Roberto De Paschoal	Electric vehicles
US8266075B2	2008-06-16	2012-09-11	International Business Machines Corporation	Electric vehicle charging transaction interface for managing electric vehicle charging transactions
US8265816B1	2011-05-27	2012-09-11	General Electric Company	Apparatus and methods to disable an electric vehicle
US8262268B2	1999-06-17	2012-09-11	Magna Mirrors Of America, Inc.	Exterior mirror vision system for a vehicle
US20120233077A1	2011-03-07	2012-09-13	GM Global Technology Operations LLC	Electric charging station reservation system and method
US20120229056A1	2009-09-01	2012-09-13	Electroengine In Sweden Ab	Battery pack with safety device, control device and control method
US20120232965A1	2011-03-10	2012-09-13	Klever Logic, Inc.	Interactive valet parking management system
US20120229085A1	2011-03-07	2012-09-13	Lau David M K	System for charging electric vehicle batteries from street lights and parking meters
US20120262002A1	2011-04-13	2012-10-18	Qualcomm Incorporated	Antenna alignment and vehicle guidance for wireless charging of electric vehicles
US20120268076A1	2011-04-20	2012-10-25	Carl Lee Danner	Control of battery charging power
US20120268068A1	2010-01-06	2012-10-25	Chang-Gi Jung	Battery control apparatus and method
US20120268242A1	2011-04-21	2012-10-25	Delphi Technologies, Inc.	Vehicle security system and method of operation based on a nomadic device location
US20120280654A1	2011-05-02	2012-11-08	Lsis Co., Ltd.	Charging stand, charging system, and charging method thereof
US20120296512A1	2011-04-26	2012-11-22	University Of Cincinnati	Method and system for electric vehicle battery prognostics and health management
US20120303397A1	2011-05-25	2012-11-29	Green Charge Networks Llc	Charging Service Vehicle Network
US20120310713A1	2011-06-02	2012-12-06	Microsoft Corporation	Presenting offers to consumers based on information from a vehicle

