



US 20130317979A1

(19) **United States**

(12) **Patent Application Publication**
MARATHE et al.

(10) **Pub. No.: US 2013/0317979 A1**

(43) **Pub. Date: Nov. 28, 2013**

(54) **METHODS, SYSTEMS, AND PRODUCTS FOR CHARGING BATTERIES**

(71) Applicant: **AT&T Intellectual Property II, L.P.**,
Atlanta, GA (US)

(72) Inventors: **NIKHIL S. MARATHE**, ROSELLE, IL (US); **CHRISTOPHER F. BALDWIN**, Crystal Lake, IL (US); **BRUCE BARNES**, PINGREE GROVE, IL (US); **PATRICK JOHN KENNY**, Barrington, IL (US); **SHADI KHOSHABA**, Skokie, IL (US); **CHARLES STAHULAK**, Chicago, IL (US)

(21) Appl. No.: **13/945,970**

(22) Filed: **Jul. 19, 2013**

Related U.S. Application Data

(63) Continuation of application No. 13/481,785, filed on May 26, 2012, now Pat. No. 8,515,865.

Publication Classification

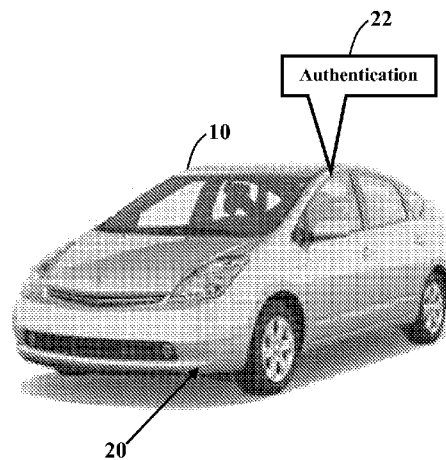
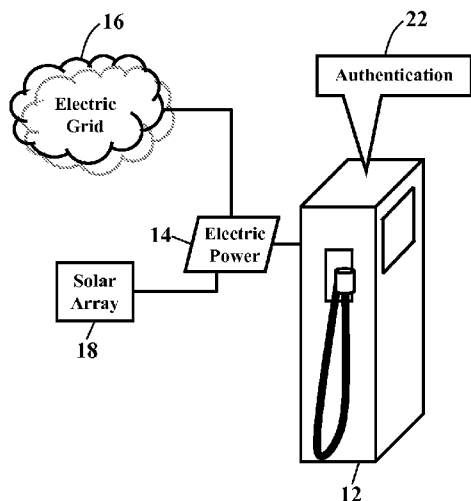
(51) **Int. Cl.**
B60L 11/18 (2006.01)

(52) **U.S. Cl.**
CPC **B60L 11/1838** (2013.01); **B60L 11/1848** (2013.01)

USPC **705/39; 320/162**

(57) **ABSTRACT**

Methods, systems, and products charge a battery in a vehicle. A charging station selects charging parameters based on a vehicle identification number associated with the vehicle.



