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(54) **FLEXIBLE FEATURE DEPLOYMENT STRATEGY**

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(71) Applicant: **Ford Global Technologies, LLC**,
Dearborn, MI (US)

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(72) Inventors: **Ritesh Pandya**, Rochester Hills, MI (US); **Brian Petersen**, Beverly Hills, MI (US); **Joseph Paul Rork**, Plymouth, MI (US); **Praveen Yalavarty**, Novi, MI (US)

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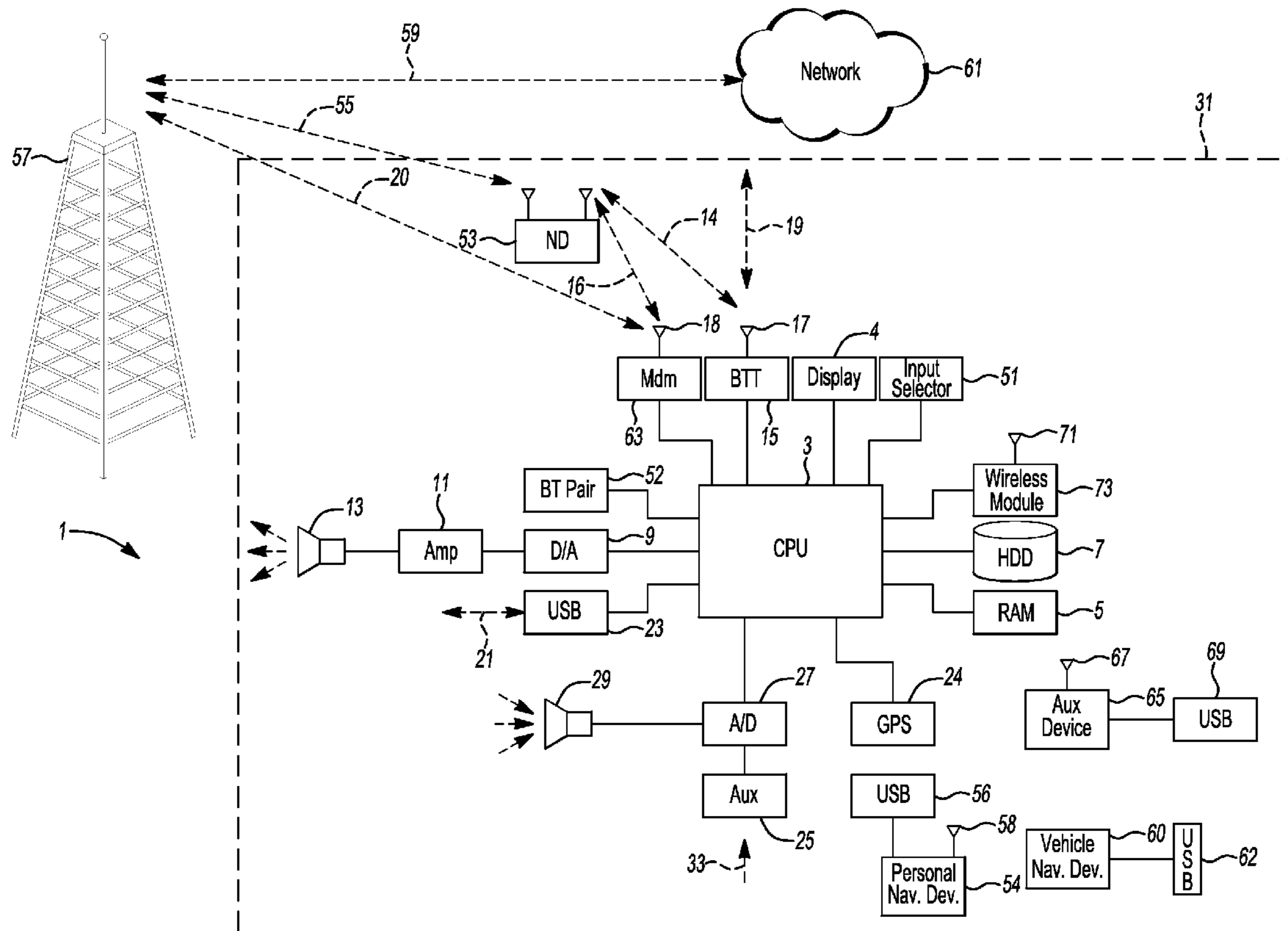
(73) Assignee: **Ford Global Technologies, LLC**,
Dearborn, MI (US)

(57) **ABSTRACT**

A vehicle may gather vehicle build configuration information, and provide a vehicle identifier and the vehicle information to a server. The server may determine a feature set configuration of a configurable module of the vehicle based on the vehicle information and vehicle feature associations retrieved from a vehicle data source, and provide, in a message topic of a topic tree associated with the vehicle identifier to which the vehicle is subscribed, a notification to configure the configurable module. The vehicle may update a feature set configuration of a configurable module supporting a plurality of features based on the notification.

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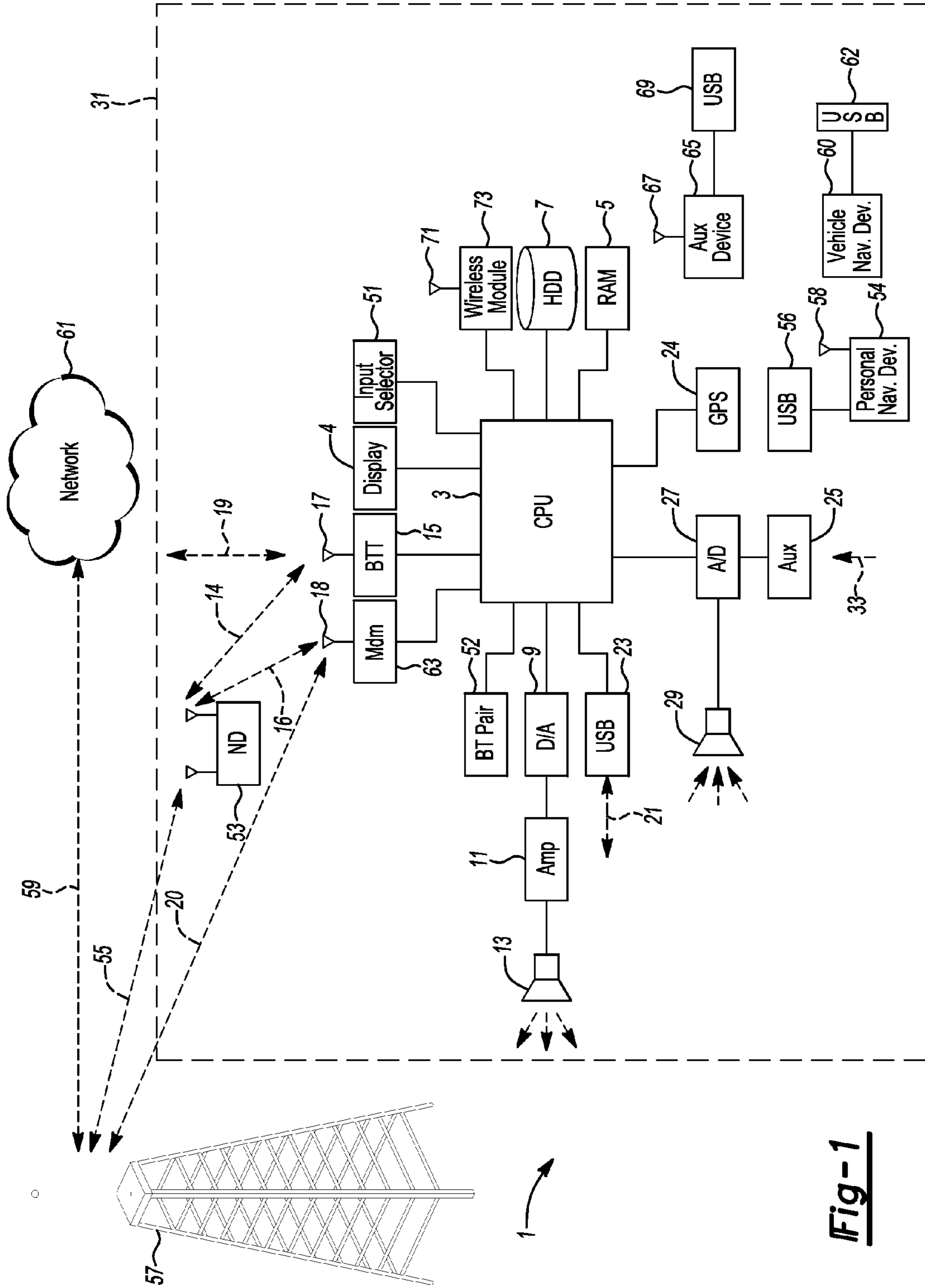