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US20120306445A1	2011-06-01	2012-12-06	Kookmin University Industry Academy Cooperation Foundation	Battery exchanging method for electric vehicle
US20120316671A1	2008-02-05	2012-12-13	Unlimited Range Electric Car Systems Company	Battery charging and transfer system for electrically powered vehicles
US8333492B2	2007-05-03	2012-12-18	Donnelly Corporation	Illumination module for a vehicle
US8336664B2	2010-07-09	2012-12-25	Telecommunication Systems, Inc.	Telematics basic mobile device safety interlock
US20120330494A1 *	2011-05-26	2012-12-27	Hendrix Walter M	Electric vehicle fleet charging system
US8350526B2	2011-07-25	2013-01-08	Lightening Energy	Station for rapidly charging an electric vehicle battery
US20130021162A1	2011-07-19	2013-01-24	Siemens Industry, Inc.	Status indicating electric vehicle charging station, lightguide assembly and methods
US20130020139A1	2011-07-21	2013-01-24	Kia Motors Corporation	Mounting structure for battery in electric vehicle
US8366371B2	2007-11-30	2013-02-05	Sacket Material Handling Systems, Inc.	Industrial battery charging, storage and handling system
US20130037339A1	2011-08-12	2013-02-14	Delphi Technologies, Inc.	Parking assist for a vehicle equipped with for wireless vehicle charging
US8392065B2	2008-09-11	2013-03-05	Deere & Company	Leader-follower semi-autonomous vehicle with operator on side
US8405347B2	2010-10-04	2013-03-26	Ford Global Technologies, Llc	Input voltage based system and method for charging a vehicle battery
US20130099892A1	2011-10-20	2013-04-25	Apple Inc.	Accessing a vehicle using portable devices
US20130103236A1	2011-09-03	2013-04-25	Behrang Mehrgan	Use of smartphones, pocket size computers, tablets or other mobile personal computers as the main computer of computerized vehicles
US20130110296A1	2011-10-19	2013-05-02	Zeco Systems Pte Ltd	Methods and Apparatuses for Charging of Electric Vehicles
US20130110632A1	2011-10-31	2013-05-02	Charles Burton Theurer	Systems and methods for use in communicating with a charging station
US20130110653A1	2011-10-28	2013-05-02	Cecil Rivers, Jr.	Charging system, kiosk, and method of supplying current to a power storage device
US20130127247A1	2010-08-02	2013-05-23	Won Jin Oh	Battery management apparatus for an electric vehicle, and method for managing same
US20130135093A1	2011-11-30	2013-05-30	Denso Corporation	In-vehicle display apparatus
US20130145065A1	2011-11-16	2013-06-06	Flextronics Ap, Llc	Control of device features based on vehicle state
US8482255B2	2010-08-26	2013-07-09	Ford Global Technologies, Llc	Method and system for charging an auxiliary battery in a plug-in electric vehicle
US8483775B2	2005-07-28	2013-07-09	Nuance Communications, Inc.	Vehicle communication system
US8483907B2	2010-02-23	2013-07-09	Paccar Inc	Customizable graphical display
US20130179057A1	2012-01-09	2013-07-11	Airbiquity Inc.	Electric vehicle charging network services
US8490005B2	2010-02-23	2013-07-16	Paccar Inc	Visual enhancement for instrument panel
US20130204466A1	2011-11-16	2013-08-08	Flextronics Ap, Llc	On board vehicle networking module
US8508188B2	2009-04-17	2013-08-13	Anton/Bauer, Inc.	Universal charge module
US8527146B1	2012-01-30	2013-09-03	Google Inc.	Systems and methods for updating vehicle behavior and settings based on the locations of vehicle passengers
US8527135B2	2000-07-25	2013-09-03	Hti Ip, L.L.C.	Peripheral access devices and sensors for use with vehicle telematics devices and systems
US20130241720A1	2012-03-14	2013-09-19	Christopher P. Ricci	Configurable vehicle console
US20130253746A1	2011-07-25	2013-09-26	Sk Planet Co., Ltd.	System for Managing Vehicle Energy, and Method and Apparatus for Same
US20130280018A1	2010-11-29	2013-10-24	Serva Transport Systems Gmbh	Device and method for automatically laterally storing a motor vehicle in a storing device
US20130300554A1	2012-05-11	2013-11-14	ITCiCo Spain, S.L	In-vehicle information delivery system and method
US8589019B2	2011-05-13	2013-11-19	Qualcomm Incorporated	Systems and methods for vehicle monitoring with processing interruption tolerance
US20130317693A1	2012-05-23	2013-11-28	Global Integrated Technologies, Inc.	Rental/car-share vehicle access and management system and method
US20130317694A1	2012-05-23	2013-11-28	Snap-On Incorporated	Methods and Systems for Providing Vehicle Repair Information

