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Northville, MI 48167				
			ART UNIT	PAPER NUMBER
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Please find below and/or attached an Office communication concerning this application or proceeding.

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

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

docketing@darrowsmustafa.com

Office Action Summary	Application No. 15/230,621	Applicant(s) SHANNIR, STEVEN H.	
	Examiner MARCEAU MILORD	Art Unit 2641	AIA (First Inventor to File) Status Yes

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

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTHS FROM THE MAILING DATE OF THIS COMMUNICATION.

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

Status

- 1) ☒ Responsive to communication(s) filed on 08-08-2016.
☐ A declaration(s)/affidavit(s) under **37 CFR 1.130(b)** was/were filed on _____.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ An election was made by the applicant in response to a restriction requirement set forth during the interview on _____; the restriction requirement and election have been incorporated into this action.
- 4) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims*

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5a) Of the above claim(s) _____ is/are withdrawn from consideration.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

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

Application Papers

- 10) ☐ The specification is objected to by the Examiner.
- 11) ☒ The drawing(s) filed on 08-08-2016 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

Priority under 35 U.S.C. § 119

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

Certified copies:

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

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

Attachment(s)

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

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1. The present application, filed on or after March 16, 2013, is being examined under the first inventor to file provisions of the AIA.

DETAILED ACTION

Claim Rejections - 35 USC § 103

2. The following is a quotation of 35 U.S.C. 103 which forms the basis for all obviousness rejections set forth in this Office action:

A patent for a claimed invention may not be obtained, notwithstanding that the claimed invention is not identically disclosed as set forth in section 102, if the differences between the claimed invention and the prior art are such that the claimed invention as a whole would have been obvious before the effective filing date of the claimed invention to a person having ordinary skill in the art to which the claimed invention pertains. Patentability shall not be negated by the manner in which the invention was made.

3. Claims 1 are rejected under 35 U.S.C. 103 as being unpatentable over Ricci (Pub. No: US 20160321848A1) in view of Skelton (Pub. No: US 20170104865 A1).

Regarding claims 1, 4, Ricci discloses a method for selectively limiting (figs. 2-3, 6A) a non-vehicle user input (touch input) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), the method comprising: sensing (sensors 236, 242 ; the vehicle control system 204 may communicate with a device or user interface 212, 248; the user interface 212, 248 may be operable to receive user

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input either through touch input, on one or more user interface buttons, via voice command, via one or more image sensors, or through a graphical user interface that may include a gesture capture region; paragraph 0239) the non-OEM handheld mobile device with a vehicle network (the vehicle control system 204 may also communicate with one or more sensors 236, 242, which are either associated with the vehicle 104 or communicate with the vehicle 104; in addition, vehicle sensors 242 may include one or more sensors for providing information to the vehicle control system 204 that determine or provide information about the environment 100 in which the vehicle 104 is operating; paragraph 0248); determining (a switch state sensor 668 to determine a current activation or deactivation state of the power source activation/deactivation switch 644, a transmission setting sensor 670 to determine a current setting of the transmission (gear selection or setting), a gear controller sensor 672 to determine a current setting of the gear controller; a brake sensor 676 to determine a current state; a safety system state sensors to determine a current state of a vehicular safety system; paragraph 0318) a vehicle state level based on vehicle sensor data (a manufacturer may send a signal to a vehicle 104 to determine a status associated with one or more components associated with the vehicle 104; in response to receiving the signal, the diagnostic communications module 256 may communicate with the vehicle control system 204 to initiate a diagnostic status check ;paragraph 0248, 0251); when the vehicle state level indicates an increase in a likelihood of operator distraction (paragraph 0323, 0590, 0598); retrieving (the vehicle control system retrieves a user profile for the user based on the identity and the location of the user, wherein the user profile includes one or more settings associated with the user; the vehicle control system receiving an audible command from the user, wherein the audible command is one of the setting associated with the user; and the vehicle