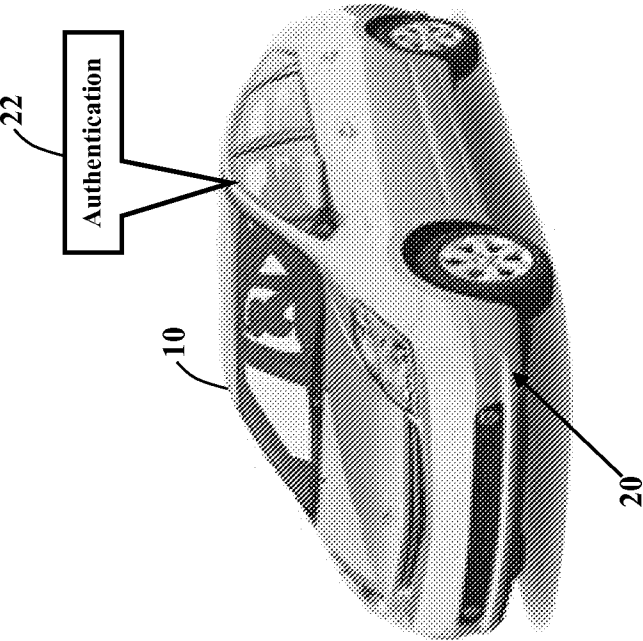


FIG. 1

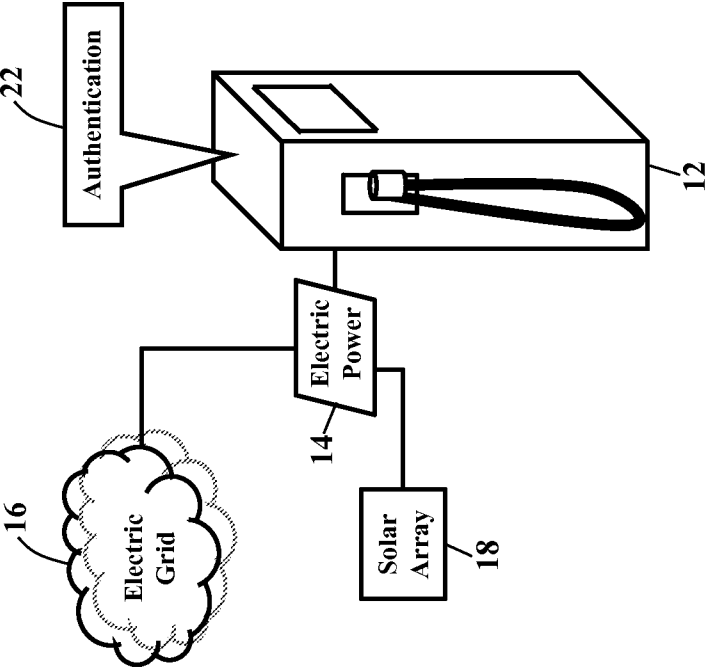


FIG. 2

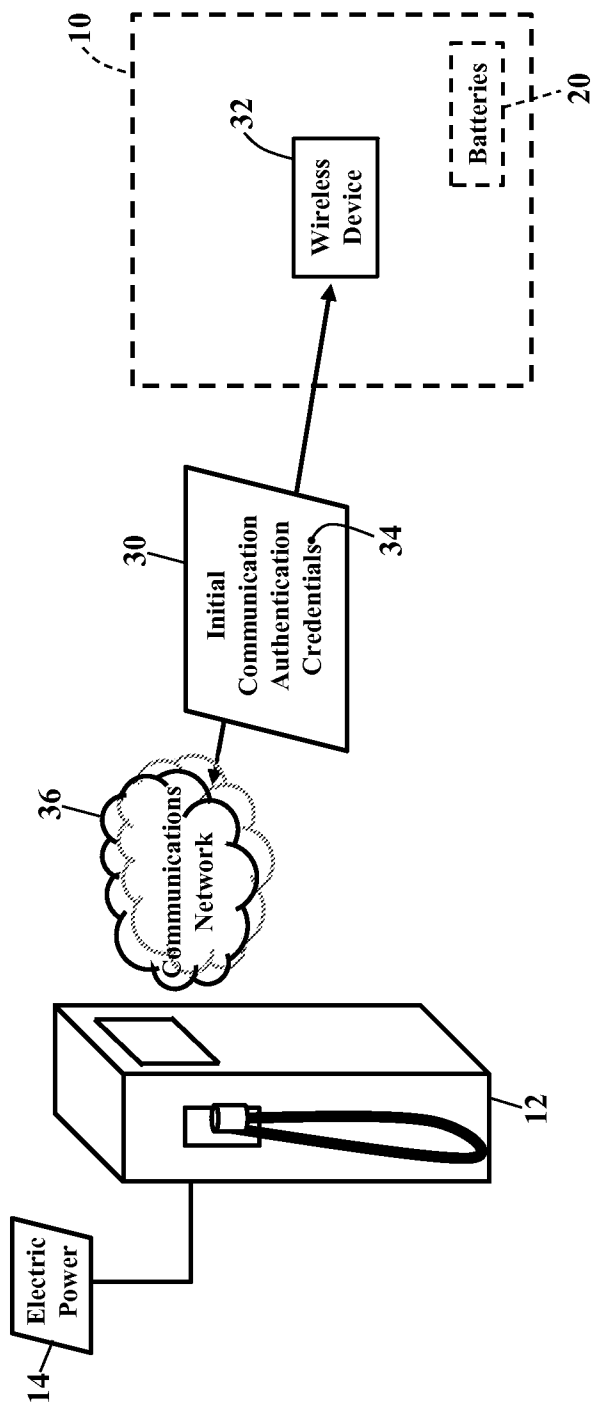


FIG. 3

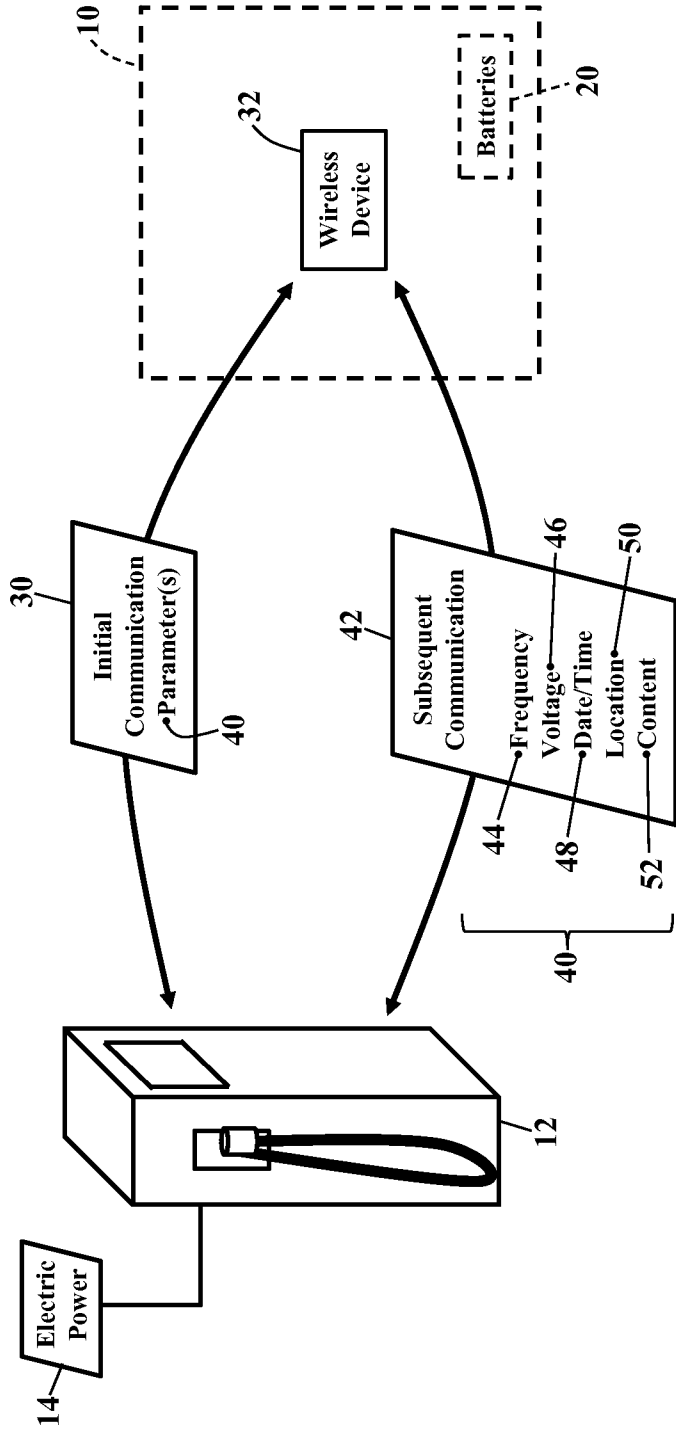


FIG. 4