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US20130328387A1	2012-06-08	2013-12-12	Sagar Venkateswaran	Supercapacitor vehicle and roadway system
US20130338820A1	2012-05-30	2013-12-19	Adrian Corbett	Automated Electric Vehicle Charging Station
US20130342363A1	2012-06-26	2013-12-26	Microsoft Corporation	Ambient Vehicle and Pedestrian State Detection for Device Notification
US20140002015A1	2012-06-27	2014-01-02	Qualcomm Incorporated	Electric vehicle wireless charging with monitoring of duration of charging operational mode
US8624719B2	2011-06-03	2014-01-07	Bosch Automotive Service Solutions Llc	Smart phone control and notification for an electric vehicle charging station
US8630741B1	2012-09-30	2014-01-14	Nest Labs, Inc.	Automated presence detection and presence-related control within an intelligent controller
US20140019280A1	2010-09-15	2014-01-16	Collision Repair Store, Inc.	Vehicle repair system
US8635091B2	2009-12-17	2014-01-21	Hartford Fire Insurance Company	Systems and methods for linking vehicles to telematics-enabled portable devices
US20140021908A1	2012-03-23	2014-01-23	Hevo Inc.	Systems and mobile application for electric wireless charging stations
US8643329B2	2010-08-03	2014-02-04	Green Charge Networks, Llc	Overhead mobile charger system for reaching and charging electric vehicles parked in a pair of adjacent and spaced-part rows of side-by-side parking spaces
US20140047107A1	2012-08-09	2014-02-13	Rockwell Automation Technologies, Inc.	Remote industrial monitoring and analytics using a cloud infrastructure
US20140042968A1	2011-04-22	2014-02-13	Yoshihiko Hiroe	Charging device and charging method
US8660734B2	2010-10-05	2014-02-25	Google Inc.	System and method for predicting behaviors of detected objects
US20140066049A1	2011-04-28	2014-03-06	Lg Electronics Inc.	Vehicle control system and method for controlling same
US20140089016A1	2012-09-21	2014-03-27	Palo Alto Research Center Incorporated	Computer-Implemented System And Method For Managing Interchangeable EV Charging-Capable Parking Spaces
US8686864B2	2011-01-18	2014-04-01	Marwan Hannon	Apparatus, system, and method for detecting the presence of an intoxicated driver and controlling the operation of a vehicle
US8694328B1	2006-12-14	2014-04-08	Joseph Gormley	Vehicle customization and personalization activities
US20140106726A1	2012-10-16	2014-04-17	Excelfore Corporation	System and Method for Monitoring Apps in a Vehicle to Reduce Driver Distraction
US8706394B2	2008-10-24	2014-04-22	Gray & Company, Inc.	Control and systems for autonomously driven vehicles
US8713121B1	2000-01-10	2014-04-29	Bump Network, Inc.	Inter vehicle communication system
US20140120829A1	2012-10-29	2014-05-01	Qualcomm Incorporated	Establishing a wireless display session between a computing device and a vehicle head unit
US20140118107A1	2012-10-26	2014-05-01	Kwikset Corporation	Electronic Lock Having a Mobile Device User Interface
US8717170B1	2012-11-06	2014-05-06	EV Connect, Inc.	Management of electric vehicle charging station queues
US20140125355A1	2012-11-07	2014-05-08	TrainFX Ltd.	Passenger occupancy identification system
US20140142783A1	2012-11-19	2014-05-22	GM Global Technology Operations LLC	Methods of controlling vehicle interfaces using device motion and near field communications
US8751065B1	2012-12-14	2014-06-10	Denso Corporation	Smartphone controller of vehicle settings
US8751271B2	2010-10-14	2014-06-10	Palo Alto Research Center Incorporated	Computer-implemented system and method for offering commercial parking reservations
US20140163774A1	2012-12-10	2014-06-12	Ford Global Technologies, Llc	System and method of determining occupant location using connected devices
US20140164559A1	2012-12-10	2014-06-12	Ford Global Technologies, Llc	Offline configuration of vehicle infotainment system
US20140172727A1	2005-12-23	2014-06-19	Raj V. Abhyanker	Short-term automobile rentals in a geo-spatial environment
US20140172265A1	2012-12-19	2014-06-19	Denso Corporation	Vehicle to vehicle communication device and convoy travel control device
US8760432B2	2010-09-21	2014-06-24	Visteon Global Technologies, Inc.	Finger pointing, gesture based human-machine interface for vehicles
US20140179353A1	2012-12-21	2014-06-26	Sascha Simon	System and method for determining smartphone location
US20140200742A1	2013-01-16	2014-07-17	General Motors Llc	Autostarting a vehicle based on user criteria
US20140207333A1	2013-01-24	2014-07-24	Ford Global Technologies, Llc	Vehicle seat massage system and method
US20140203077A1	2011-08-02	2014-07-24	The Regents Of The University Of California	Intelligent electric vehicle charging system