Fig-1

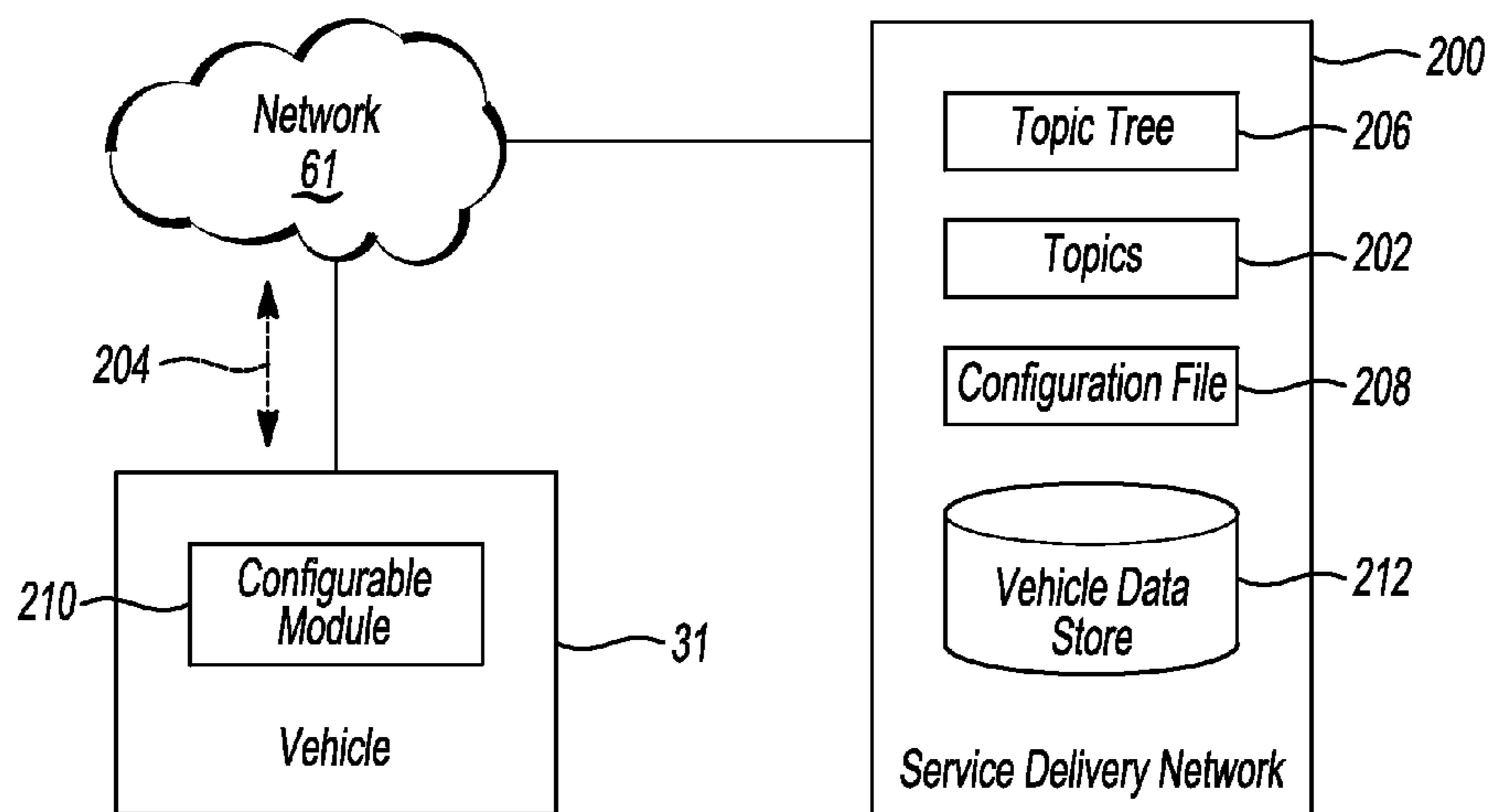


Fig-2

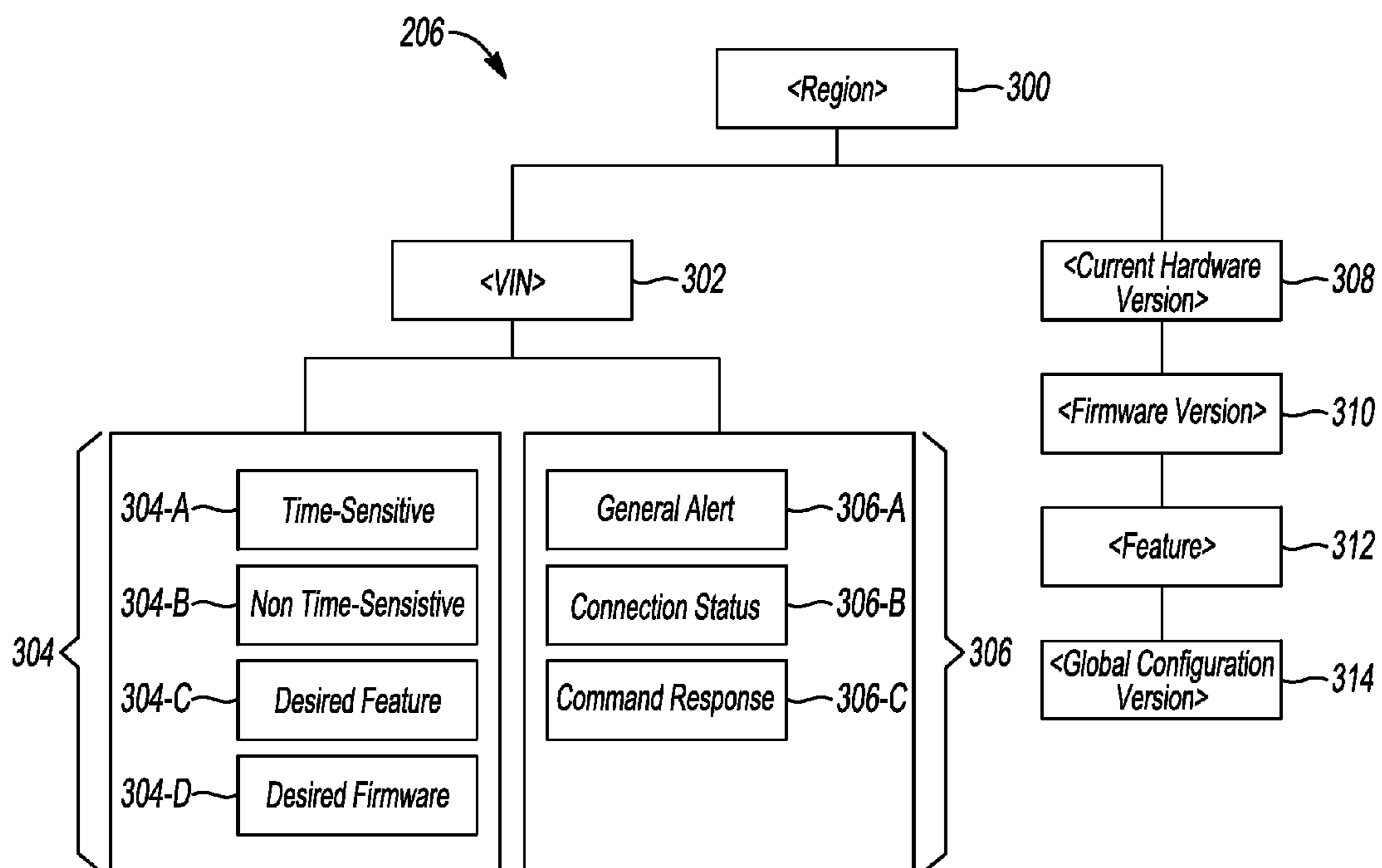


Fig-3

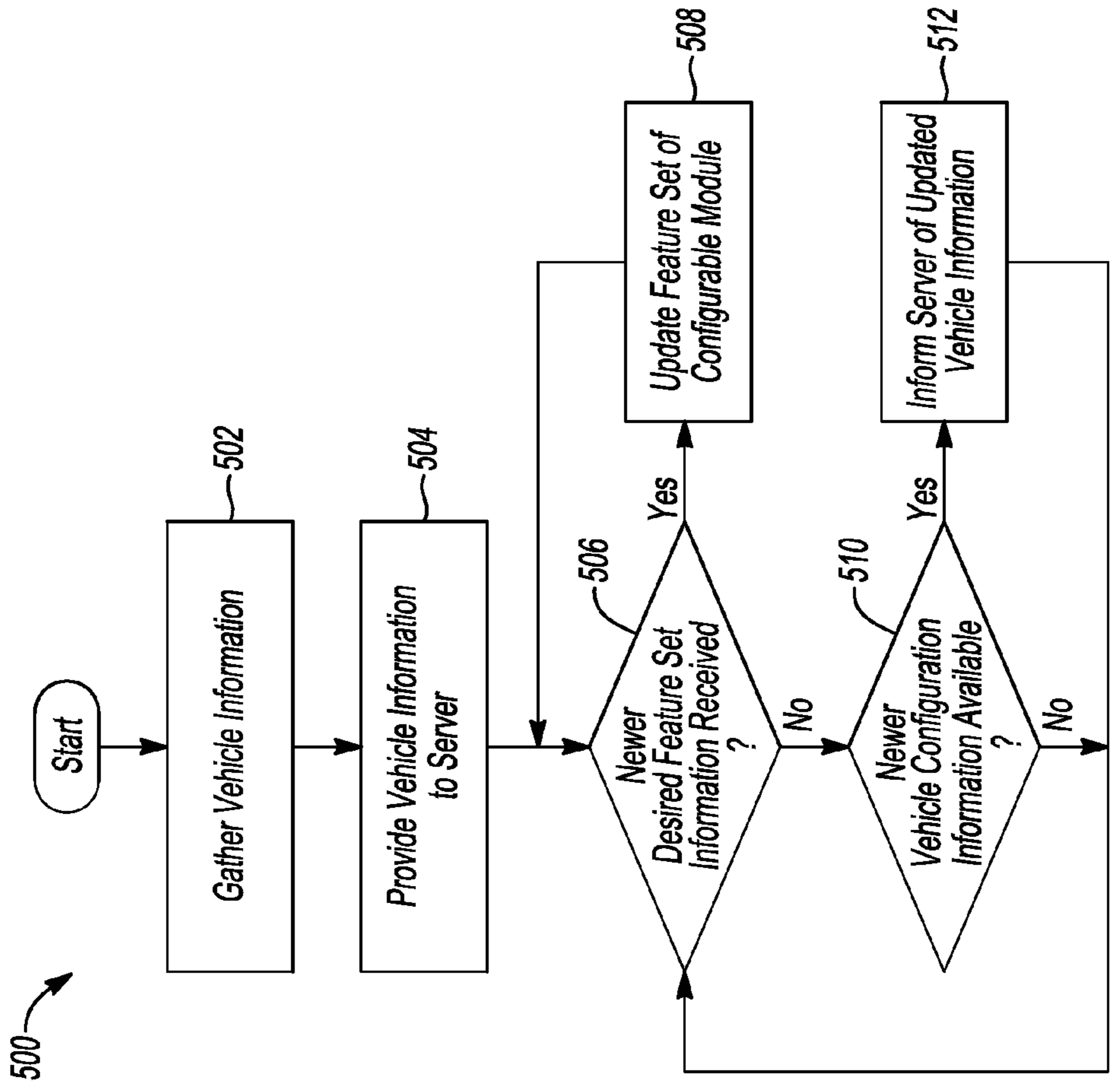


Fig-5

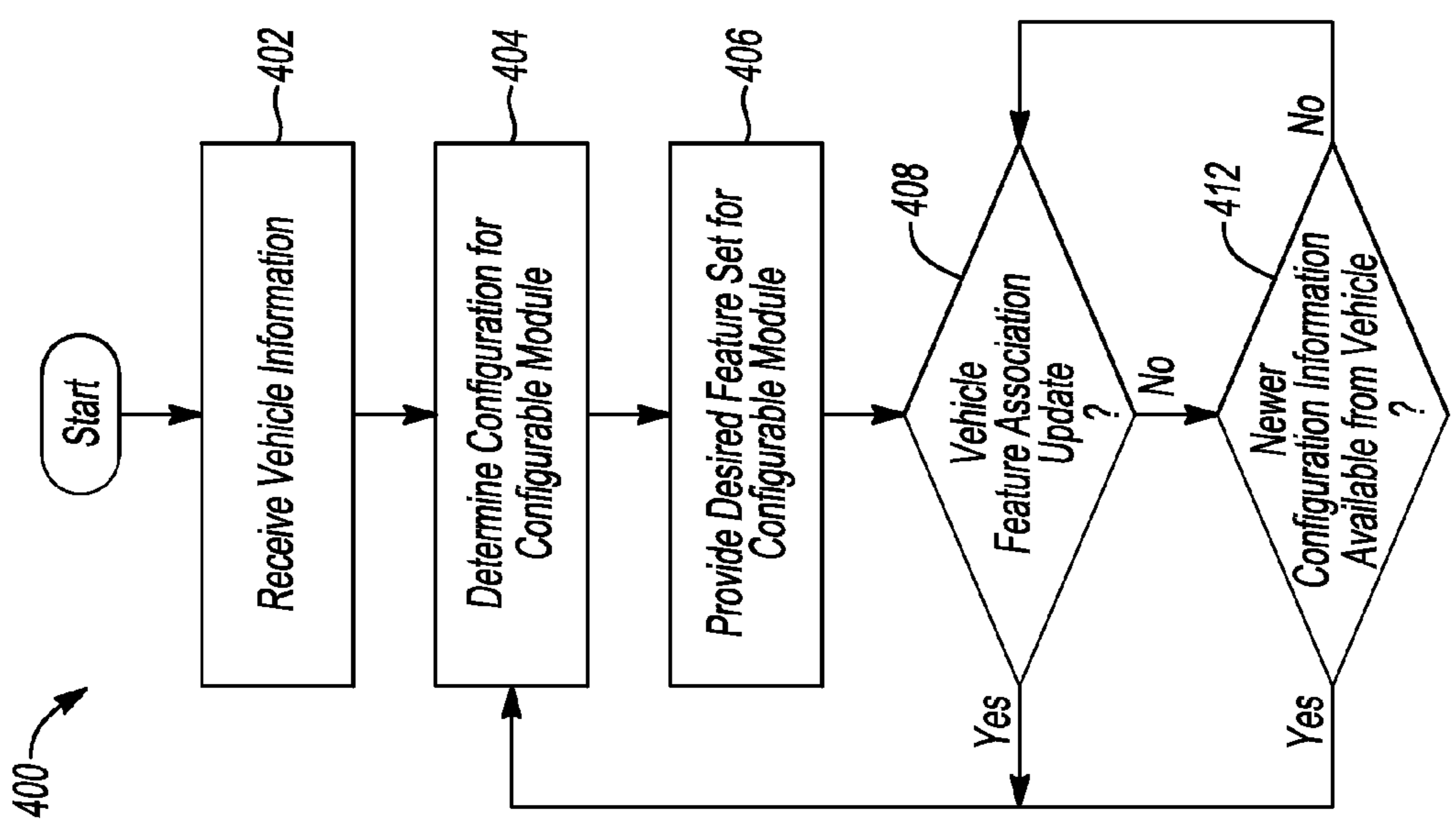


Fig-4

FLEXIBLE FEATURE DEPLOYMENT STRATEGY

TECHNICAL FIELD

[0001] The illustrative embodiments generally relate to a method and apparatus for updating a configuration of a module to support different features.