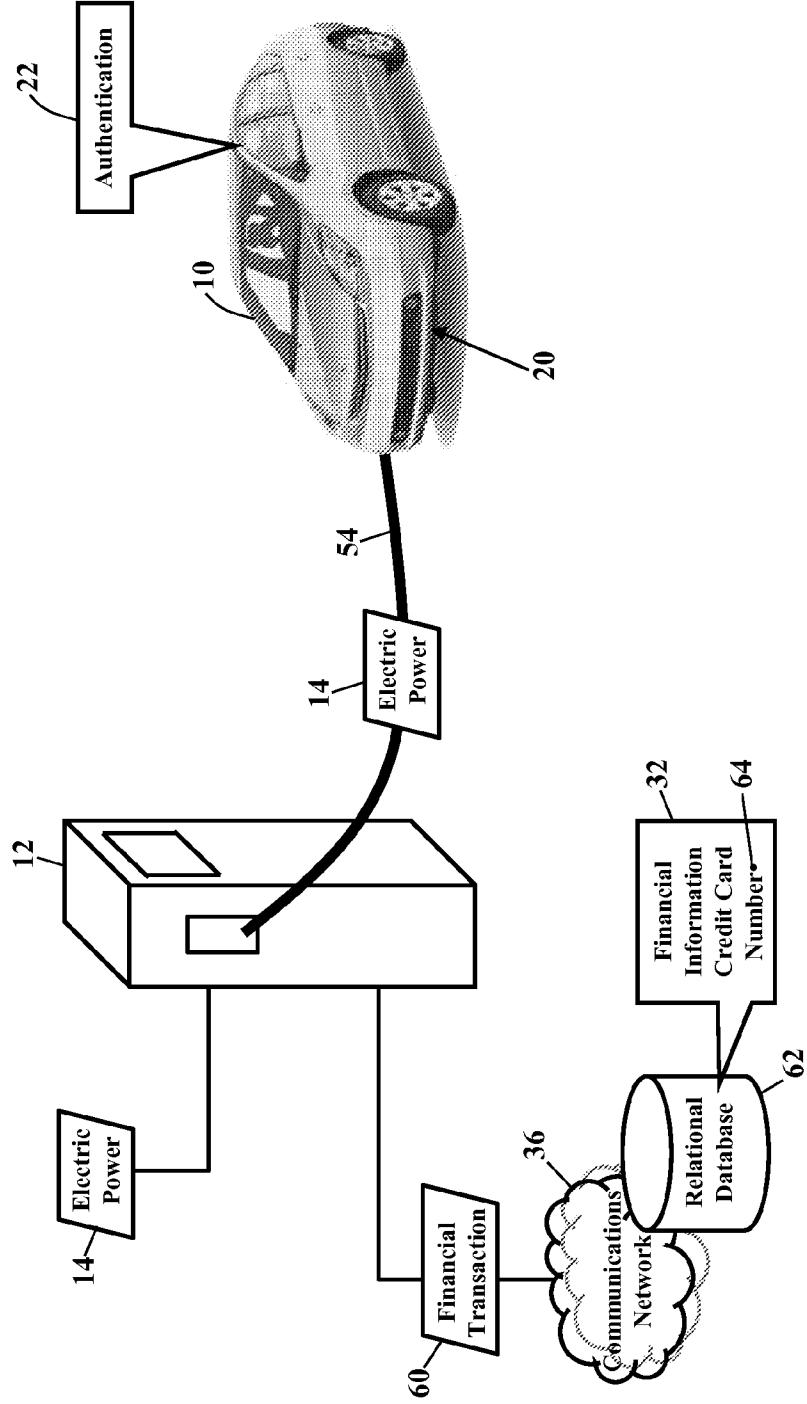


FIG. 5

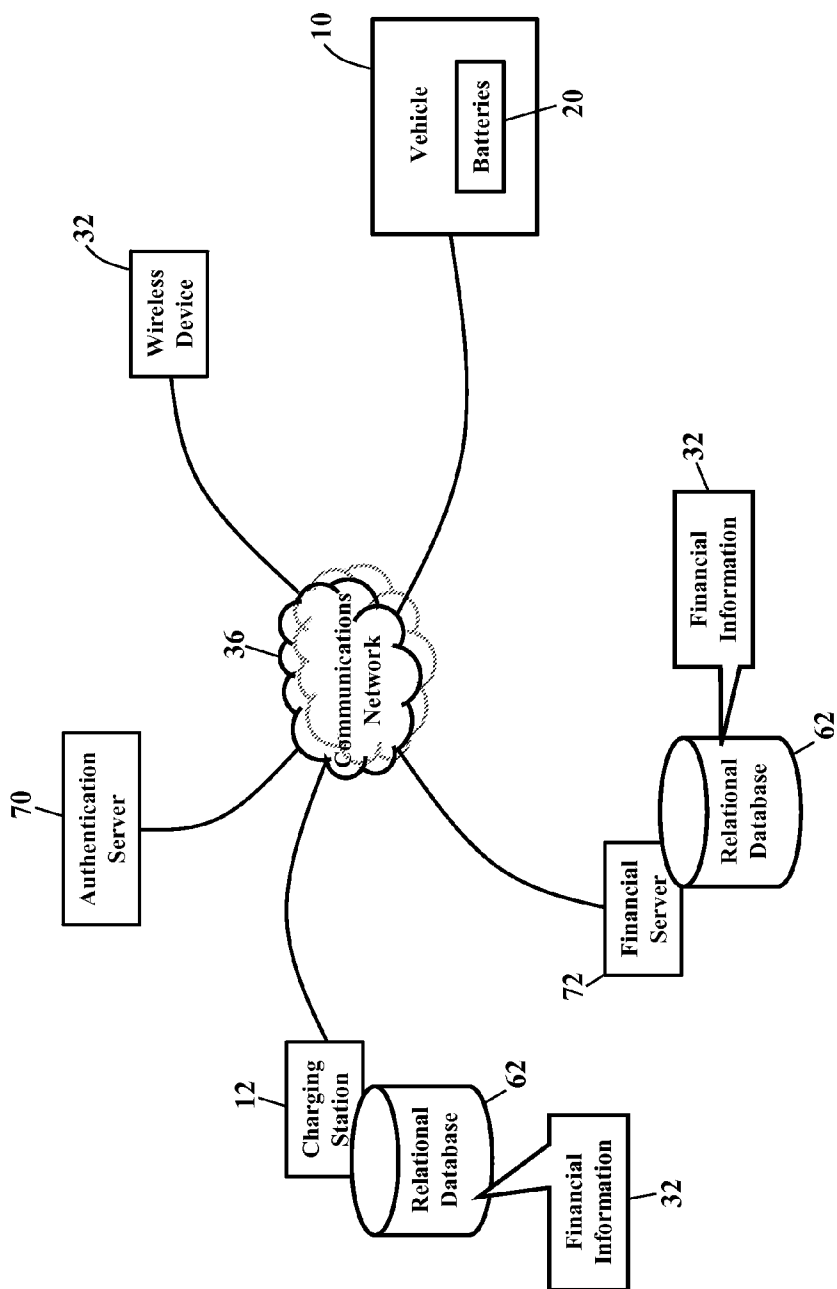


FIG. 6

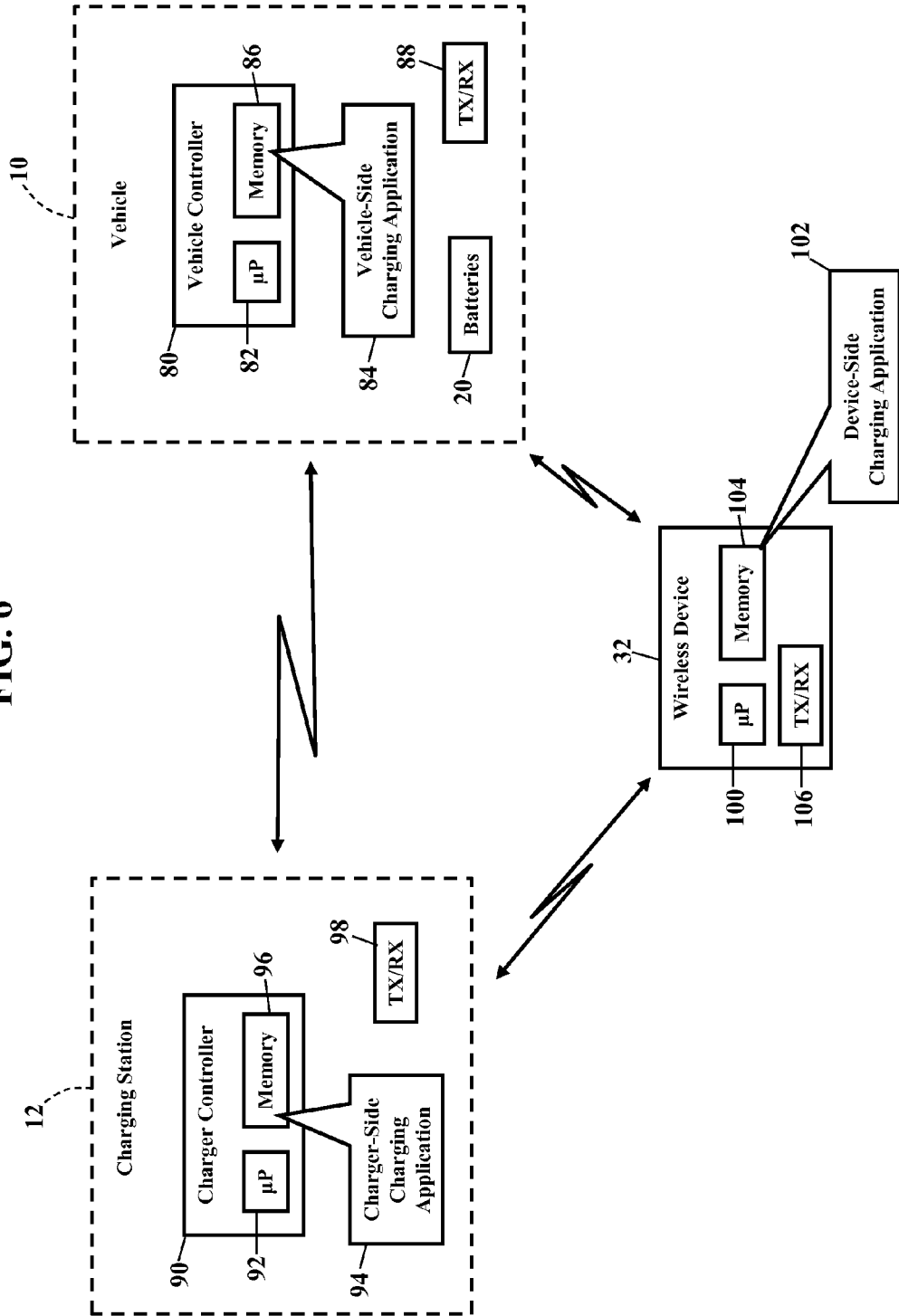


FIG. 7

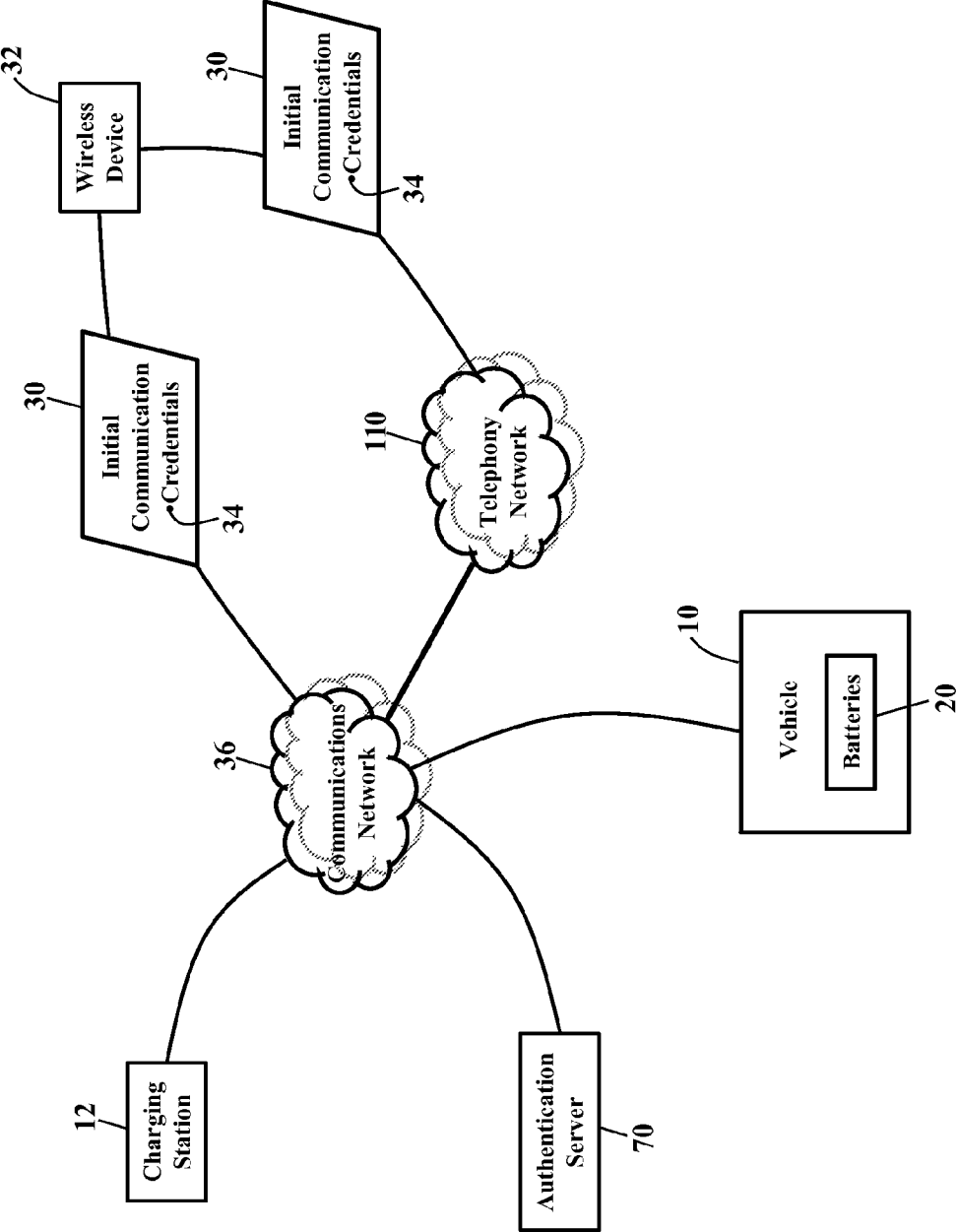


FIG. 8

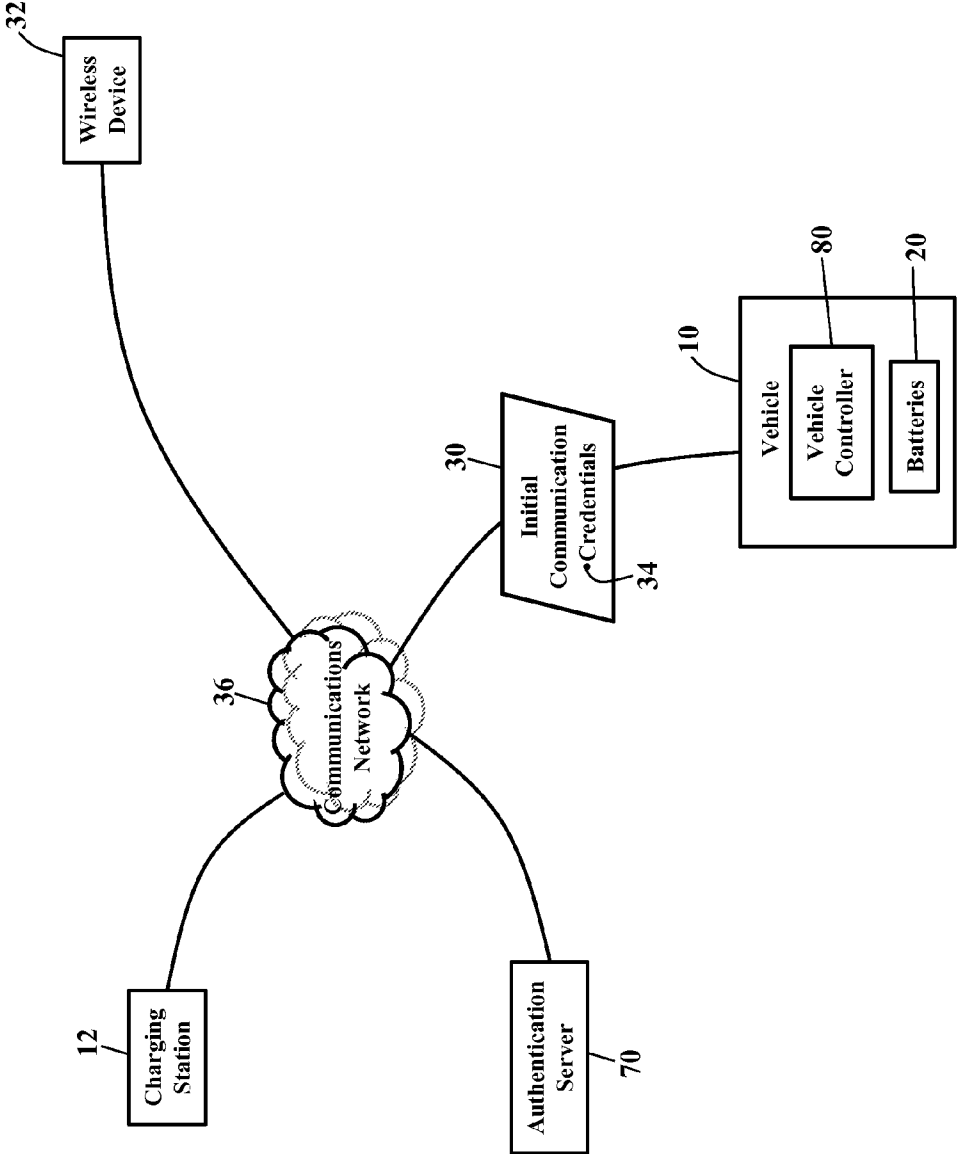