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US20140214321A1	2011-08-12	2014-07-31	Toyota Jidosha Kabushiki Kaisha	Charging information-providing apparatus
US20140214261A1	2013-01-29	2014-07-31	Hcl Technologies Limited	Remotely monitoring vehicle information using Wi-Fi Direct
US20140218189A1	2013-02-06	2014-08-07	Ford Global Technologies, Llc	Method and apparatus for alerting a user to presence of an item in a vehicle
US20140236463A1	2008-04-24	2014-08-21	GM Global Technology Operations LLC	Enhanced clear path detection in the presence of traffic infrastructure indicator
US20140232331A1	2013-02-15	2014-08-21	Qualcomm Incorporated	Vehicle wireless charging pad mounting systems
US20140236414A1	2013-02-21	2014-08-21	Google Inc.	Method to Detect Nearby Aggressive Drivers and Adjust Driving Modes
US8816845B2	2011-08-30	2014-08-26	Verizon Patent And Licensing Inc.	Method and system for generating an alert based on car seat use detection
US8818622B2	2007-09-12	2014-08-26	Volkswagen Ag	Vehicle system comprising an assistance functionality
US8819414B2	2010-04-19	2014-08-26	GM Global Technology Operations LLC	Threat mitigation in a vehicle-to-vehicle communication network
US20140253018A1	2013-03-07	2014-09-11	Hyundai Motor Company	Power supply system and method for charging battery of vehicle
US20140277936A1	2013-03-15	2014-09-18	Tarek A. El Dokor	System and Method for Controlling a Vehicle User Interface Based on Gesture Angle
US20140278089A1	2013-03-13	2014-09-18	Ford Global Technologies, Llc	User interface system and method based on calendar event
US20140300739A1	2009-09-20	2014-10-09	Tibet MIMAR	Vehicle security with accident notification and embedded driver analytics
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US20150278942A1 *	2014-04-01	2015-10-01	Nissan North America, Inc.	System and method for financing community shared vehicles based on amenity value of shared vehicle programs
US20160014233A1 *	2014-07-08	2016-01-14	Google Inc.	Computer-implemented agent transfer
US20160023636A1 *	2012-09-25	2016-01-28	Scoot Networks, Inc.	Systems and methods for regulating vehicle access
US9545931B1 *	2015-09-23	2017-01-17	International Business Machines Corporation	Automated setting of cruising speeds
FR3044135A1 *	2015-11-25	2017-05-26	Lohr Electromecanique	OPERATING METHOD AND SYSTEM FOR MANAGING AND USING A VEHICLE FLEET
US20170278326A1 *	2016-03-24	2017-09-28	Ford Global Technologies, Llc	Driver identification using vehicle approach vectors
WO2017172415A1 *	2016-04-01	2017-10-05	Uber Technologies, Inc.	Transport facilitation system for configuring a service vehicle for a user
US9789880B2	2016-03-03	2017-10-17	Uber Technologies, Inc.	Sensory stimulation system for an autonomous vehicle
US20180010566A1 *	2016-07-06	2018-01-11	Frank Barassi	Remote Starter System With Flashable Antenna
US9902403B2	2016-03-03	2018-02-27	Uber Technologies, Inc.	Sensory stimulation for an autonomous vehicle
WO2018046105A1 *	2016-09-12	2018-03-15	Innogy Se	Roaming method
US9922466B2	2016-08-05	2018-03-20	Uber Technologies, Inc.	Virtual reality experience for a vehicle
US20180137470A1 *	2016-11-14	2018-05-17	Uber Technologies, Inc.	Vehicle work environment
US9989645B2	2016-04-01	2018-06-05	Uber Technologies, Inc.	Utilizing accelerometer data to configure an autonomous vehicle for a user
US10012990B2	2016-04-01	2018-07-03	Uber Technologies, Inc.	Optimizing timing for configuring an autonomous vehicle
US10043316B2	2016-08-05	2018-08-07	Uber Technologies, Inc.	Virtual reality experience for a vehicle
US10081368B1 *	2012-01-30	2018-09-25	Apple Inc.	Automatic configuration of self-configurable environments
US10093252B2	2016-04-01	2018-10-09	Uber Technologies, Inc.	Transport facilitation system for configuring a service vehicle for a user
WO2019010262A1 *	2017-07-06	2019-01-10	Cummins Inc.	Systems and methods for managing engine stop-start