BACKGROUND

[0002] Part number complexity may introduce inefficiencies at supplier sites when parts are built, and at manufacturing facilities when parts are added to vehicles. Similar complexity may also exist for service parts. As one possibility, a part may have multiple part numbers to identify use of the part in different vehicle lines and model years. The complexity of these multiple part numbers may be compounded by having different part numbers for the same part in different regions of the world. In such a system, the complexity of part numbers increases exponentially as newer features are added. Managing complexity of parts globally may be critical for a business, as part complexity may have a direct impact on a company's bottom line.

SUMMARY

[0003] A method may include providing, from a vehicle to a server, a vehicle identifier and vehicle build configuration information; and updating, based on a notification, received by the vehicle from the server in a vehicle-identifier-associated topic tree message topic, a configurable vehicle module feature set configuration, supporting a plurality of features.

[0004] A vehicle may include a configurable module supporting a plurality of features and configured to provide, from the vehicle to a server, a vehicle identifier and vehicle build configuration information; and update, based on a notification, received by the vehicle from the server in a vehicle-identifier-associated topic tree message topic, a configurable vehicle module feature set configuration, supporting a plurality of features.

[0005] A system may include a service delivery network configured to receive, from a vehicle, a vehicle identifier of the vehicle and vehicle build configuration information, determine a feature set configuration of a configurable module of the vehicle based on the vehicle information and vehicle feature associations retrieved from a vehicle data source, and provide, in a message topic of a topic tree associated with the vehicle identifier to which the vehicle is subscribed, a notification to configure the configurable module.

BRIEF DESCRIPTION OF THE DRAWINGS

[0006] FIG. 1 illustrates an example block topology for a vehicle-based computing system for a vehicle.

[0007] FIG. 2 illustrates an exemplary service delivery network in communication over the network with a vehicle having a configurable module.

[0008] FIG. 3 illustrates an exemplary topic tree for use in updating software versions or configurations of a vehicle-based computing system.

[0009] FIG. 4 illustrates an exemplary process for providing configuration updates from a service delivery network to configure a configurable module of a vehicle.

[0010] FIG. 5 illustrates an exemplary process for the receiving configuration updates from a service delivery network to configure a configurable module of a vehicle.

DETAILED DESCRIPTION

[0011] As required, detailed embodiments of the present invention are disclosed herein; however, it is to be understood that the disclosed embodiments are merely exemplary of the invention that may be embodied in various and alternative forms. The figures are not necessarily to scale; some features may be exaggerated or minimized to show details of particular components. Therefore, specific structural and functional details disclosed herein are not to be interpreted as limiting, but merely as a representative basis for teaching one skilled in the art to variously employ the present invention.

[0012] To allow a system to enable a set of features that are supported by a build configuration of a vehicle, features of the vehicle may be tied to part numbers of modules included in the vehicle. In such approaches, as the build configuration depends on part number, individual vehicles may lack flexibility to select which features to enable or disable. Moreover, due to differences in part number for the same part across regions, vehicles, and model years, such approaches do not allow one part to be shipped where needed and to have a set of features enabled, disabled, and configured based on individual needs for the vehicle.

[0013] To address these and other issues with part number and feature complexity, a configurable module having a plurality of features may be deployed from a manufacturing facility. The plurality of features may allow the configurable module to operate in a variety of regions, vehicles, and model years. When shipped from the supplier manufacturing facility, the configurable module may not be associated with a specific part number tied to a vehicle line, model year or region of the world for which the configurable module may be destined. Rather, the configurable module as shipped may be configured to make a connection to a service delivery network to provide build configuration information, and to receive feature configuration information to use to configure the configurable module.

[0014] For example, a vehicle may be configured to determine a build configuration of the vehicle (e.g., as built upon end-of-line (EOL) configuration at the vehicle manufacturing facility), and may be further configured to send the build configuration and vehicle-identifying information (e.g., VIN) to a service delivery network of a system. Based on the build configuration and other vehicle factors (e.g., vehicle owner, geographic region associated with the vehicle, software version of a vehicle component of the vehicle, etc.), the service delivery network may be configured to enable, disable, or configure features of the feature set of the configurable module by providing commands from the service delivery network to the vehicle. As a specific example, one fleet owner may prefer GPS data from the configurable module every 2 minutes, while another fleet owner may prefer GPS data from the configurable module every 10 minutes. As another possibility, the service delivery network may be configured to enable, disable, or configure features of the configurable module after initial configuration, such as enabling a feature when a vehicle subscribes to the feature, and disabling the feature when the vehicle unsubscribes from the feature.

[0015] To perform the configuration of the feature set of the configurable module, the service delivery network and vehicle may utilize a publish/subscribe model to publish software updates that can be consumed by vehicle subscribers. The publish/subscribe model may utilize topics, which are named logical channels, through which publishers may send messages and subscribers may receive messages. In some

cases, a vehicle may be a publisher and may send vehicle alerts to a service delivery network, respond to commands from the service delivery network, or notify the service delivery network of vehicle connectivity status. In other cases, a vehicle may be a subscriber and may receive control messages or software updates from a service delivery network. For example, a publisher of configuration updates may provide a configuration file in a topic node corresponding to a vehicle to be updated.

[0016] The configurable module may utilize a received configuration file or other received configuration messages to configure the feature set of the configurable module, thereby allowing different features supported by the configurable module to be enabled, disabled and customized according to end user requirements. Moreover, as the approach is not tied to a particular configurable module version or feature set, as newer features are added by software updates to the configurable module, those newer features may also be configured by the service delivery network.

[0017] FIG. 1 illustrates an example block topology for a vehicle-based computing system 1 (VCS) for a vehicle 31. An example of such a vehicle-based computing system 1 is the SYNC system manufactured by THE FORD MOTOR COMPANY. A vehicle enabled with a vehicle-based computing system may contain a visual front end interface 4 located in the vehicle 31. The user may also be able to interact with the interface if it is provided, for example, with a touch sensitive screen. In another illustrative embodiment, the interaction occurs through, button presses, spoken dialog system with automatic speech recognition and speech synthesis.

[0018] In the illustrative embodiment 1 shown in FIG. 1, a processor 3 or central processing unit (CPU) 3 controls at least some portion of the operation of the vehicle-based computing system. Provided within the vehicle 31, the processor 3 allows onboard processing of commands and routines. Further, the processor 3 is connected to both non-persistent 5 and persistent storage 7. In this illustrative embodiment, the non-persistent storage 5 is random access memory (RAM) and the persistent storage 7 is a hard disk drive (HDD) or flash memory. In general, persistent (non-transitory) storage 7 can include all forms of memory that maintain data when a computer or other device is powered down. These include, but are not limited to, HDDs, compact disks (CDs), digital versatile disks (DVDs), magnetic tapes, solid state drives, portable universal serial bus (USB) drives and any other suitable form of persistent storage 7.

[0019] The processor 3 is also provided with a number of different inputs allowing the user to interface with the processor 3. In this illustrative embodiment, a microphone 29, an auxiliary input 25 (for input 33), a USB input 23, a global positioning system (GPS) input 24, a screen 4, which may be a touchscreen display, and a BLUETOOTH input 15 are all provided. An input selector 51 is also provided, to allow a user to swap between various inputs. Input to both the microphone and the auxiliary connector is converted from analog to digital by a converter 27 before being passed to the processor 3. Although not shown, numerous of the vehicle components and auxiliary components in communication with the VCS 1 may use a vehicle network (such as, but not limited to, a car area network (CAN) bus) to pass data to and from the VCS 1 (or components thereof).