FIG. 9

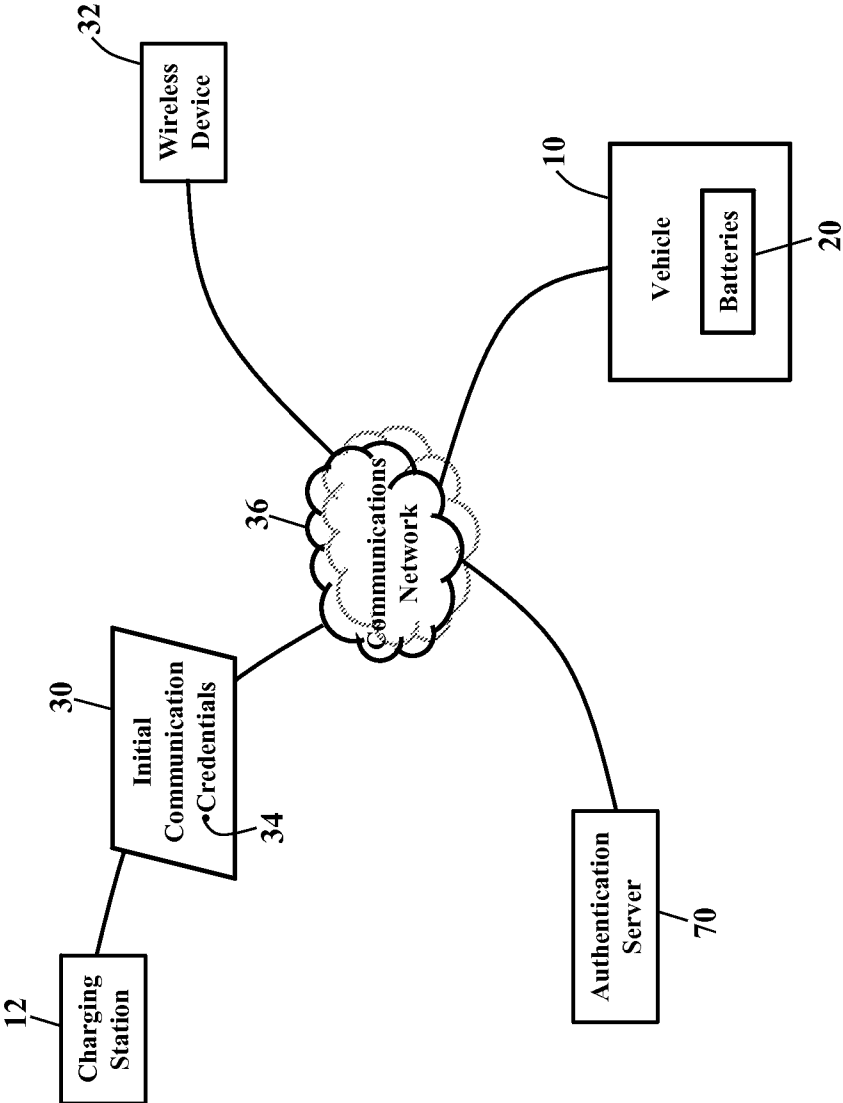


FIG. 10

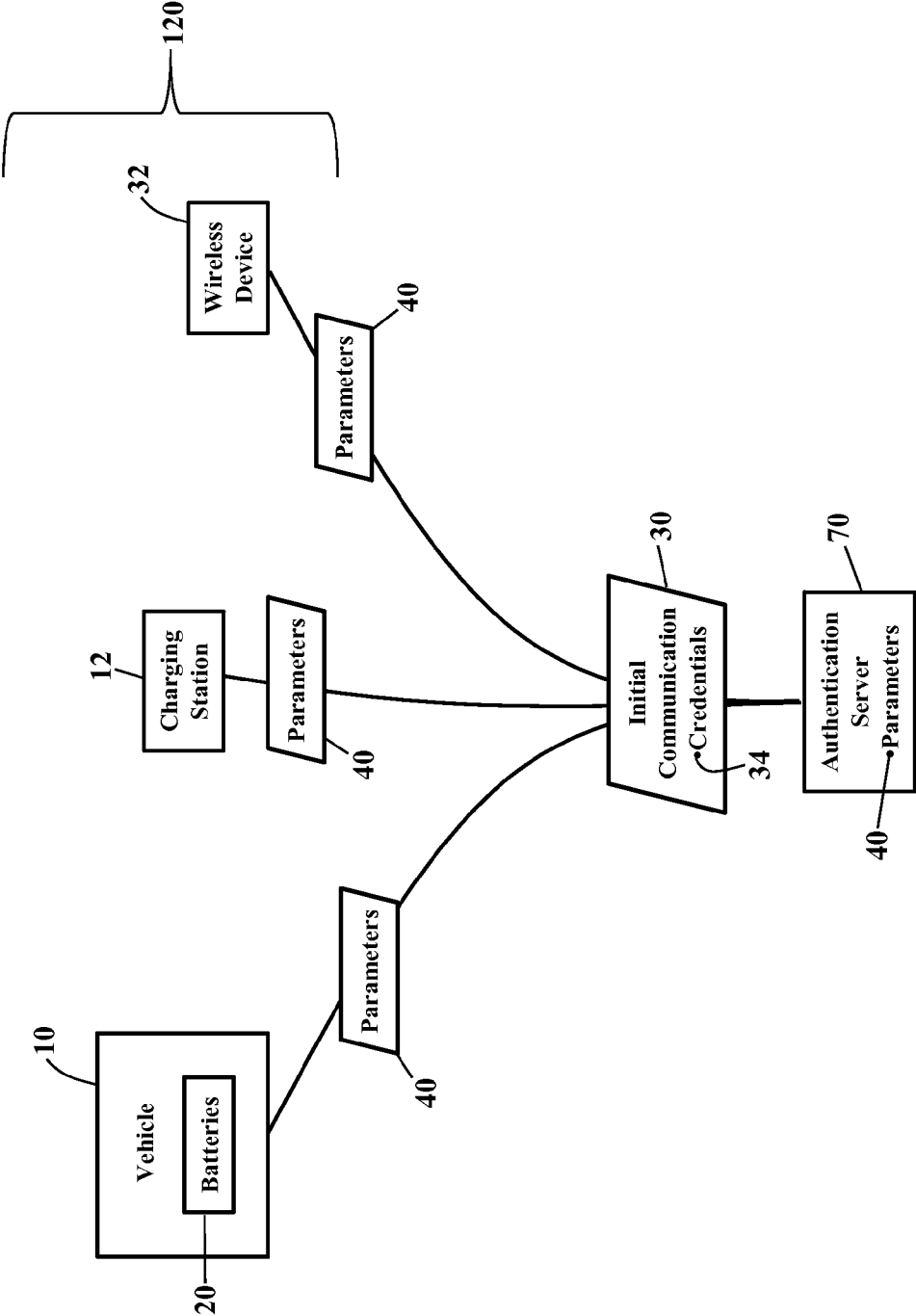


FIG. 11

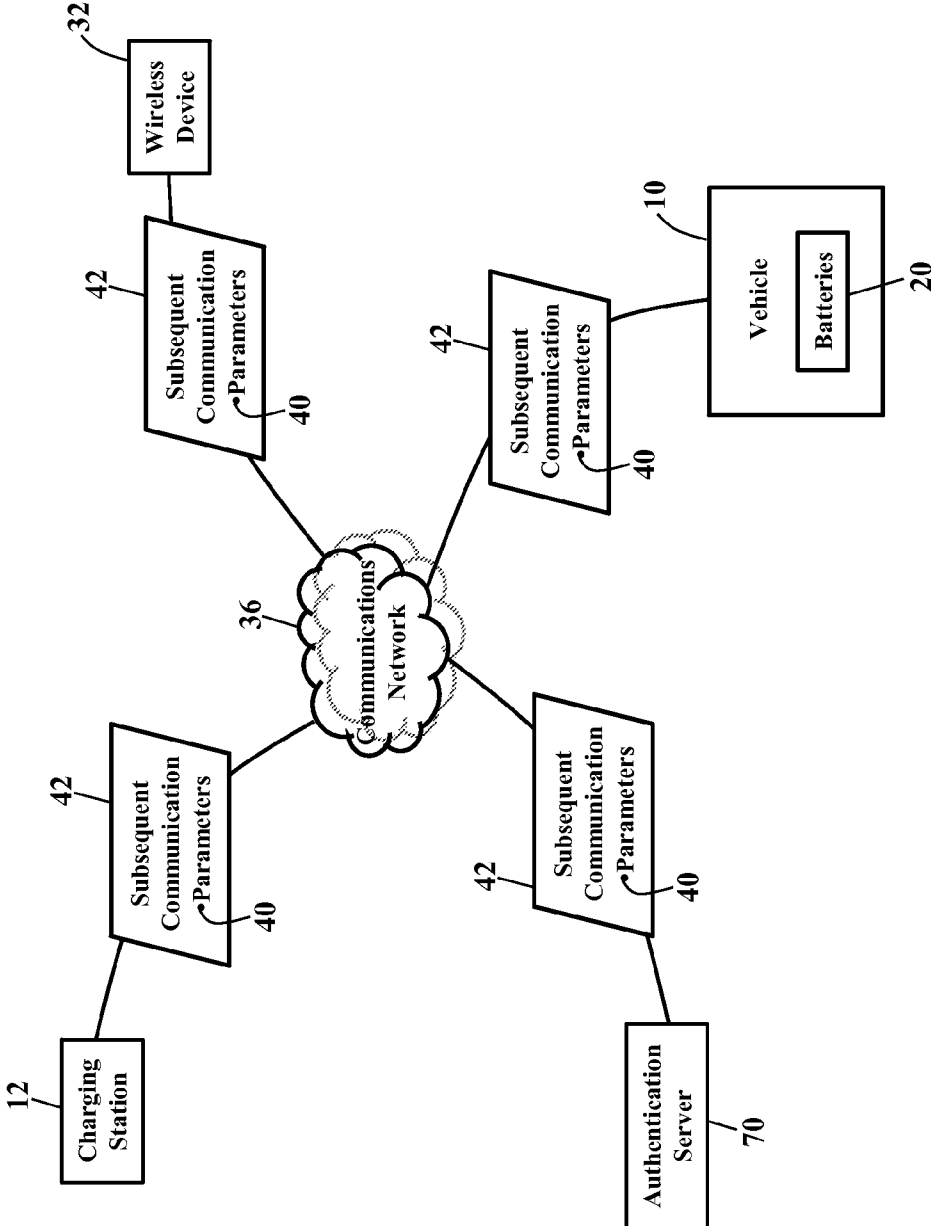


FIG. 12

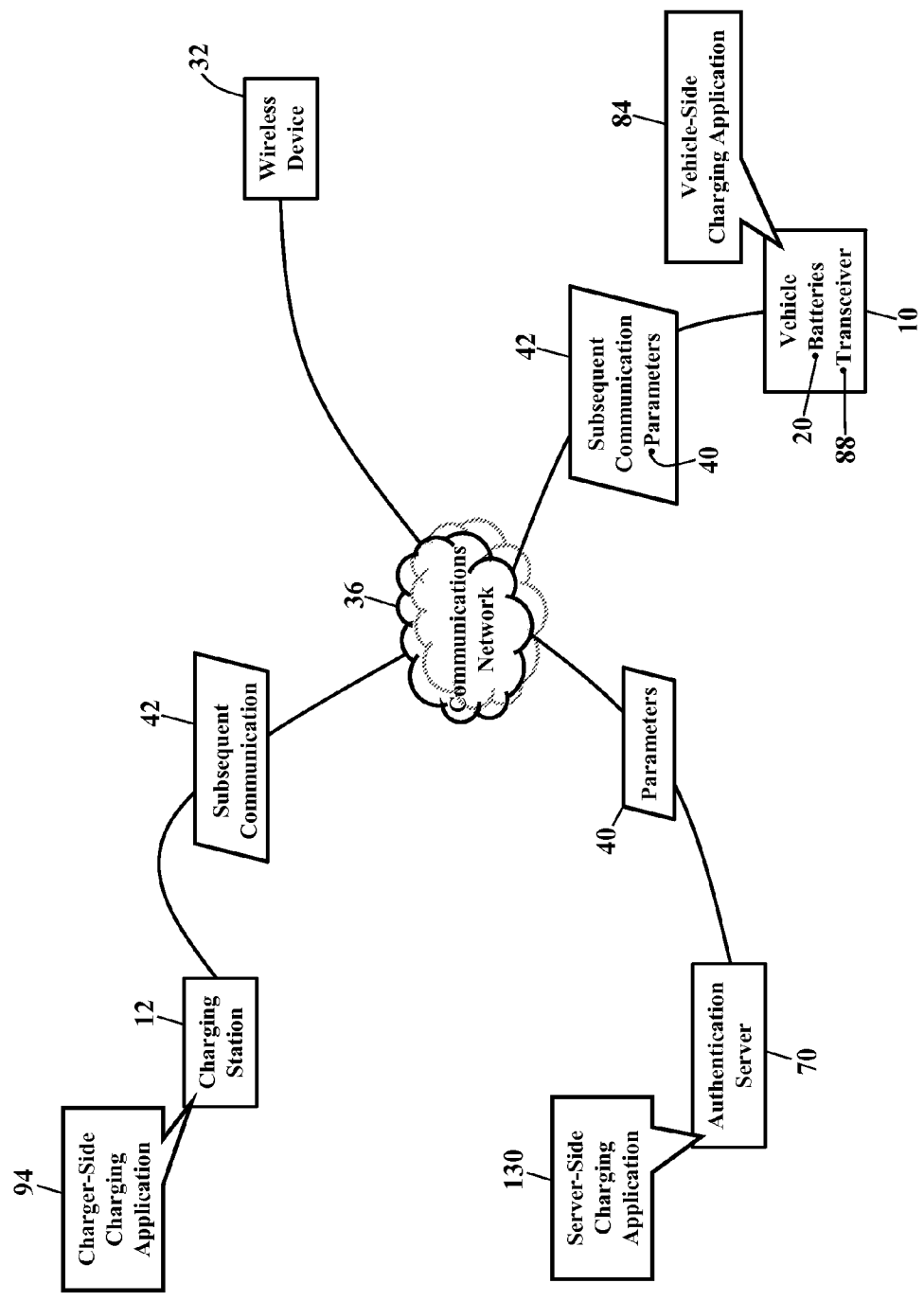


FIG. 13