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US10194012B2	2015-12-28	2019-01-29	Thunder Power New Energy Vehicle Development Company Limited	Platform for wireless interaction with vehicle
WO2019034226A1 *	2017-08-14	2019-02-21	Continental Automotive Gmbh	A cloud-based system and method for managing vehicle sharing services
US10217160B2 *	2012-04-22	2019-02-26	Emerging Automotive, Llc	Methods and systems for processing charge availability and route paths for obtaining charge for electric vehicles
US20190087759A1 *	2017-09-15	2019-03-21	Honda Motor Co., Ltd.	Methods and systems for monitoring a charging pattern to identify a customer
US10248913B1	2016-01-13	2019-04-02	Transit Labs Inc.	Systems, devices, and methods for searching and booking ride-shared trips
US20190101931A1 *	2014-02-06	2019-04-04	Yanmar Co., Ltd.	Parallel travel work system
US10255816B2	2016-04-27	2019-04-09	Uber Technologies, Inc.	Transport vehicle configuration for impaired riders
US20190190980A1 *	2011-04-22	2019-06-20	Emerging Automotive, Llc	Methods for transferring user profiles to vehicles using cloud services
US10334050B2 *	2015-11-04	2019-06-25	Zoox, Inc.	Software application and logic to modify configuration of an autonomous vehicle
WO2019174949A1 *	2018-03-15	2019-09-19	Audi Ag	Method for reserving an electric charging station, and charging system
US10446037B2	2015-11-04	2019-10-15	Zoox, Inc.	Software application to request and control an autonomous vehicle service
DE102018207906A1 *	2018-05-18	2019-11-21	Bayerische Motoren Werke Aktiengesellschaft	Apparatus, system and method for automatically configuring a vehicle
US20190364401A1 *	2015-11-20	2019-11-28	Daimler Ag	Method for automatically transmitting a message
CN110880797A *	2018-09-06	2020-03-13	联阳半导体股份有限公司	Charging service method and charging service system
US10591910B2	2015-11-04	2020-03-17	Zoox, Inc.	Machine-learning systems and techniques to optimize teleoperation and/or planner decisions
US10595177B1	2019-03-26	2020-03-17	Denso International America, Inc.	Caregiver handshake system in a vehicle
WO2020058431A1 *	2018-09-21	2020-03-26	Miwhip Holdings Ltd	Apparatus and method for vehicle searching
US20200153902A1 *	2018-11-14	2020-05-14	Toyota Jidosha Kabushiki Kaisha	Wireless communications in a vehicular macro cloud
US10712750B2	2015-11-04	2020-07-14	Zoox, Inc.	Autonomous vehicle fleet service and system
US20200245144A1 *	2019-01-25	2020-07-30	Thor Tech, Inc.	Mobile device tools for authenticated smart vehicle pairing and wireless routing configuration and methods of use
CN111539717A *	2020-04-20	2020-08-14	车主邦(北京)科技有限公司	Processing method of vehicle payment electronic tag
US10974729B2 *	2018-08-21	2021-04-13	At&T Intellectual Property I, L.P.	Application and portability of vehicle functionality profiles
DE102019007535A1 *	2019-10-30	2021-05-06	Daimler Ag	Method for operating an assistance system as a function of a personalized configuration set, assistance system, computer program and computer-readable medium
US11040619B1 *	2018-04-05	2021-06-22	Ambarella International Lp	Limiting car behavior based on a pre-set driver profile enabled by face recognition
US11094149B2	2016-06-28	2021-08-17	Toyota Jidosha Kabushiki Kaisha	Locking and unlocking system, server used for locking and unlocking system and method for executing locking and unlocking system
US11106218B2	2015-11-04	2021-08-31	Zoox, Inc.	Adaptive mapping to navigate autonomous vehicles responsive to physical environment changes
WO2021173353A1 *	2020-02-25	2021-09-02	Cisco Technology, Inc.	Method and apparatus for providing data center functions for support of an electric vehicle based data center
US11142166B2 *	2018-04-20	2021-10-12	Kabushiki Kaisha Tokai Rika Denki Seisakusho	Sharing system using valet key
US11167659B2	2019-02-05	2021-11-09	Inventus Holdings, LLC.	Allocation of electrical energy within a storage cell
US11184232B2 *	2018-11-26	2021-11-23	Eagle Technology, Llc	Radio frequency (RF) communication system providing enhanced RF equipment configuration updates for mobile vehicles based upon reward matrices and related methods
US11215981B2	2018-04-20	2022-01-04	Bird Rides, Inc.	Remotely controlling use of an on-demand electric vehicle
US11263690B2	2018-08-20	2022-03-01	Bird Rides, Inc.	On-demand rental of electric vehicles
US11283877B2	2015-11-04	2022-03-22	Zoox, Inc.	Software application and logic to modify configuration of an autonomous vehicle