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control system modifying a function of the conveyance based on the audible command; in addition, the databases or data stores may be a relational database, retrieve data in response to specifically-formatted commands; paragraph 0261) a touch block command for the non-OEM handheld mobile device (the audio sensors may be configured to receive audio input from a user 216 of the vehicle 104; the audio input from a user 216 may correspond to voice commands, conversations detected in the vehicle 104, phone calls made in the vehicle 104, and other audible expressions made in the vehicle 104 ; paragraph 0342, 0117-0118); and transmitting (the function control module 2104 may then send commands through the user interface module 2116 to change the function of one or more user interfaces 2408 or other systems controlled by the video I/O interface 864, audio I/O interface 874; in addition, the network transceiver 824 can include any device configured to transmit and receive analog and/or digital signals; the media controller subsystem 348 may utilize a network transceiver 824 in one or more communication networks associated with the vehicle 104 to receive and transmit signals via the communications channel; paragraph 0361, 0390) the touch block command via the vehicle network, wherein the touch block command operates to block the non-vehicle user input source of the non-OEM handheld mobile device (paragraph 0365-0367, 0373, 0323, 0425-0427, 0479, 0590, 0598).

However, Ricci does not specifically disclose the features of sensing a docking station of a mobile device with a vehicle network.

On the other hand, Skelton from the same field of endeavor, discloses the features of a system configured to control an operating state of a vehicle where the system includes a docking station and a controller. The docking station is configured to receive a mobile device and coupled to the mobile device using a hardwired connection. Sensors included in the docking station

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detect the continued presence of the mobile device in the docking station (paragraph 0164, 0170-0171). In addition, the mobile device includes a mobile phone and the information includes a SIM number, an IMEI number and a USB serial number. The controller is configured to periodically poll the mobile device for the information (paragraph 0021-0022, 0117-0118). Furthermore, the controller operates to receive the mobile-device ID from the mobile device. The controller polls the mobile device 1302 to receive the mobile-device ID. The mobile device 1302 automatically communicates the mobile-device ID to the controller 1304 when the mobile device 1302 is docked and the controller 1304 is operational (fig. 13, fig. 20; paragraph 0159-0160). In addition, the mobile device is first authenticated, and the controller compares the mobile-device ID received from the mobile device 1302 with the mobile-device IDs of authorized mobile devices (paragraph 0161-0162). It is shown above that Skelton discloses a mobile device that is docked to a vehicle network, and provides additional functionality to the other mobile device. Therefore, it would have been obvious to one of ordinary skill in the art before the effective filing date of the claimed invention was made to apply the technique of Skelton to the communication system of Ricci in order to provide a method for preventing operation of a vehicle when the mobile-device based activities that would contribute to distract operation of the vehicle are detected.

Regarding claim 2, Ricci as modified discloses a method for selectively limiting (figs. 2-3, 6A) a non-vehicle user input (touch input) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the vehicle sensor data comprising at least one of: velocity sensor data (speed

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sensor; acceleration sensor data; wheel angle sensor data (wheel state sensor 660 to sense one or more of vehicle speed, acceleration, deceleration); moisture sensor data; and transmission shift sensor data (a gear controller sensor 672 to determine a current setting of the gear controller; a brake sensor 676 to determine a current state; a safety system state sensors to determine a current state of a vehicular safety system; paragraph 0318, 0320).

Regarding claim 3, Ricci as modified discloses a method for selectively limiting (figs. 2-3, 6A) a non-vehicle user input (touch input) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the touch block command operates to limit the user input source to a vehicle OEM human-machine interface device (paragraph 0239, 0248, 0365-0367).