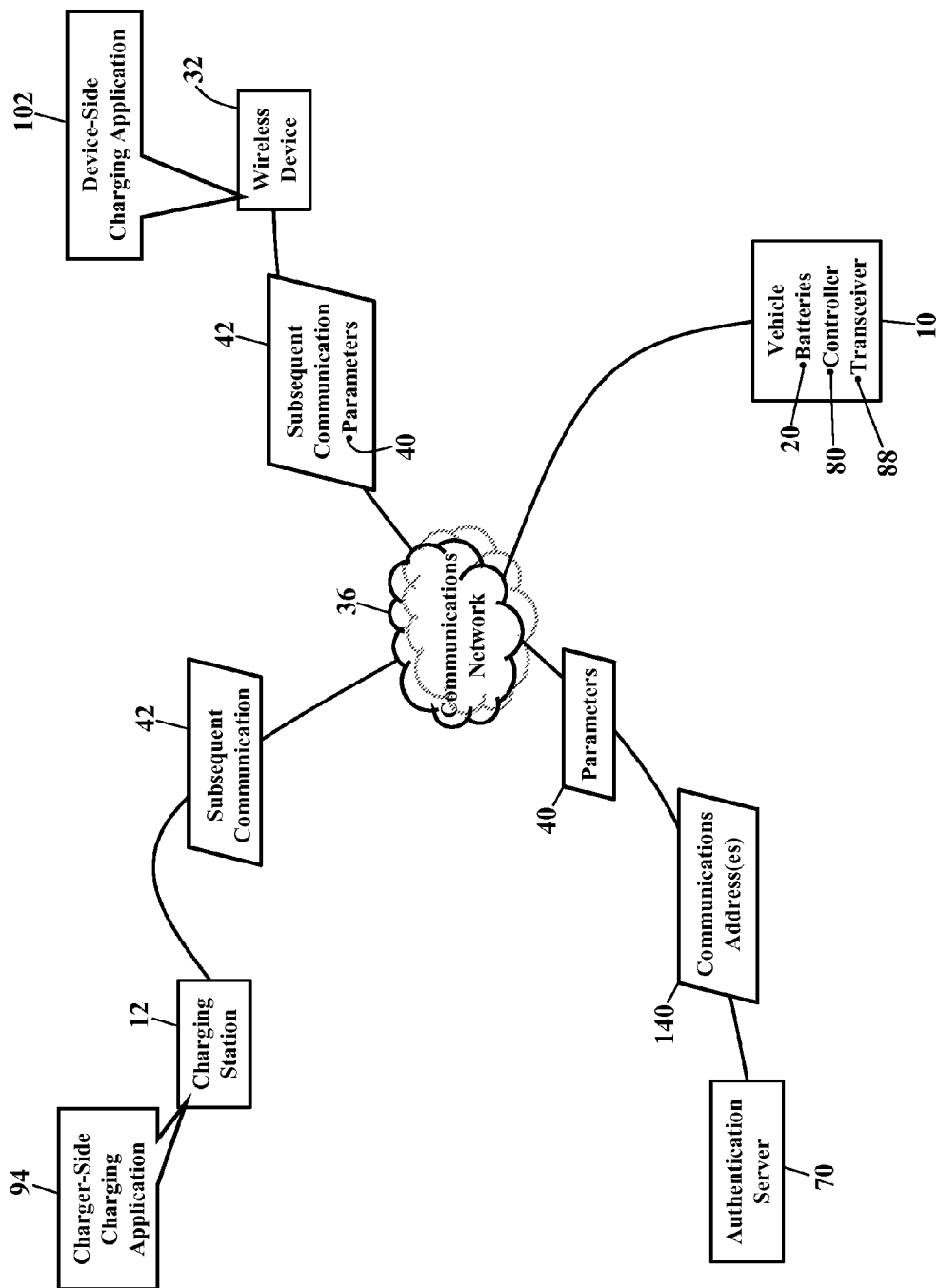


FIG. 14

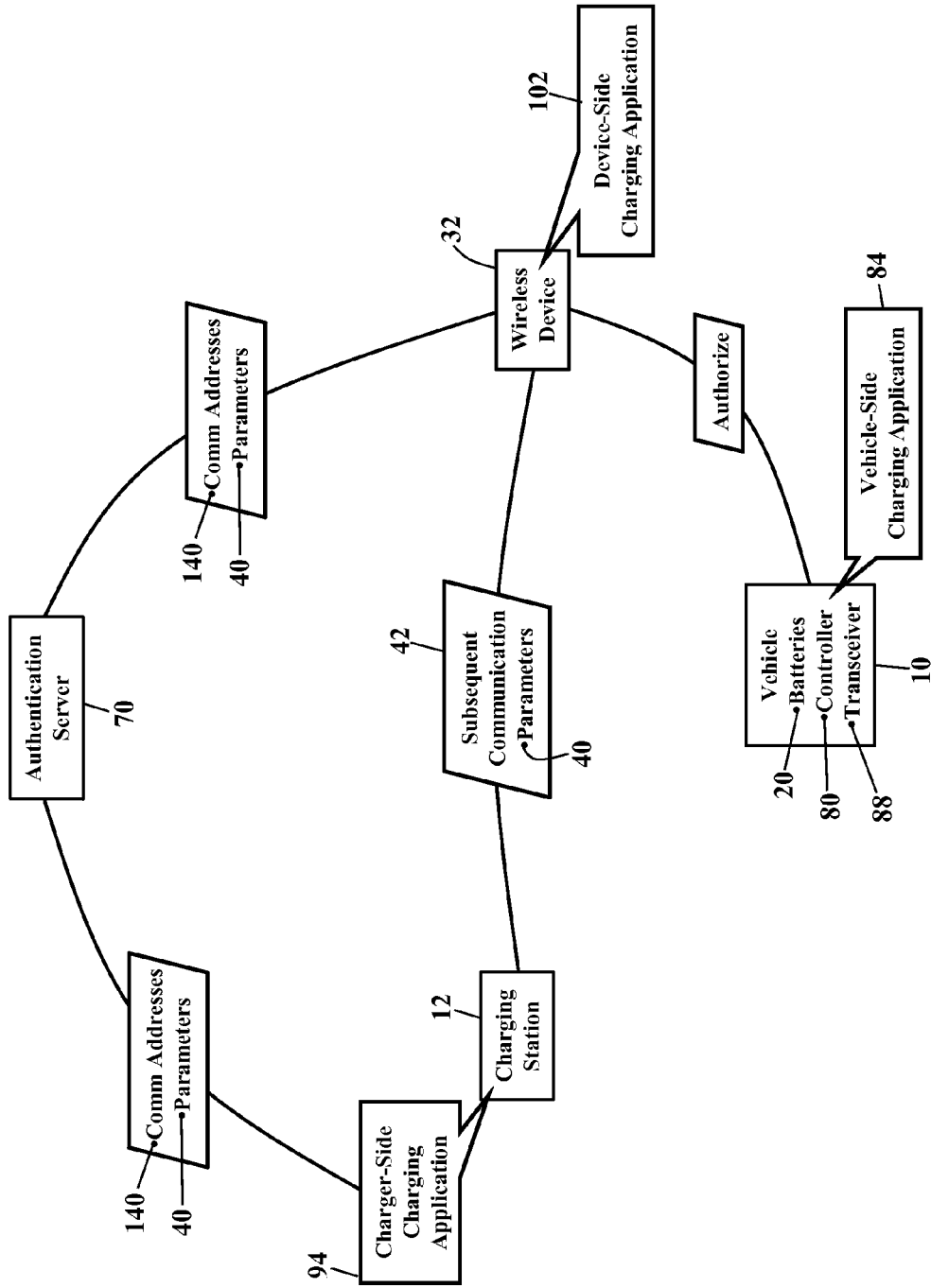


FIG. 15

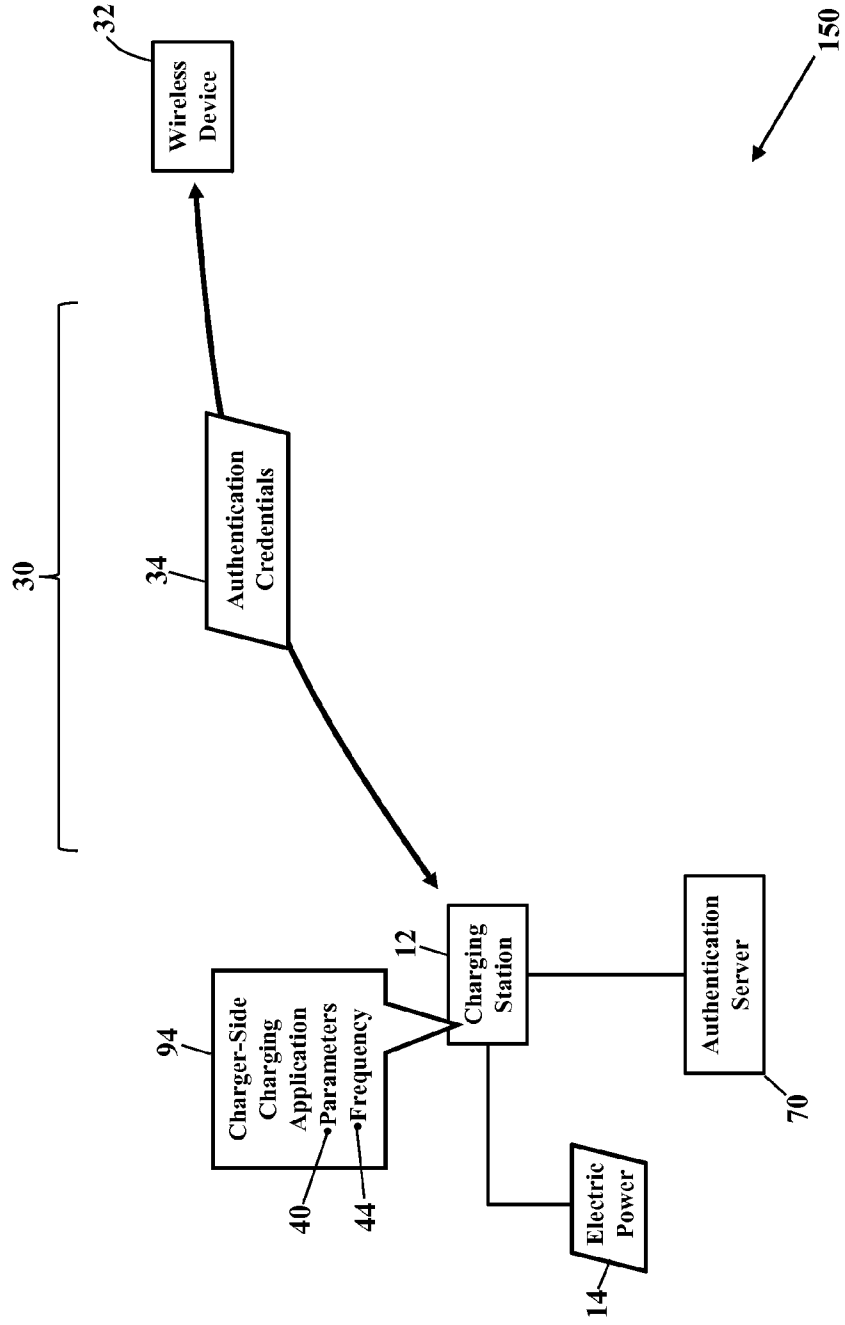


FIG. 16

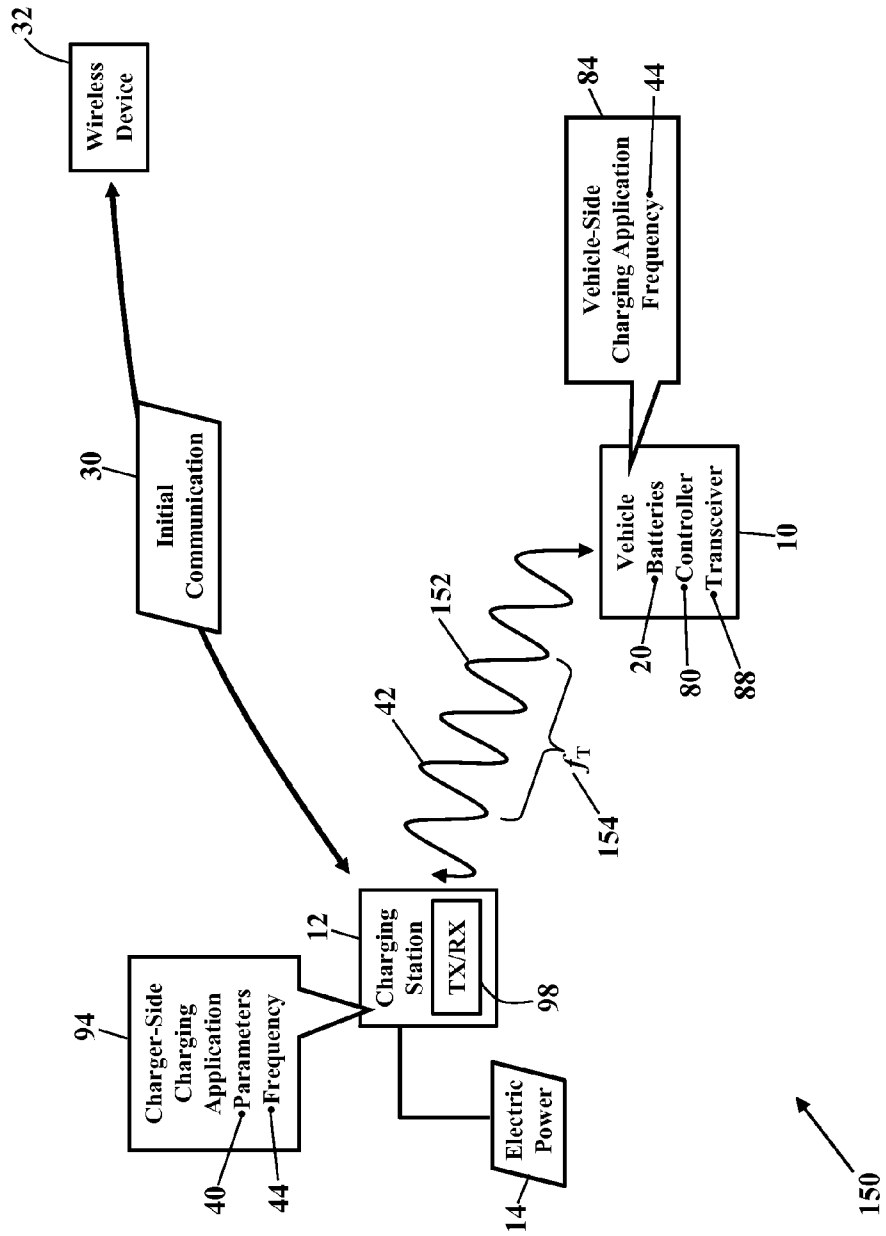


FIG. 17

150