Publication number	Priority date	Publication date	Assignee	Title
US11301767B2	2015-11-04	2022-04-12	Zoox, Inc.	Automated extraction of semantic information to enhance incremental mapping modifications for robotic vehicles
US11301130B2 *	2019-05-06	2022-04-12	Apple Inc.	Restricted operation of an electronic device
US20220121774A1 *	2020-10-19	2022-04-21	Samsung Electronics Co., Ltd.	Electronic device mounted on vehicle and operating method of the electronic device
US11314249B2	2015-11-04	2022-04-26	Zoox, Inc.	Teleoperation system and method for trajectory modification of autonomous vehicles
US11327650B2	2018-05-07	2022-05-10	Apple Inc.	User interfaces having a collection of complications
US11327634B2	2017-05-12	2022-05-10	Apple Inc.	Context-specific user interfaces
US11340757B2	2019-05-06	2022-05-24	Apple Inc.	Clock faces for an electronic device
US11338815B1 *	2014-11-14	2022-05-24	United Services Automobile Association	Telematics system, apparatus and method
US11351941B1 *	2018-12-21	2022-06-07	United Services Automobile Association (Usaa)	Method and system for managing customized vehicle settings across multiple vehicles
US11361594B1	2017-05-17	2022-06-14	Wells Fargo Bank, N.A.	Utilization of free time in autonomous vehicles
US11372659B2	2020-05-11	2022-06-28	Apple Inc.	User interfaces for managing user interface sharing
US11380149B2 *	2016-06-28	2022-07-05	Toyota Jidosha Kabushiki Kaisha	Locking and unlocking system, portable terminal capable of communicating with server, locking and unlocking method executed by portable terminal, and non-transitory storage medium storing program
US11407369B2	2019-05-02	2022-08-09	Ford Global Technologies, Llc	Customizable and distributable vehicle personas
US11443260B1	2019-10-07	2022-09-13	Dbd Design Inc.	System for managing an integrated drive-through restaurant and carwash facility providing estimated wait times via a graphical user interface
US11442414B2	2020-05-11	2022-09-13	Apple Inc.	User interfaces related to time
US11468503B2	2018-04-16	2022-10-11	Bird Rides, Inc.	On-demand rental of electric vehicles
US20220375261A1 *	2020-07-14	2022-11-24	Micron Technology, Inc.	Driver recognition to control vehicle systems
US20220390938A1 *	2021-06-07	2022-12-08	Waymo Llc	Stages of component controls for autonomous vehicles
US11526256B2	2020-05-11	2022-12-13	Apple Inc.	User interfaces for managing user interface sharing
US11539831B2	2013-03-15	2022-12-27	Apple Inc.	Providing remote interactions with host device using a wireless device
US11550465B2	2014-08-15	2023-01-10	Apple Inc.	Weather user interface
US11580867B2	2015-08-20	2023-02-14	Apple Inc.	Exercised-based watch face and complications
US11604675B2	2021-03-04	2023-03-14	Vocollect, Inc.	Enabling workers to swap between mobile devices
US11604571B2	2014-07-21	2023-03-14	Apple Inc.	Remote user interface
US11609681B2	2014-09-02	2023-03-21	Apple Inc.	Reduced size configuration interface
US11694590B2	2020-12-21	2023-07-04	Apple Inc.	Dynamic user interface with time indicator
US11714597B2	2019-05-31	2023-08-01	Apple Inc.	Methods and user interfaces for sharing audio
US11720239B2	2021-01-07	2023-08-08	Apple Inc.	Techniques for user interfaces related to an event
US11740776B2	2014-08-02	2023-08-29	Apple Inc.	Context-specific user interfaces
US11748510B1 *	2019-10-29	2023-09-05	United Services Automobile Association (Usaa)	Protection of personal data stored in vehicular computing systems
US20230393867A1 *	2012-04-22	2023-12-07	Emerging Automotive, Llc	Methods and Interfaces for Rendering Content on Display Screens of a Vehicle and Cloud Processing
US11921992B2	2021-05-14	2024-03-05	Apple Inc.	User interfaces related to time
EP4104423A4 *	2020-02-12	2024-03-06	Micron Technology, Inc.	Secure deployment of a user profile in a vehicle
US11960701B2	2019-05-06	2024-04-16	Apple Inc.	Using an illustration to show the passing of time
US12019862B2	2015-03-08	2024-06-25	Apple Inc.	Sharing user-configurable graphical constructs
Family To Family Citations				
* Cited by examiner, † Cited by third party, ‡ Family to family citation				