[0020] Outputs to the VCS system 1 can include, but are not limited to, a visual display 4 and a speaker 13 or stereo system output. The speaker 13 is connected to an amplifier 11 and

receives its signal from the processor 3 through a digital-to-analog converter 9. Output can also be made to a remote BLUETOOTH device such as personal navigation device (PND) 54 or a USB device such as vehicle navigation device 60 along the bi-directional data streams shown at 19 and 21 respectively.

[0021] In one illustrative embodiment, the system 1 uses the BLUETOOTH transceiver 15 to communicate 17 with a nomadic device (ND) 53 (e.g., cell phone, smart phone, PDA, or any other device having wireless remote network connectivity). The nomadic device 53 can then be used to communicate 59 with a network 61 outside the vehicle 31 through, for example, communication 55 with a cellular tower 57. In some embodiments, tower 57 may be a WiFi access point.

[0022] Exemplary communication between the nomadic device 53 and the BLUETOOTH transceiver is represented by communication 14.

[0023] Pairing a nomadic device 53 and the BLUETOOTH transceiver 15 can be instructed through a button 52 or similar input. Accordingly, the CPU is instructed that the onboard BLUETOOTH transceiver 15 will be paired with a BLUETOOTH transceiver in a nomadic device 53.

[0024] Data may be communicated between CPU 3 and network 61 utilizing, for example, a data-plan, data over voice, or dual-tone multiple frequency (DTMF) tones associated with nomadic device 53. Alternatively, it may be desirable to include an onboard modem 63 having antenna 18 in order to communicate 16 data between CPU 3 and network 61 over the voice band. The nomadic device 53 can then be used to communicate 59 with a network 61 outside the vehicle 31 through, for example, communication 55 with a cellular tower 57. In some embodiments, the modem 63 may establish communication 20 with the tower 57 for communicating with network 61. As a non-limiting example, modem 63 may be a USB cellular modem 63 and communication 20 may be cellular communication.

[0025] In one illustrative embodiment, the processor 3 is provided with an operating system including an API to communicate with modem application software. The modem application software may access an embedded module or firmware on the BLUETOOTH transceiver to complete wireless communication with a remote BLUETOOTH transceiver (such as that found in a nomadic device). Bluetooth is a subset of the Institute of Electrical and Electronics Engineers (IEEE) 802 personal area network (PAN) protocols. IEEE 802 local area network (LAN) protocols include wireless fidelity (WiFi) and have considerable cross-functionality with IEEE 802 PAN. Both are suitable for wireless communication within a vehicle 31. Another communication means that can be used in this realm is free-space optical communication (such as infrared data association (IrDA)) and non-standardized consumer infrared (IR) protocols.

[0026] In another embodiment, nomadic device 53 includes a modem for voice band or broadband data communication. In the data-over-voice embodiment, a technique known as frequency division multiplexing may be implemented when the owner of the nomadic device 53 can talk over the device while data is being transferred. At other times, when the owner is not using the device, the data transfer can use the whole bandwidth (300 Hz to 3.4 kHz in one example). While frequency division multiplexing may be common for analog cellular communication between the vehicle 31 and the Internet, and is still used, it has been largely replaced by hybrids of Code Domain Multiple Access (CDMA), Time

Domain Multiple Access (TDMA), Space-Domain Multiple Access (SDMA) for digital cellular communication. These are all ITU IMT-2000 (3G) compliant standards and offer data rates up to 2 mbs for stationary or walking users and 385 kbs for users in a moving vehicle **31**. 3G standards are now being replaced by IMT-Advanced (4G) which offers 200 mbs for users in a vehicle **31** and 1 gbs for stationary users. If the user has a data-plan associated with the nomadic device **53**, it is possible that the data-plan allows for broad-band transmission and the system could use a much wider bandwidth (speeding up data transfer). In still another embodiment, nomadic device **53** is replaced with a cellular communication device (not shown) that is installed to vehicle **31**. In yet another embodiment, the ND **53** may be a wireless LAN device capable of communication over, for example (and without limitation), an 802.11g network (i.e., WiFi) or a WiMax network.

[0027] In one embodiment, incoming data can be passed through the nomadic device **53** via a data-over-voice or data-plan, through the onboard BLUETOOTH transceiver and into the processor **3** of the vehicle **31**. In the case of certain temporary data, for example, the data can be stored on the HDD or other storage media **7** until such time as the data is no longer needed.

[0028] Additional sources that may interface with the vehicle **31** include a PND **54**, having, for example, a USB connection **56** and/or an antenna **58**, a vehicle navigation device **60** having a USB **62** or other connection, an onboard GPS device **24**, or remote navigation system (not shown) having connectivity to network **61**. USB is one of a class of serial networking protocols. IEEE 1394 (FireWire™ (Apple), i.LINK™ (Sony), and Lynx™ (Texas Instruments)), EIA (Electronics Industry Association) serial protocols, IEEE 1284 (Centronics Port), S/PDIF (Sony/Philips Digital Interconnect Format) and USB-IF (USB Implementers Forum) form the backbone of the device-device serial standards. Most of the protocols can be implemented for either electrical or optical communication.

[0029] Further, the CPU **3** could be in communication with a variety of other auxiliary devices **65**. These devices **65** can be connected through a wireless **67** or wired **69** connection. Auxiliary device **65** may include, but are not limited to, personal media players, wireless health devices, portable computers, and the like.

[0030] Also, or alternatively, the CPU **3** could be connected to a vehicle-based wireless router **73**, using for example a WiFi (IEEE 803.11) **71** transceiver. This could allow the CPU **3** to connect to remote networks within range of the local router **73**.

[0031] In addition to having exemplary processes executed by a vehicle computing system located in a vehicle **31**, in certain embodiments, the exemplary processes may be executed at least in part by one or more computing systems external to and in communication with a vehicle computing system. Such a system may include, but is not limited to, a wireless device (e.g., and without limitation, a mobile phone) or a remote computing system (e.g., and without limitation, a server) connected through the wireless device. Collectively, such systems may be referred to as vehicle associated computing systems (VACS). In certain embodiments particular components of the VACS may perform particular portions of a process depending on the particular implementation of the system. By way of example and not limitation, if a process includes a step of sending or receiving information with a

paired wireless device, then it is likely that the wireless device is not performing the process, since the wireless device would not “send and receive” information with itself. One of ordinary skill in the art will understand when it is inappropriate to apply a particular VACS to a given solution. In all solutions, it is contemplated that at least the VCS **1** located within the vehicle **31** itself is capable of performing the exemplary processes.

[0032] FIG. 2 illustrates an exemplary service delivery network **200** in communication over the network **61** with a vehicle **31** having a configurable module **210**. When a vehicle **31** is assembled, the vehicle **31** may include various hardware and software components. Upon or after assembly, a VCS **1** of the vehicle **31** may be configured to query for existence and version information for at least a portion of these hardware and software components of the vehicle **31**. Using the queried information and additional information identifying the specific vehicle **31** (e.g., VIN information published on the CAN bus, subscriber identity module (SIM) information of the modem **63** such as international mobile station equipment identity (IMEI)), the VCS **1** may communicate via the network **61** to establish an account with the service delivery network **200**. The service delivery network **200** may receive these communications from the vehicles **31**, and may maintain a data store of the hardware configurations and software (e.g., firmware) versions linked to identifiers of the vehicles **31**.

[0033] The service delivery network **200** may additionally provide publish/subscribe messaging functionality for communication between the service delivery network **200** and the vehicles **31**. The publish/subscribe model may utilize one or more topics **202**, where topics **202** are named logical channels through which publishers may send messages **204** and subscribers may receive messages **204**. Rather than receiving all the messages **204**, subscribers to the topics **202** receive the messages **204** published to the topics **202** to which they subscribe, and all subscribers to a topic **202** will receive substantially the same topic messages **204**. A publisher of the messages **204** may be responsible for providing messages **204** to the topics **202** that are consistent with the topic **202**.