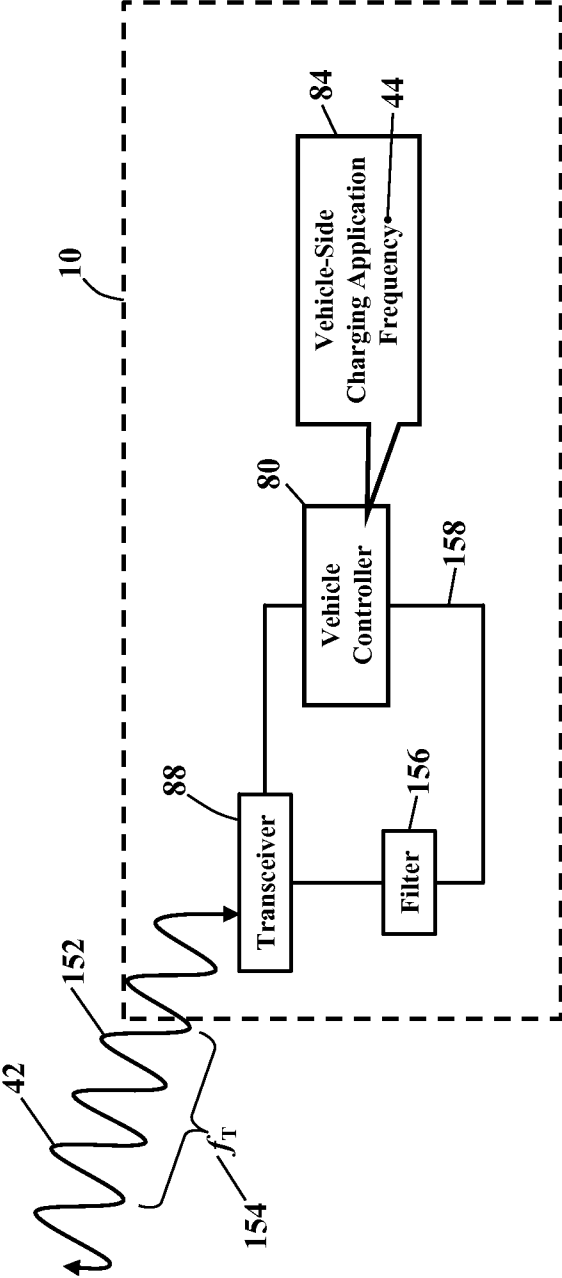


FIG. 18

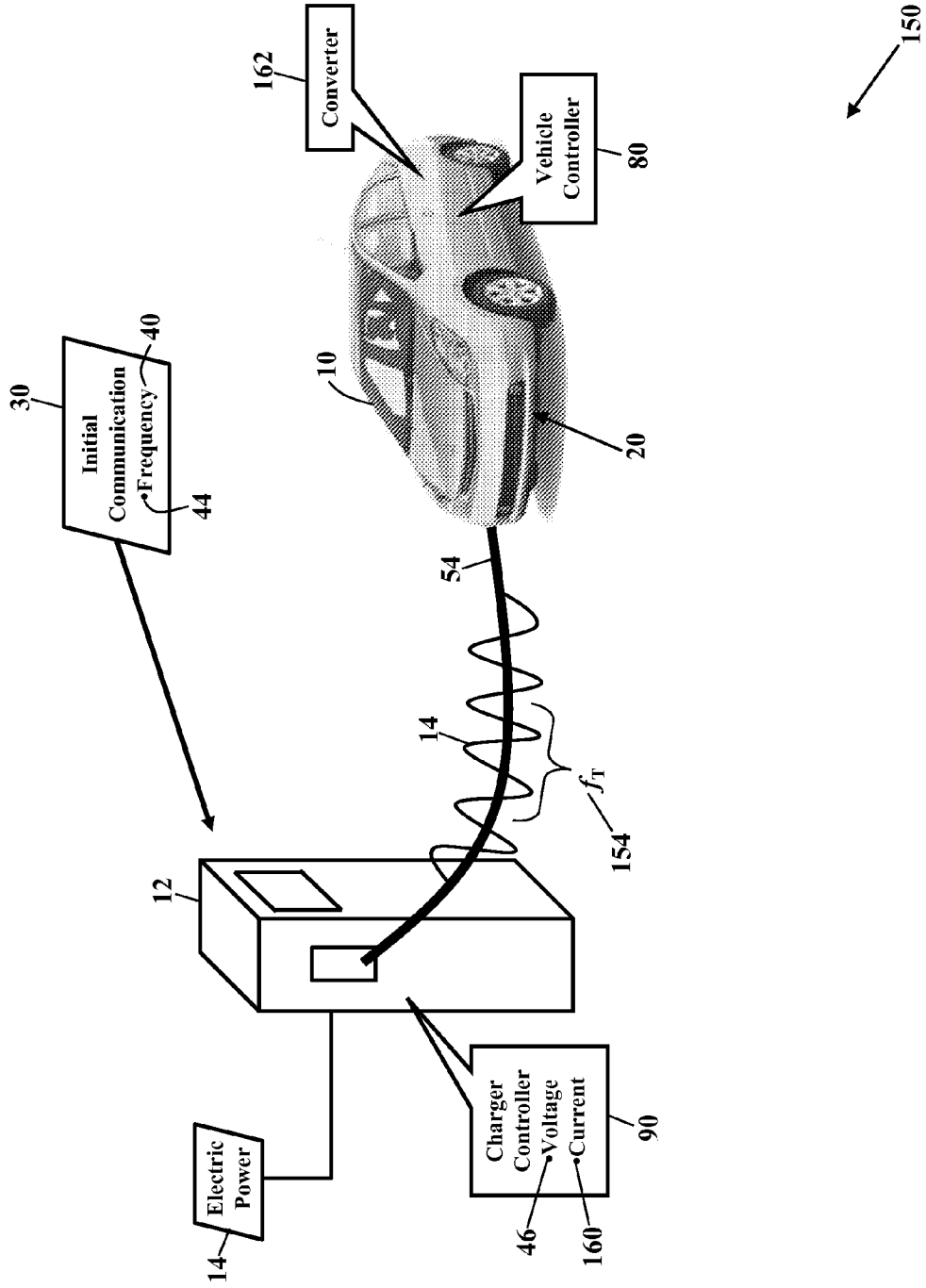


FIG. 19

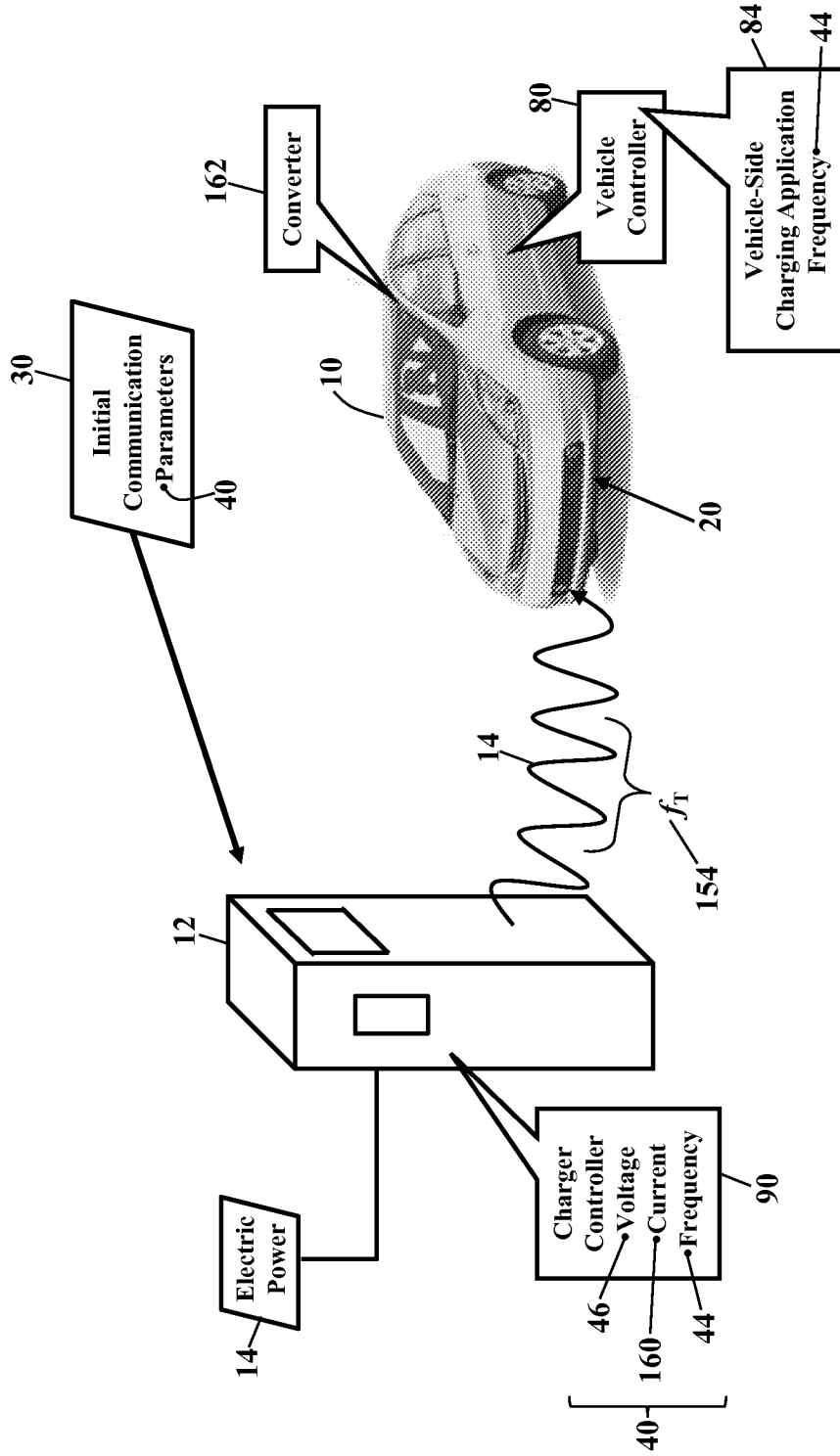


FIG. 20

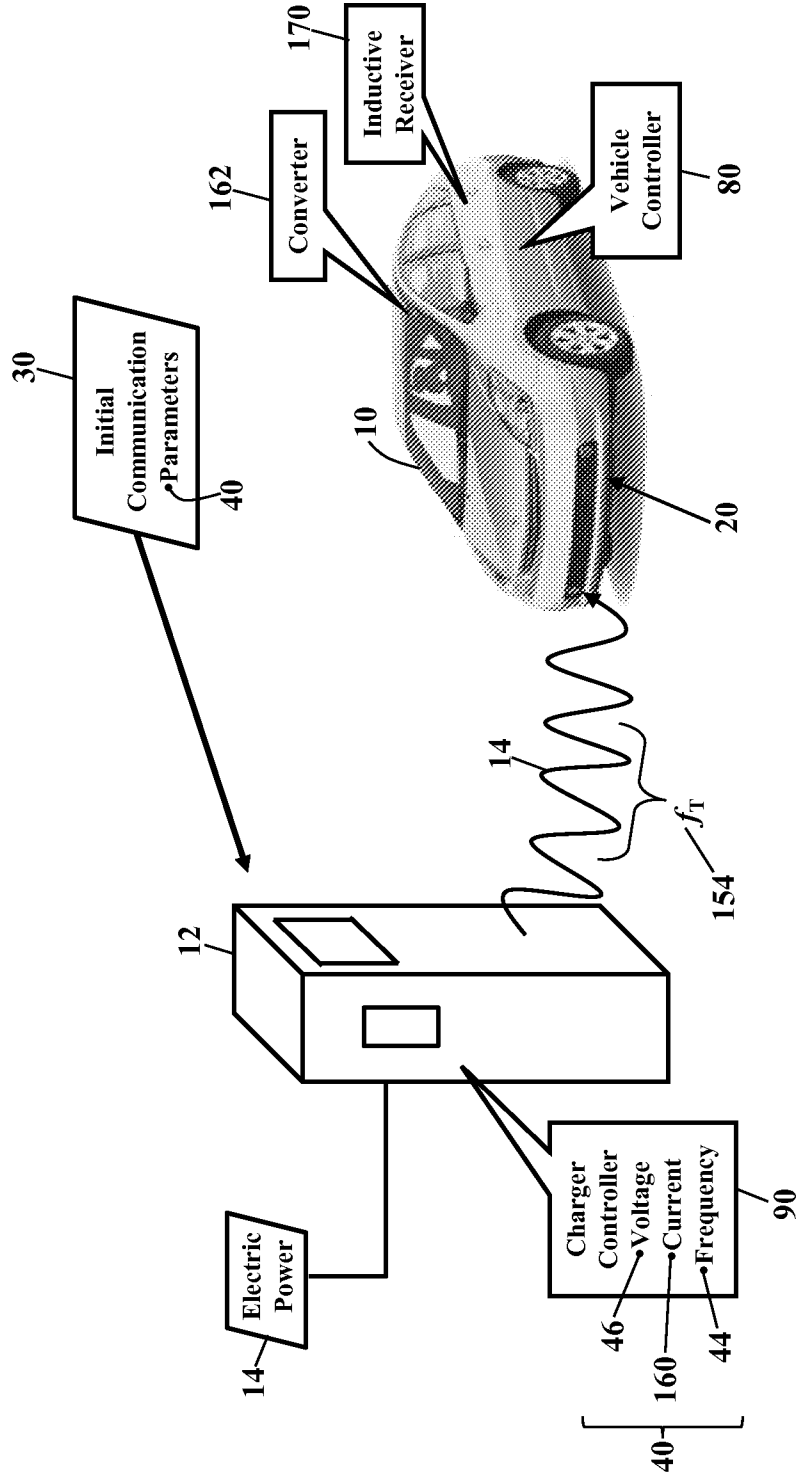


FIG. 21

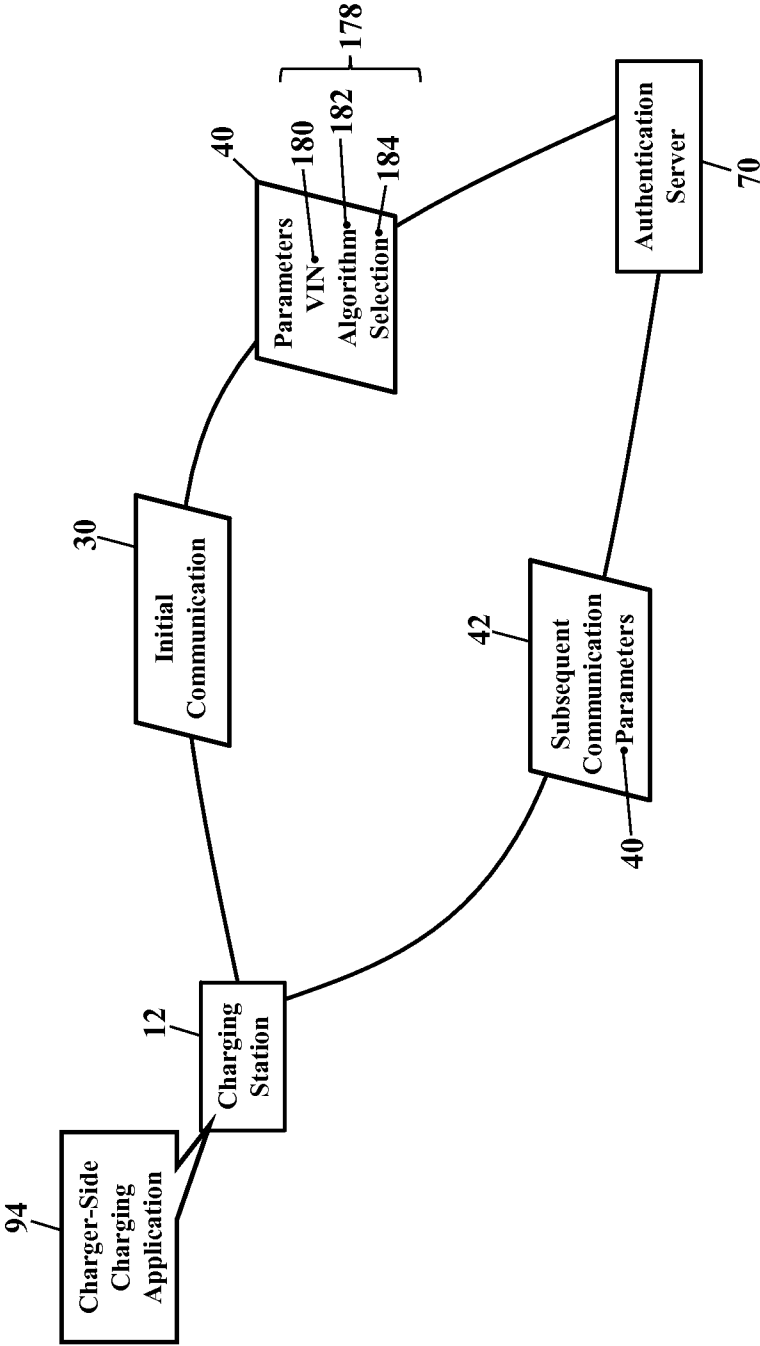