Similar Documents

Publication	Publication Date	Title
US11396244B2	2022-07-26	Methods for transferring user profiles between vehicles using cloud services
US10554759B2	2020-02-04	Connected vehicle settings and cloud system management
US11794601B2	2023-10-24	Methods and systems for sharing e-keys to access vehicles
US10286919B2	2019-05-14	Valet mode for restricted operation of a vehicle and cloud access of a history of use made during valet mode use
US9171268B1	2015-10-27	Methods and systems for setting and transferring user profiles to vehicles and temporary sharing of user profiles to shared-use vehicles
US10282708B2	2019-05-07	Service advisor accounts for remote service monitoring of a vehicle
US9215274B2	2015-12-15	Methods and systems for generating recommendations to make settings at vehicles via cloud systems
US11132650B2	2021-09-28	Communication APIs for remote monitoring and control of vehicle systems
US9104537B1	2015-08-11	Methods and systems for generating setting recommendation to user accounts for registered vehicles via cloud systems and remotely applying settings
US11203355B2	2021-12-21	Vehicle mode for restricted operation and cloud data monitoring
US9189900B1	2015-11-17	Methods and systems for assigning e-keys to users to access and drive vehicles
US9139091B1	2015-09-22	Methods and systems for setting and/or assigning advisor accounts to entities for specific vehicle aspects and cloud management of advisor accounts
US20230077434A1	2023-03-16	Systems for transferring user profiles between vehicles using cloud services

Priority And Related Applications

Parent Applications (1)

Application	Priority date	Filing date	Relation	Title
US13/452,882	2011-04-22	2012-04-22	Continuation-In-Part	Electric vehicle (EV) range extending charge systems, distributed networks of charge kiosks, and charge locating mobile apps

Priority Applications (1)

Application	Priority date	Filing date	Title
US14/050,314	2011-04-22	2013-10-09	Methods and systems for setting and transferring user profiles to vehicles and temporary sharing of user profiles to shared-use vehicles

Applications Claiming Priority (5)

Application	Filing date	Title
US201161478436P	2011-04-22	
US13/452,882	2012-04-22	Electric vehicle (EV) range extending charge systems, distributed networks of charge kiosks, and charge locating mobile apps
US201261745729P	2012-12-24	
US201313824158A	2013-03-15	
US14/050,314	2013-10-09	Methods and systems for setting and transferring user profiles to vehicles and temporary sharing of user profiles to shared-use vehicles

Legal Events

Date	Code	Title	Description
2015-10-07	STCF	Information on status: patent grant	Free format text: PATENTED CASE
2017-06-20	AS	Assignment	Owner name: EMERGING AUTOMOTIVE, LLC, CALIFORNIA Free format text: ASSIGNMENT OF ASSIGNORS INTEREST;ASSIGNORS:PENILLA, ANGEL A.;PENILLA, ALBERT S.;REEL/FRAME:042921/0292 Effective date: 20170620
2019-04-29	MAFP	Maintenance fee payment	Free format text: PAYMENT OF MAINTENANCE FEE, 4TH YR, SMALL ENTITY (ORIGINAL EVENT CODE: M2551); ENTITY STATUS OF PATENT OWNER: SMALL ENTITY Year of fee payment: 4

Date	Code	Title	Description
2023-04-17	MAFP	Maintenance fee payment	Free format text: PAYMENT OF MAINTENANCE FEE, 8TH YR, SMALL ENTITY (ORIGINAL EVENT CODE: M2552); ENTITY STATUS OF PATENT OWNER: SMALL ENTITY Year of fee payment: 8
2024-05-21	IPR	Aia trial proceeding filed before the patent and appeal board: inter partes review	Free format text: TRIAL NO: IPR2024-00786 Opponent name: TOYOTA MOTOR CORP, TOYOTA MOTOR NORTH AMERICA, INC., AND TOYOTA MOTOR SALES, U.S.A., INC. Effective date: 20240415

Concepts

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■ method		title,claims,abstract,description	115	0.000
■ transfer		claims,abstract,description	13	0.000
■ processing		claims,description	71	0.000
■ communication		claims,description	45	0.000
■ detection method		claims,description	16	0.000
■ mapping		claims,description	15	0.000
■ modification		claims,description	8	0.000
■ modification		claims,description	8	0.000
■ heat treatment		claims,description	5	0.000
■ neutral effect		claims,description	3	0.000
■ evaluation		claims,description	2	0.000
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