4. The method of claim 1, wherein the sensing the docking of the non-OEM handheld mobile device with a vehicle network further comprising: sensing either of a wireless docking and a wired docking of the non-OEM handheld mobile device with the vehicle network; and upon the sensing the either of the wireless docking and the wired docking of the non-OEM handheld mobile device with the vehicle network: receiving authentication data to identify the non-OEM handheld mobile device; and identifying the non-OEM handheld mobile device

Regarding claim 5, Ricci as modified discloses a method for selectively limiting (figs. 2-3, 6A) a non-vehicle user input (touch input) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user

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interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the authentication data including at least one of: mobile station identification data (smart phone, mobile device: they include a mobile station identification data, a mobile identification number; the wireless signal sensors 758 may detect wireless signals from one or more of a mobile phone, mobile computer, keyless entry device; paragraph 0352, 0153-0154); mobile identification number data; international mobile subscribe identity data; and manufacturer serial number data (a user identification module 822 can identify a user within the vehicle; paragraph 0178-0179, 0241, 0533, 0603, 0620).

Regarding claim 6, Ricci as modified discloses a method for selectively limiting (figs. 2-3, 6A) a non-vehicle user input (touch input) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the authentication data including a software license key (a user 216 may be allowed to purchase applications (software, etc.) for the vehicle 104 and a device associated with the vehicle 104 based on information associated with the user account; in addition, a manufacturer certified devices can be implemented by vendors that allow the vehicle software system to validate whether or not a device is certified to operate with the vehicle 100; this software includes a license key; paragraph 0243, 0399, 0567).

Regarding claims 7, 8, 10, Ricci discloses a method for selectively limiting a non-vehicle user input (figs. 2-3, 6A) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), the method

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comprising: sensing (sensors 236, 242 ; the vehicle control system 204 may communicate with a device or user interface 212, 248; the user interface 212, 248 may be operable to receive user input either through touch input, on one or more user interface buttons, via voice command, via one or more image sensors, or through a graphical user interface that may include a gesture capture region; paragraph 0239) the non-OEM handheld mobile device with a vehicle network (the vehicle control system 204 may also communicate with one or more sensors 236, 242, which are either associated with the vehicle 104 or communicate with the vehicle 104; in addition, vehicle sensors 242 may include one or more sensors for providing information to the vehicle control system 204 that determine or provide information about the environment 100 in which the vehicle 104 is operating; paragraph 0248); providing interoperability of the non-OEM handheld mobile device with a vehicle OEM HMI device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240); determining (a switch state sensor 668 to determine a current activation or deactivation state of the power source activation/deactivation switch 644, a transmission setting sensor 670 to determine a current setting of the transmission (gear selection or setting), a gear controller sensor 672 to determine a current setting of the gear controller; a brake sensor 676 to determine a current state; a safety system state sensors to determine a current state of a vehicular safety system; paragraph 0318) a vehicle state level based on vehicle sensor data; when the vehicle state level indicates an increase in a likelihood of operator distraction (paragraph 0323, 0590, 0598): retrieve (the vehicle control system retrieves a user profile for the user based on the identity and the location of the user, wherein the user profile includes one or more settings associated with the user; the vehicle control system receiving an audible command

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from the user, wherein the audible command is one of the setting associated with the user; and the vehicle control system modifying a function of the conveyance based on the audible command; in addition, the databases or data stores may be a relational database, retrieve data in response to specifically-formatted commands; paragraph 0261) a touch block command for the non-OEM handheld mobile device (the audio sensors may be configured to receive audio input from a user 216 of the vehicle 104; the audio input from a user 216 may correspond to voice commands, conversations detected in the vehicle 104, phone calls made in the vehicle 104, and other audible expressions made in the vehicle 104 ; paragraph 0342, 0117-0118); and transmitting (the function control module 2104 may then send commands through the user interface module 2116 to change the function of one or more user interfaces 2408 or other systems controlled by the video I/O interface 864, audio I/O interface 874; in addition, the network transceiver 824 can include any device configured to transmit and receive analog and/or digital signals; the media controller subsystem 348 may utilize a network transceiver 824 in one or more communication networks associated with the vehicle 104 to receive and transmit signals via the communications channel; paragraph 0361, 0390) the touch block command via the vehicle network, wherein the touch block command operates to restrict the non-vehicle user input source to the vehicle OEM HMI device (paragraph 0365-0367, 0373, 0323, 0425-0427, 0479, 0590, 0598).