FIG. 22

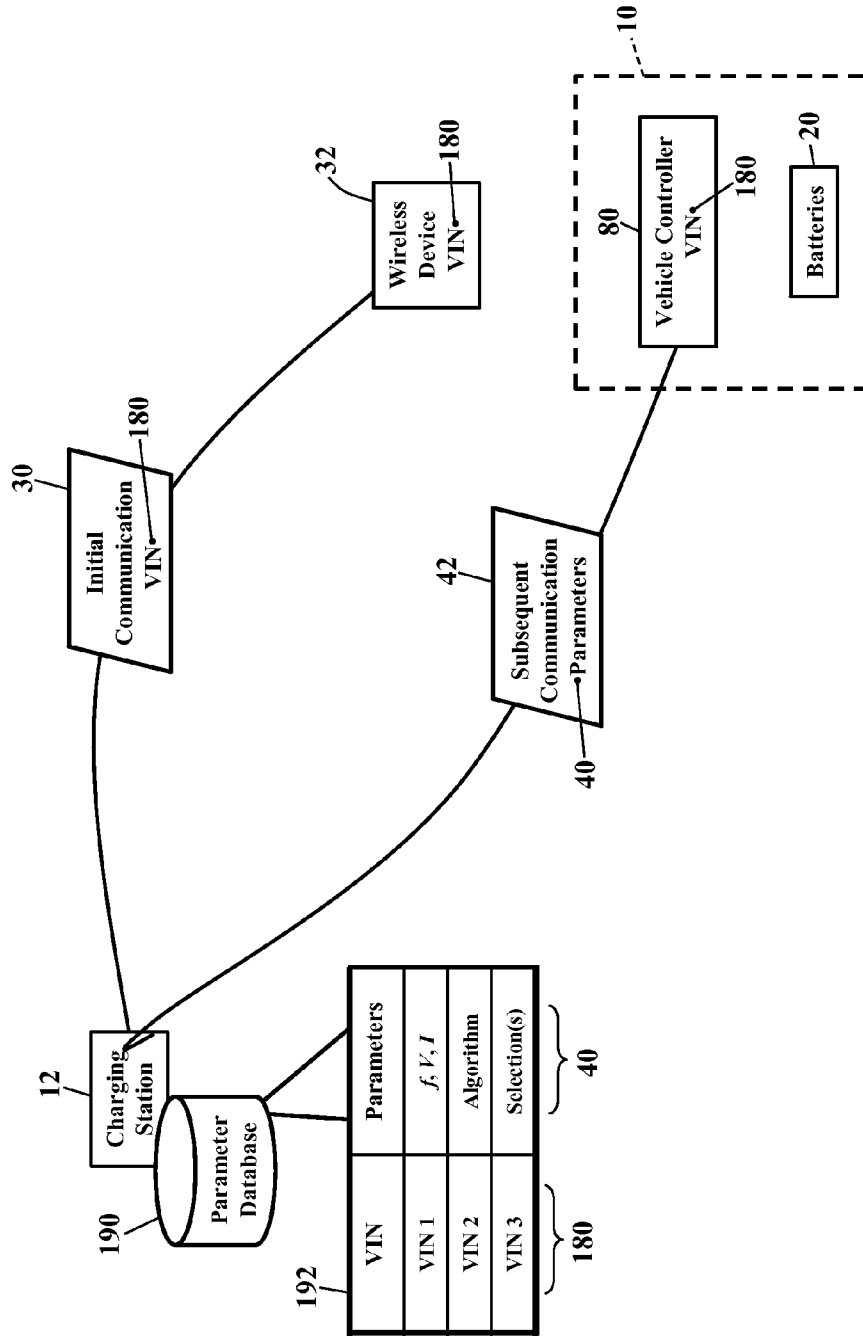


FIG. 23

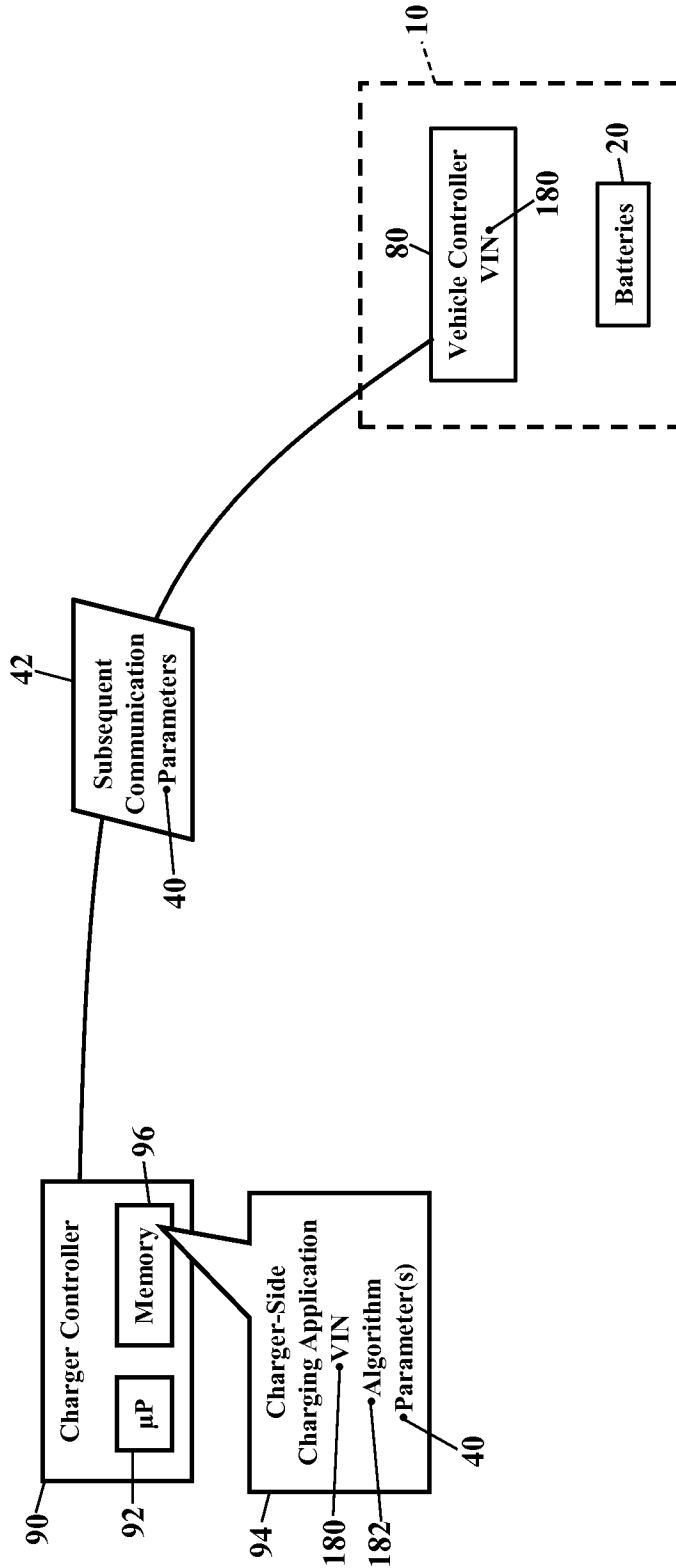


FIG. 24

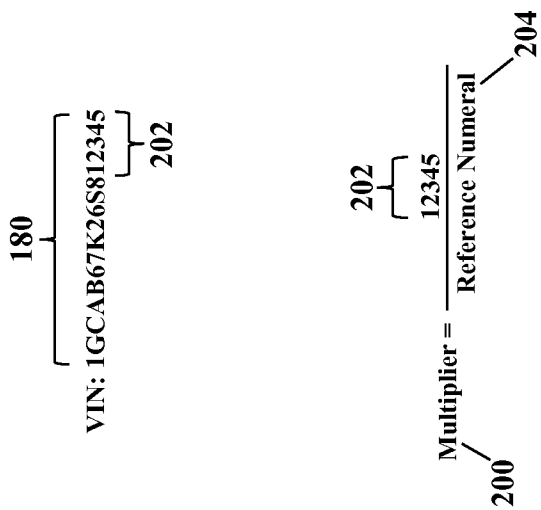


FIG. 25

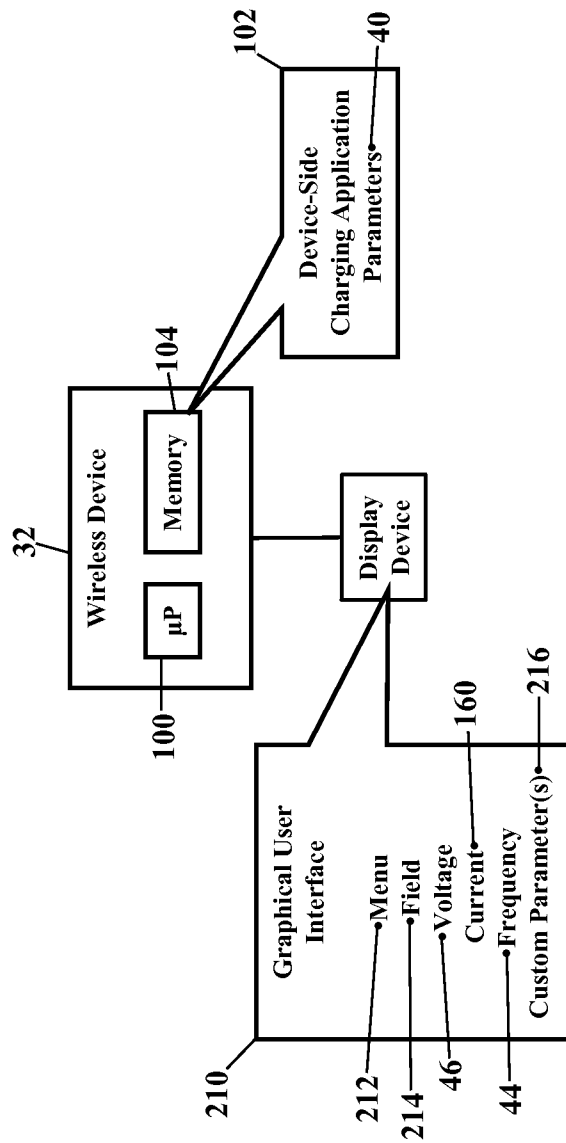