[0034] In some cases, a vehicle **31** may be a publisher and may send vehicle alerts to a topic **202** of the service delivery network **200**, respond to messages **204** from the service delivery network **200**, or notify the service delivery network **200** of vehicle **31** connectivity status to the network **61**. In other cases, a vehicle **31** may be a subscriber and may receive control messages **204** or other information from a service delivery network **200**.

[0035] To facilitate the publishing of messages **204** to appropriate topics **202**, the topics **202** may be arranged into a topic tree **206**. The topic tree **206** may be defined by the service delivery network **200** to provide a structure of the topics **202** and sub-topics **202** that are used in sending messages **204** between the vehicles **31** and the service delivery network **200**.

[0036] The configurable module **210** may be one component of the vehicle **31** that may be configured according to the publish/subscribe model. The configurable module **210** may support a plurality of features that allow the configurable module **210** to operate in a variety of regions, vehicles, and model years. In some cases, the configurable module **210** may be one aspect of the VCS **1**, while in other cases the configurable module **210** may be a separate component from the VCS **1**. In yet further cases, a vehicle **31** may include multiple

configurable modules **210**, where each of the multiple configurable modules **210** may be configured as described herein.

[0037] Based on the vehicle **31** configuration (e.g., as built upon end-of-line (EOL) configuration at the vehicle manufacturing facility, as modified post build, etc.) and other vehicle factors (e.g., vehicle **31** owner, a geographic region associated with the vehicle **31**, and a software version of a vehicle component of the vehicle **31**), the service delivery network **200** may be configured to enable, disable, or configure features of the configurable module **210** by providing messages **204** or configuration files **208** from the service delivery network **200** to topics **202** to which the vehicle **31** is subscribed. A message **204** may be used, for example, to adjust a setting of the configurable module **210**, such as to enable or disable a portion of functionality, or to configure a parameter of a portion of functionality. A configuration file **208** may include information to configure multiple portions of functionality of the configurable module **210**. In some cases, a configuration file **208** may include information useful to allow the configurable module **210** to enable, disable, or configure all or substantially all of the functionality of the configurable module **210**.

[0038] The vehicle data store **212** may be configured to maintain vehicle **31** feature associations regarding aspects of the configuration of the vehicles **31**. As one possibility, the vehicle data store **212** may be configured to maintain information regarding which vehicles **31** are associated with what owners or customers. For example, the vehicle data store **212** may maintain an association of vehicle identifiers (e.g., VINs) of vehicles **31** that are owned by or otherwise part of a fleet of vehicles as being associated with that fleet. The vehicle data store **212** may further maintain fleet-specific settings associated with the fleet of vehicles **31**. As another possibility, the vehicle data store **212** may maintain an association of vehicle identifiers (e.g., VINs) of vehicles **31** that are subscribed to various vehicle **31** features. For instance, the vehicle data store **212** may maintain an association of those vehicles **31** that are subscribed to a turn-by-turn directions service. As yet a further possibility, the vehicle data store **212** may be configured to maintain information regarding the current vehicle configuration information provided to the vehicles **31**. This information may be used, for example, to determine whether various types of changes may require updates to the configuration of a vehicle **31**.

[0039] Thus, the configurable module **210** may be configured to have a set of features enabled, disabled, added, deleted, and/or configured based on the needs for the vehicle **31**, allowing a single part number of configurable module **210** to be utilized across regions, vehicles **31**, and model years. The configurable module **210** may additionally be updated based on changed needs for the vehicle **31**. For instance, the service delivery network **200** may be configured to enable a feature when the vehicle **31** is subscribed to the feature, and disable the feature when the vehicle **31** is unsubscribed from the feature.

[0040] FIG. 3 illustrates an exemplary topic tree **206** for use in updating software versions or configurations of a VCS **1**. The topic tree **206** may be used, for example, to allow the service delivery network **200** to define a topic **202** structure for performing vehicle **31** software and configurations updates. A VCS **1**, such as a telematics unit of a vehicle **31**, may subscribe to nodes of the topic tree **206** that correspond to the installed region, software/firmware version, features, and configuration file **208** version of the vehicle **31**. It should

be noted that the particular layout of the exemplary topic tree **206** is for purpose of illustration only, and other layouts of topic tree **206** may be used. For example, other topic trees **206** may be used by the service delivery network **200** that have more, fewer or different levels of categorization.

[0041] Referring to the topic tree **206** of FIG. 3, a region node **300** of the topic tree **206** may indicate a region for which the sub-topic **202** nodes under the region node **300** may relate. In some cases, the region nodes **300** may represent different regional market areas in which vehicles **31** may be sold, such as North America, Europe, and Asia Pacific. In other examples the region nodes **300** may relate to other geographical areas, such as countries, states, postal codes, and telephone area codes, as some other examples. By segmenting the topic tree **206** by region, the service delivery network **200** may accordingly publish different information for vehicles **31** associated with different regions.

[0042] Under each region node **300**, the topic tree **206** may include one or more vehicle-specific nodes **302**, where each vehicle-specific node **302** relates to a vehicle **31** associated with the parent regional node **300**. As one possibility, the service delivery network **200** may create vehicle-specific nodes **302** for vehicles **31** according to VIN or other unique identifier of vehicles **31** that register with the service delivery network **200** as belonging to the particular region. Sub-nodes to the vehicle-specific nodes **302** may be used to further organize topics **202** configured for communication to and from the individual vehicles **31**.

[0043] For instance, under the vehicle-specific nodes **302**, the topic tree **206** may further include one or more vehicle topic nodes **304** for communication to the specific vehicles **31**. A vehicle **31** may subscribe to the vehicle topic node **304** that correspond to the VIN or other unique identifier of the vehicle **31**, so that the vehicle **31** may be able to receive messages **204** in topics **202** that specifically relate to the vehicle **31** itself.

[0044] As one example, a vehicle **31** may subscribe to a time-sensitive update vehicle topic node **304-A** for receiving messages **204** for the particular vehicles **31** that are of a time-sensitive nature. Due to their time-sensitive nature, messages **204** posted to the time-sensitive update vehicle topic node **304-A** may time out and be removed from the topic **202** if they are not received by the vehicle **31** within an amount of time (e.g., specified by the message **204**, common to all time-sensitive messages **204**, etc.). As another example, a vehicle **31** may subscribe to a non-time-sensitive vehicle topic node **304-B** for receiving messages **204** for the particular vehicles **31** that not of a time-sensitive nature. Updates, such as calendar updates, may be posted to the non-time-sensitive vehicle topic node **304-B**, and may remain in the topic **202** until received by the subscribed vehicle **31**. As a further example, a vehicle **31** may subscribe to a feature update vehicle topic node **304-C** for receiving messages **204** in a topic **202** directed to particular vehicles **31** and relating to updates to the features **31** of the vehicle **31**. In this content, a feature may refer to a grouping of configuration parameters applicable to the specified vehicle **31** included in the topic tree **206**. A feature may, for example, represent settings to implement an available connected service (e.g., MY FORD MOBILE) or a customer-specific collection of settings (e.g., a suite of features requested to be enabled and/or disabled for use by a particular fleet purchaser). As yet a further example, a vehicle **31** may subscribe to a firmware update vehicle topic

node 304-D for receiving messages 204 in a topic 202 directed to particular vehicles 31 and relating to updates to the firmware of the vehicle 31.

[0045] The vehicle-specific nodes 302 the topic tree 206 may further include one or more vehicle topic node 306 for communication from the specific vehicles 31. For example, a general alert topic node 306-A may be used by a vehicle 31 to publish messages 204 such as indications of low fuel, erratic driving by the vehicle 31, or periodic current vehicle 31 GPS locations. As another example, a connection status topic node 306-B may be used by a vehicle 31 to publish messages 204 such as the connection status of the vehicle 31 (e.g., whether the vehicle 31 was disconnected and then reconnected to the network 61). As yet a further example, a command response alert topic node 306-C may be used by a vehicle 31 to publish messages 204 such as indications of success or failure of actions requested by the service delivery network 200.