However, Ricci does not specifically disclose the features of sensing a docking station of a mobile device with a vehicle network.

On the other hand, Skelton from the same field of endeavor, discloses the features of a system configured to control an operating state of a vehicle where the system includes a docking

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station and a controller. The docking station is configured to receive a mobile device and coupled to the mobile device using a hardwired connection. Sensors included in the docking station detect the continued presence of the mobile device in the docking station (paragraph 0164, 0170-0171). In addition, the mobile device includes a mobile phone and the information includes a SIM number, an IMEI number and a USB serial number. The controller is configured to periodically poll the mobile device for the information (paragraph 0021-0022, 0117-0118). Furthermore, the controller operates to receive the mobile-device ID from the mobile device. The controller polls the mobile device 1302 to receive the mobile-device ID. The mobile device 1302 automatically communicates the mobile-device ID to the controller 1304 when the mobile device 1302 is docked and the controller 1304 is operational (fig. 13, fig. 20; paragraph 0159-0160). In addition, the mobile device is first authenticated, and the controller compares the mobile-device ID received from the mobile device 1302 with the mobile-device IDs of authorized mobile devices (paragraph 0161-0162). It is shown above that Skelton discloses a mobile device that is docked to a vehicle network, and provides additional functionality to the other mobile device. Therefore, it would have been obvious to one of ordinary skill in the art before the effective filing date of the claimed invention was made to apply the technique of Skelton to the communication system of Ricci in order to provide a method for preventing operation of a vehicle when the mobile-device based activities that would contribute to distract operation of the vehicle are detected.

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Regarding claim 9, Ricci as modified discloses as modified a method for selectively limiting a non-vehicle user input (figs. 2-3, 6A) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the access request comprising a software license key (a user 216 may be allowed to purchase applications (software, etc.) for the vehicle 104 and a device associated with the vehicle 104 based on information associated with the user account; in addition, a manufacturer certified devices can be implemented by vendors that allow the vehicle software system to validate whether or not a device is certified to operate with the vehicle 100; this software includes a license key; paragraph 0243, 0399, 0567).

Regarding claim 11, Ricci as modified discloses a method for selectively limiting a non-vehicle user input (figs. 2-3, 6A) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the authentication data including at least one of: mobile station identification data; mobile identification number data; international mobile subscribe identity data; and manufacturer serial number data (a user identification module 822 can identify a user within the vehicle; paragraph 0178-0179, 0241, 0533, 0603, 0620).

Regarding claim 12, Ricci as modified discloses a method for selectively limiting a non-vehicle user input (figs. 2-3, 6A) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the

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receiving the authentication data to identify (the user identification module 822 can retrieve user characteristics, settings, profile information) the non-OEM handheld mobile device further comprising: retrieving mobile device identification information (a user identification module 822 can identify a user within the vehicle) on a near field communication (the wireless signal sensors 758 may detect wireless signals from one or more of a mobile phone, mobile computer, keyless entry device, RFID device, near field communications device, and the like; paragraph 0352) with the non-OEM handheld mobile device (the user identification module 822 may then retrieve characteristics or settings in a user profile and profile data based on the identity of the user; paragraph 0567, 0296, 0603-0604).

Regarding claim 13, Ricci as modified discloses a method for selectively limiting a non-vehicle user input (figs. 2-3, 6A) source of a non- original equipment manufacturer handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240), wherein the vehicle sensor data comprising at least one of: velocity sensor data (speed sensor; acceleration sensor data); acceleration sensor data; wheel angle sensor data (wheel state sensor 660 to sense one or more of vehicle speed, acceleration, deceleration); moisture sensor data; and transmission shift sensor data (a gear controller sensor 672 to determine a current setting of the gear controller; a brake sensor 676 to determine a current state; a safety system state sensors to determine a current state of a vehicular safety system; paragraph 0318, 0320).

Regarding claims 14, 17, Ricci discloses a human machine interface control unit (figs. 2-3, 6A) comprising: a wireless communication interface (the vehicle control system 204 may communicate with a device or user interface 212, 248; the user interface 212, 248 may be

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operable to receive user input either through touch input, on one or more user interface buttons, via voice command, via one or more image sensors, or through a graphical user interface that may include a gesture capture region; paragraph 0239) to service communication with a vehicle network (paragraph 0240-0243); a processor coupled to the wireless communication interface, the processor for controlling operations of the HMI control unit; and a memory coupled to the processor, the memory (232, 244, 252) for storing data and program instructions used by the processor (paragraph 0248-0249), wherein the processor being configured to execute instructions stored in the memory to: sense (sensors 236, 242 ; the vehicle control system 204 may communicate with a device or user interface 212, 248; the user interface 212, 248 may be operable to receive user input either through touch input, on one or more user interface buttons, via voice command, via one or more image sensors, or through a graphical user interface that may include a gesture capture region; paragraph 0239) the non-OEM handheld mobile device with a vehicle network; determine (a switch state sensor 668 to determine a current activation or deactivation state of the power source activation/deactivation switch 644, a transmission setting sensor 670 to determine a current setting of the transmission (gear selection or setting), a gear controller sensor 672 to determine a current setting of the gear controller; a brake sensor 676 to determine a current state; a safety system state sensors to determine a current state of a vehicular safety system; paragraph 0318) a vehicle state level based on vehicle sensor data accessed via the vehicle network; when the vehicle state level indicates an increase in a likelihood of operator distraction (paragraph 0323, 0590, 0598): retrieve (the vehicle control system retrieves a user profile for the user based on the identity and the location of the user, wherein the user profile includes one or more settings associated with the user; the vehicle control system receiving an

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audible command from the user, wherein the audible command is one of the setting associated with the user; and the vehicle control system modifying a function of the conveyance based on the audible command; in addition, the databases or data stores may be a relational database, retrieve data in response to specifically-formatted commands; paragraph 0261) a touch block command for the non-OEM handheld mobile device (device 212, 248 can be a mobile device: the device 212 or user interface 212, 248, can receive input or provide information to a user 216; paragraph 0239-0240); and transmit (the function control module 2104 may then send commands through the user interface module 2116 to change the function of one or more user interfaces 2408 or other systems controlled by the video I/O interface 864, audio I/O interface 874; in addition, the network transceiver 824 can include any device configured to transmit and receive analog and/or digital signals; the media controller subsystem 348 may utilize a network transceiver 824 in one or more communication networks associated with the vehicle 104 to receive and transmit signals via the communications channel; paragraph 0361, 0390) the touch block command via the vehicle network, wherein the touch block command operates to block a non-vehicle user input source of the non-OEM handheld mobile device (paragraph 0365-0367, 0373, 0323, 0425-0427, 0479, 0590, 0598).

However, Ricci does not specifically disclose the features of sensing a docking station of a mobile device with a vehicle network.

On the other hand, Skelton from the same field of endeavor, discloses the features of a system configured to control an operating state of a vehicle where the system includes a docking station and a controller. The docking station is configured to receive a mobile device and coupled to the mobile device using a hardwired connection. Sensors included in the docking station

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detect the continued presence of the mobile device in the docking station (paragraph 0164, 0170-0171). In addition, the mobile device includes a mobile phone and the information includes a SIM number, an IMEI number and a USB serial number. The controller is configured to periodically poll the mobile device for the information (paragraph 0021-0022, 0117-0118). Furthermore, the controller operates to receive the mobile-device ID from the mobile device. The controller polls the mobile device 1302 to receive the mobile-device ID. The mobile device 1302 automatically communicates the mobile-device ID to the controller 1304 when the mobile device 1302 is docked and the controller 1304 is operational (fig. 13, fig. 20; paragraph 0159-0160). In addition, the mobile device is first authenticated, and the controller compares the mobile-device ID received from the mobile device 1302 with the mobile-device IDs of authorized mobile devices (paragraph 0161-0162). It is shown above that Skelton discloses a mobile device that is docked to a vehicle network, and provides additional functionality to the other mobile device. Therefore, it would have been obvious to one of ordinary skill in the art before the effective filing date of the claimed invention was made to apply the technique of Skelton to the communication system of Ricci in order to provide a method for preventing operation of a vehicle when the mobile-device based activities that would contribute to distract operation of the vehicle are detected.