[0046] Moreover, also under each region node 300 the topic tree 206 may include one or more hardware version topic nodes 308, where each hardware version topic node 308 relates to an installed vehicle 31 hardware version that may be shared by multiple vehicles 31 (e.g., a version of the VCS 1 hardware). These hardware version topic nodes 308 and subtopic nodes may accordingly be used to reference the vehicles 31 according to hardware version, not according to individual vehicle 31.

[0047] Under each hardware version topic node 308, the topic tree 206 may include one or more firmware version nodes 310. Each firmware version node 310 may organize nodes of the topic tree 206 associated with a firmware version that may be installed on the parent vehicle 31 hardware for a particular region.

[0048] The firmware version node 310 may further include feature nodes 312 organizing nodes of the topic tree 206 associated with a particular feature. As mentioned above, a feature may represent settings to implement an available connected service or a customer-specific collection of settings. Thus, a firmware version (e.g., a firmware version of the configurable module 210) may support multiple different features, where different portions of functionality of the firmware are engaged or disengaged for the various features.

[0049] The feature nodes 312 may further include configuration version nodes 314, each representing a topic 202 related to a version of a configuration file 208 for the associated feature, firmware version, hardware version, and region. The configuration files 208 may include setting and other information related to the parent features that they configure (e.g., for the version of firmware installed on the version of hardware for the particular region). Because settings and other options may change from version to version, the configuration files 208 may also include a version number of the firmware for which they are compatible.

[0050] A vehicle 31 may subscribe to topics of 202 the topic tree 206 that relate to the configuration of the vehicle 31. As one example, a vehicle may subscribe to a vehicle topic node 304 corresponding to the VIN of the vehicle 31, to receive any updates targeting the specific vehicle 31. As another example, a VCS 1 of a vehicle 31 may subscribe to a configuration version node 314 of the topic tree 206, to receive configuration or other updates corresponding to the installed region, hardware version, firmware version, feature, and global configuration version of the vehicle 31. The subscribed vehicle 31 may check or otherwise be informed of messages 204 published to the subscribed topics 202.

[0051] The service delivery network 200 may publish messages 204 into topics 202 of the topic tree 206 for which updates are to be performed. As one possibility, the service delivery network 200 may publish a message 204 into a vehicle topic node 304 to cause a particular vehicle 31 to be informed that a software or configuration update should be performed for the vehicle 31. As another possibility, the service delivery network 200 may publish a message 204 into a configuration version node 314 to cause any subscribed vehicles 31 having a particular region, hardware version, firmware version, feature, and global configuration version to perform a software or configuration update.

[0052] In some examples, an update may be indicated by a service delivery network 200 publishing a new configuration file 208 in the subscribed topic 202 as the message 204, where the new configuration file 208 may be associated with an updated version of the software or firmware. A vehicle 31 receiving the configuration file 208 may identify the version of the configuration file 208, and may set a desired software or firmware version for the vehicle 31 to be that of the version of the configuration file 208. Thus, upon becoming aware of an update notification message 204 in a subscribed node of the topic tree 206, the vehicle 31 may identify to upgrade its software version to the version specified by the notification.

[0053] The vehicle 31 may further utilize the topic tree 206 to provide updates messages 204 to the service delivery network 200 with respect to the status of the software update. For example, the vehicle 31 may publish alert messages 204 in an alert vehicle topic node 304 indicative of whether or not the software update was successful, and also to report the new installed version of the vehicle 31 software to the service delivery network 200. Accordingly, by using the topic tree 206, the service delivery network 200 may be able to request updates for individual vehicles 31 or for vehicles 31 having specific configurations.

[0054] FIG. 4 illustrates an exemplary process 400 for providing configuration updates from a service delivery network 200 to configure a configurable module 210 of a vehicle 31. The process 400 may be performed, for example, by a service delivery network 200 in communication with a VCS 1 of a vehicle 31 over a network 61.

[0055] At block 402, the service delivery network 200 receives vehicle 31 information. For example, when a vehicle 31 is assembled, the vehicle 31 may include various hardware and software components. Upon or after assembly, a VCS 1 of the vehicle 31 may be configured to query for existence and version information for at least a portion of these hardware and software components of the vehicle 31. The service delivery network 200 may be configured to receive the end-of-line (EOL) configuration of the vehicle 31 as built at a vehicle manufacturing facility from the VCS 1 of the vehicle 31 that was built. The end-of-line configuration may include information such as a model of the vehicle 31, a year of the vehicle 31, options included in the vehicle 31 and a region in which the vehicle 31 is built or intended for sale.

[0056] At block 404, the service delivery network 200 determines a configuration for the configurable module 210 of the vehicle 31. As one possibility, the service delivery network 200 may be configured to determine whether to enable or disable features of the configurable module 210 based on the supported functionality of the modules included in the vehicle 31 as built. As another possibility, the service delivery network 200 may be configured to determine particular feature settings for the configurable module 210 based

on the vehicle data store 212 feature associations of vehicle 31 identifiers and associated customers or desired configuration parameters. For instance, by querying the vehicle data store 212 for the vehicle identifier of the vehicle 31, the service delivery network 200 may identify that the vehicle 31 is a member of a customer fleet requiring a customer-specific feature setting (e.g., one fleet owner may prefer GPS data from the vehicle 31 every 2 minutes, while another fleet owner may prefer the GPS data from the vehicle 31 every 10 minutes). These customer-specific feature settings may be included in a determined configuration for the configurable module 210.

[0057] At block 406, the service delivery network 200 provides a notification to configure the desired feature set of the configurable module 210. For example, the service delivery network 200 may publish one or more messages 204 into a vehicle topic node 304 to which the vehicle 31 is subscribed. The message 204 may include, as some examples, a configuration file 208 or a set of messages 204 to update particular configuration settings or information.

[0058] At decision point 408, the service delivery network 200 determines whether the vehicle data store 212 feature associations for a vehicle 31 has been updated. For example, the service delivery network 200 may identify whether the vehicle data store 212 has received any messages or other updates to a subscription status of the vehicles 31 to various features (e.g., vehicles 31 becoming subscribed to services, vehicles 31 becoming unsubscribed from services). As another example, the service delivery network 200 may identify whether the vehicle data store 212 has received any messages or other updates to the association of vehicles 31 with various customers or fleets (e.g., vehicles 31 changing ownership). As yet another example, the service delivery network 200 may identify whether customer-specific (e.g., fleet-specific) requirements have changed, such as a change in a number of minutes between GPS location updates provided by a vehicle 31. If information for a vehicle 31 has been updated, control passes to block 404 to inform the vehicle 31 of any configuration updates. Otherwise, control passes to decision point 410.

[0059] At decision point 410, the service delivery network 200 determines whether the vehicle 31 information has been updated. For example, the service delivery network 200 may identify whether the VCS 1 of the vehicle 31 has provided updated vehicle configuration information in a message 204 published to a topic 202 of the topic tree 206 corresponding to the vehicle 31 (e.g., in the general alert topic node 306-A or another topic node 306 associated with the specific vehicle 31). If new information has been provided, control passes to block 404 to inform the vehicle 31 of any configuration updates. Otherwise, control passes to decision point 408.

[0060] FIG. 5 illustrates an exemplary process 500 for the receiving configuration updates from a service delivery network 200 to configure a configurable module 210 of a vehicle 31. The process 500 may be performed, for example, by a VCS 1 of a vehicle 31 in communication with a service delivery network 200 over a network 61.

[0061] At block 502, the vehicle 31 gathers a configuration of the vehicle 31. For example, the VCS 1 of the vehicle 31 may determine the end-of-line (EOL) configuration of the vehicle 31 as built at a vehicle manufacturing facility. When a vehicle 31 is assembled, the vehicle 31 may include various hardware and software components. Upon or after assembly, a VCS 1 of the vehicle 31 may be configured to query for

existence and version information for at least a portion of these hardware and software components of the vehicle 31.