Regarding claim 15, Ricci as modified discloses a human machine interface control unit (figs. 2-3, 6A) wherein the vehicle sensor data comprising at least one of: velocity sensor data; acceleration sensor data (speed sensor; acceleration sensor data); wheel angle sensor data (wheel state sensor 660 to sense one or more of vehicle speed, acceleration, deceleration); moisture sensor data; and transmission shift sensor data (a gear controller sensor 672 to determine a

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current setting of the gear controller; a brake sensor 676 to determine a current state; a safety system state sensors to determine a current state of a vehicular safety system; paragraph 0318, 0320).

Regarding claim 16, Ricci as modified discloses a human machine interface control unit (figs. 2-3, 6A) wherein the touch block command operates to limit the user input source to a vehicle OEM human-machine interface device (paragraph 0239, 0248, 0365-0367).

Regarding claim 18, Ricci as modified discloses a human machine interface control unit (figs. 2-3, 6A) wherein the authentication data including at least one of: mobile station identification data (smart phone, mobile device: they include a mobile station identification data, a mobile identification number; the wireless signal sensors 758 may detect wireless signals from one or more of a mobile phone, mobile computer, keyless entry device; paragraph 0352, 0153-0154); mobile identification number data; international mobile subscribe identity data; and manufacturer serial number data (a user identification module 822 can identify a user within the vehicle; paragraph 0178-0179, 0241, 0533, 0603, 0620).

Regarding claim 19, Ricci as modified discloses a human machine interface control unit (figs. 2-3, 6A) wherein the authentication data including a software license key (a user 216 may be allowed to purchase applications (software, etc.) for the vehicle 104 and a device associated with the vehicle 104 based on information associated with the user account; in addition, a manufacturer certified devices can be implemented by vendors that allow the vehicle software system to validate whether or not a device is certified to operate with the vehicle 100; this software includes a license key; paragraph 0243, 0399, 0567).

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Regarding claim 20, Ricci as modified discloses a human machine interface control unit (figs. 2-3, 6A) wherein the processor being further configured to execute further instructions stored in the memory to receive the authentication data to identify the non-OEM handheld mobile device by: retrieving (the user identification module 822 can retrieve user characteristics, settings, profile information) mobile device identification information (a user identification module 822 can identify a user within the vehicle) via a near field communication (the wireless signal sensors 758 may detect wireless signals from one or more of a mobile phone, mobile computer, keyless entry device, RFID device, near field communications device, and the like; paragraph 0352) with the non-OEM handheld mobile device (the user identification module 822 may then retrieve characteristics or settings in a user profile and profile data based on the identity of the user; paragraph 0567, 0296, 0603-0604).

Conclusion

Any inquiry concerning this communication or earlier communications from the examiner should be directed to MARCEAU MILORD whose telephone number is (571)272-7853. The examiner can normally be reached on Monday-Thursday.

Examiner interviews are available via telephone, in-person, and video conferencing using a USPTO supplied web-based collaboration tool. To schedule an interview, applicant is encouraged to use the USPTO Automated Interview Request (AIR) at <http://www.uspto.gov/interviewpractice>.

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If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Charles F. Appiah can be reached on 571-272-7904. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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

Marceau Milord
Primary Examiner
Art Unit 2641

/MARCEAU MILORD/
Primary Examiner, Art Unit 2641

Notice of References Cited	Application/Control No. 15230621		Applicant(s)/Patent Under Reexamination SHANNIR, STEVEN H.	
	Examiner MARCEAU MILORD		Art Unit 2641	Page 1 of 2

U.S. PATENT DOCUMENTS

*		Document Number Country Code-Number-Kind Code	Date MM-YYYY	Name	CPC Classification	US Classification
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