[0062] At block 504, the vehicle 31 provides the configuration of the vehicle 31 to the service delivery network 200. For example, the VCS 1 may communicate via the network 61 to establish an account with the service delivery network 200 using the queried information and additional information identifying the specific vehicle 31 (e.g., VIN information published on the CAN bus, subscriber identity module (SIM) information of the modem 63 such as international mobile station equipment identity (IMEI)). The service delivery network 200 may receive these communications from the vehicles 31, and may maintain a data store of the hardware configurations and software (e.g., firmware) versions linked to identifiers of the vehicles 31. Based on the vehicle configuration information, the service delivery network 200 may subscribe the vehicle 31 to topics 202 of the topic tree 206 that correspond to the information identifying the specific vehicle 31, thereby providing the service delivery network 200 with one or more vehicle topic nodes 304 that may be used to configure the particular vehicle 31.

[0063] At decision point 506, the vehicle 31 determines whether a notification of a feature set update from the service delivery network 200 is pending. For example, the service delivery network 200 may publish a message 204 into a vehicle topic node 304 including a configuration file 208 or other updated configuration update information. If the vehicle 31 determines that a configuration update is pending, control passes to block 508. Otherwise, control passes to decision point 510.

[0064] At block 508, the vehicle 31 updates the configuration of the feature set of the configurable module 210. For example, the service delivery network 200 may publish a message 204 into a vehicle topic node 304 including a configuration file 208 or other configuration update information. The vehicle 31 may perform configuration of the configurable module 210 in accordance with the message 204 to enable, disable or configure features of the configurable module 210. After block 508, control passes to decision point 506.

[0065] At decision point 510, the vehicle 31 determines whether a notification of a newer vehicle 31 configuration should be provided from the vehicle 31 to the service delivery network 200. For example, the VCS 1 of the vehicle 31 may determine the vehicle configuration periodically (e.g., daily, weekly), upon vehicle key-on, when explicitly requested by an operator of the vehicle 31, or when requested by the service delivery network 200 (e.g., by sending a request to a topic 202 to which the vehicle 31 is subscribed). If the vehicle 31 determines that the vehicle 31 configuration has updated, control passes to block 512. Otherwise, control passes to decision point 506.

[0066] At block 512, the vehicle 31 provides a notification of the vehicle 31 configuration update to the service delivery network 200. For example, the VCS 1 of the vehicle 31 may provide updated vehicle configuration information the service delivery network 200 in a message 204 published to a topic 202 of the topic tree 206 corresponding to the vehicle 31 (e.g., in the general alert topic node 306-A or another topic node 306 associated with the specific vehicle 31). After block 512, control passes to decision point 506 to potentially receive any applicable configuration updates determined to be by the service delivery network 200.

[0067] Thus, based on the vehicle 31 configuration and other vehicle 31 factors, the service delivery network 200

may be configured to enable, disable, or configure features of a configurable module **210** of a vehicle **31**. The configurable module **210** may allow different features to be enabled, disabled or customized according to the requirements of the vehicle **31** owner and the capabilities of the vehicle **31**. Moreover, due to the configurable nature of the configurable module **210**, the configurable module **210** may allow for the avoidance of complicated issues with respect to the management of different part numbers for the same module across regions, vehicles, and model years.

[0068] While exemplary embodiments are described above, it is not intended that these embodiments describe all possible forms of the invention. Rather, the words used in the specification are words of description rather than limitation, and it is understood that various changes may be made without departing from the spirit and scope of the invention. Additionally, the features of various implementing embodiments may be combined to form further embodiments of the invention.

What is claimed is:

1. A computer-implemented method comprising:
 - providing, from a vehicle to a server, a vehicle identifier and vehicle build configuration information; and
 - updating, based on a notification, received by the vehicle from the server in a vehicle-identifier-associated topic tree message topic, a configurable vehicle module feature set configuration, supporting a plurality of features.
2. The method of claim 1, further comprising gathering the vehicle build configuration information by the vehicle.
3. The method of claim 1, wherein the vehicle identifier includes at least one of a vehicle identification number (VIN) of the vehicle and subscriber identity module (SIM) information of a modem of the vehicle, and further comprising subscribing the vehicle to the message topic of the topic tree according to the vehicle identifier.
4. The method of claim 1, further comprising adjusting the feature set configuration of the configurable module according to at least one of (i) an owner of the vehicle, (ii) a geographic region associated with the vehicle, and (iii) a software version of a vehicle component of the vehicle.
5. The method of claim 4, wherein adjusting the feature set configuration of the configurable module includes at least one of (i) enabling a feature supported by the configurable module, (ii) disabling a feature supported by the configurable module, and (iii) adjusting a setting of a feature supported by the configurable module.
6. The method of claim 1, further comprising at least one of (i) enabling a feature supported by the configurable module when the vehicle is subscribed to the feature, and (ii) disabling a feature supported by the configurable module when the vehicle is unsubscribed to the feature.
7. The method of claim 1, further comprising assigning a default feature set configuration to the configurable module disabling at least one feature of the configurable module until the configurable module received the notification in the message topic.
8. A vehicle comprising:
 - a configurable module supporting a plurality of features and configured to:
 - provide, from the vehicle to a server, a vehicle identifier and vehicle build configuration information; and
 - update, based on a notification, received by the vehicle from the server in a vehicle-identifier-associated topic

tree message topic, a configurable vehicle module feature set configuration, supporting a plurality of features.

9. The vehicle of claim 8, the configurable module further configured to gather the vehicle build configuration information.

10. The vehicle of claim 8, the configurable module further configured to adjust the feature set configuration of the configurable module according to at least one of (i) an owner of the vehicle, (ii) a geographic region associated with the vehicle, and (iii) a software version of a vehicle component of the vehicle.

11. The vehicle of claim 10, wherein adjusting the feature set configuration of the configurable module includes at least one of (i) enabling a feature supported by the configurable module, (ii) disabling a feature supported by the configurable module, and (iii) adjusting a setting of a feature supported by the configurable module.

12. The vehicle of claim 8, the configurable module further configured to at least one of (i) enable a feature supported by the configurable module when the vehicle is subscribed to the feature, and (ii) disable a feature supported by the configurable module when the vehicle is unsubscribed to the feature.

13. The vehicle of claim 8, the configurable module further configured to utilize a default feature set configuration disabling at least one feature of the configurable module until the configurable module receives the notification in the message topic.

14. A system comprising:

a service delivery network configured to:

- receive, from a vehicle, a vehicle identifier of the vehicle and vehicle build configuration information,
- determine a feature set configuration of a configurable module of the vehicle based on the vehicle information and vehicle feature associations retrieved from a vehicle data source, and
- provide, in a message topic of a topic tree associated with the vehicle identifier to which the vehicle is subscribed, a notification to configure the configurable module.

15. The system of claim 14, wherein the vehicle identifier includes at least one of a vehicle identification number (VIN) of the vehicle and subscriber identity module (SIM) information of a modem of the vehicle, and the service delivery network is further configured to perform operations comprising subscribing the vehicle to the message topic of the topic tree according to the vehicle identifier.

16. The system of claim 14, wherein the vehicle feature associations include at least one of (i) an owner of the vehicle, (ii) a geographic region associated with the vehicle, and (iii) a software version of a vehicle component of the vehicle.

17. The system of claim 16, wherein adjusting the feature set configuration of the configurable module includes at least one of (i) enabling a feature supported by the configurable module, (ii) disabling a feature supported by the configurable module, and (iii) adjusting a setting of a feature supported by the configurable module.

18. The system of claim 14, wherein the notification is configured to cause the vehicle to perform operations comprising performing at least one of (i) enabling a feature supported by the configurable module when the vehicle is subscribed to the feature according to the vehicle feature associations, and (ii) disabling a feature supported by the

configurable module when the vehicle is unsubscribed to the feature according to the vehicle feature associations.

19. The system of claim **14**, wherein the notification includes a configuration file specifying information to configure multiple portions of functionality of the configurable module.

20. The system of claim **14**, further comprising a configurable module configured to:

provide, from the vehicle to the service delivery network, the vehicle identifier and the vehicle build configuration information; and

update, based on the notification, the configuration of the configurable module.

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