FIG. 26

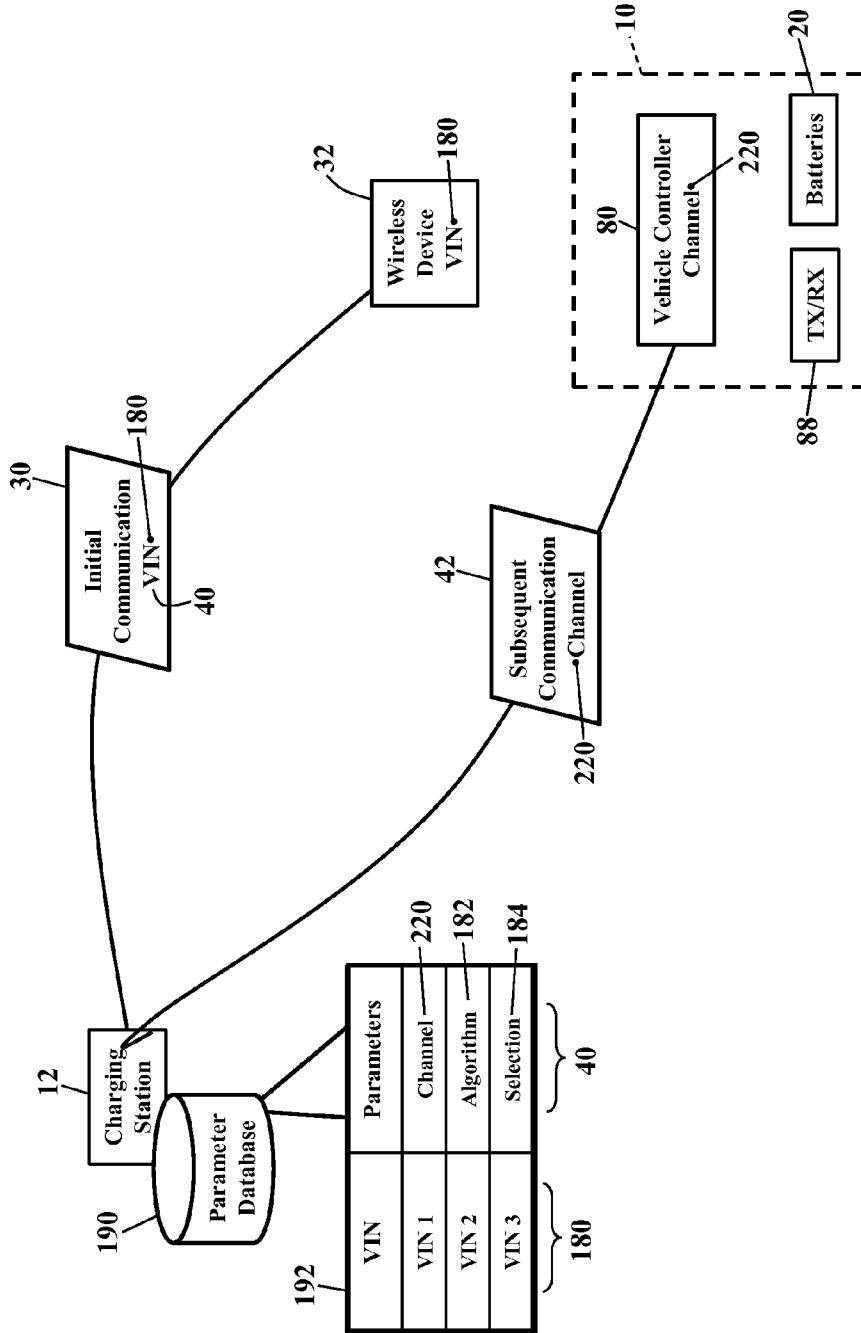


FIG. 27

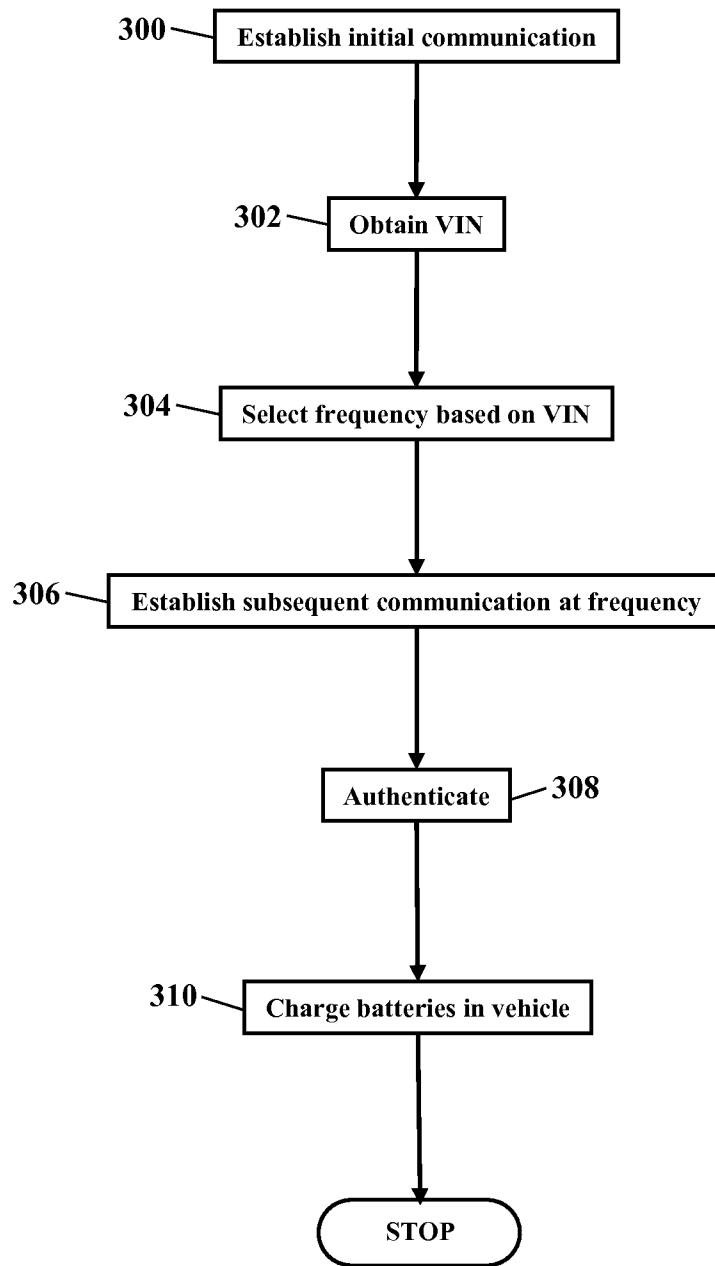


FIG. 28

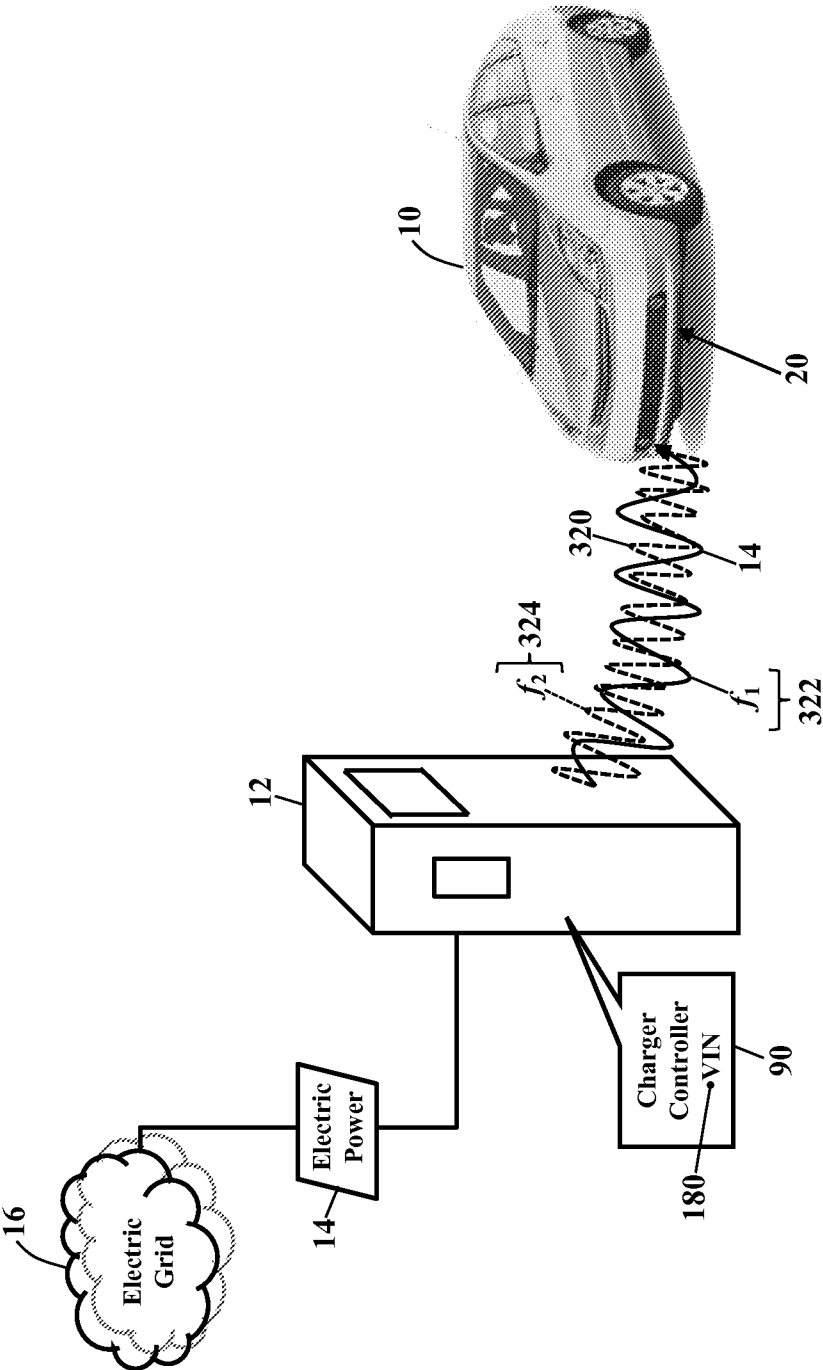


FIG. 29

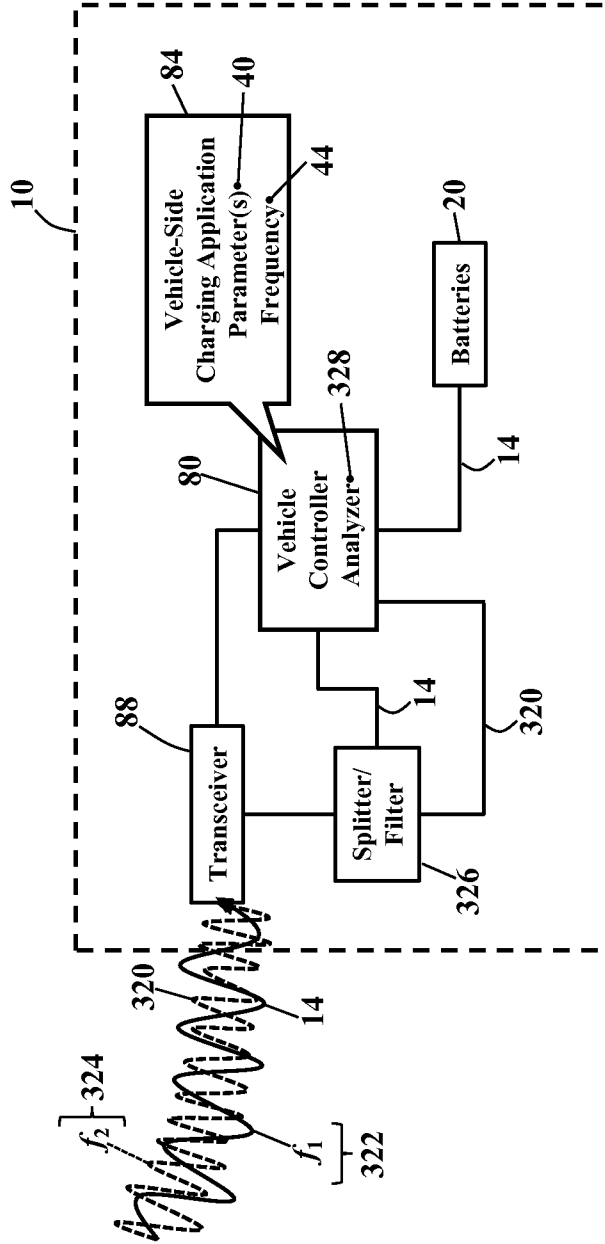


FIG. 30

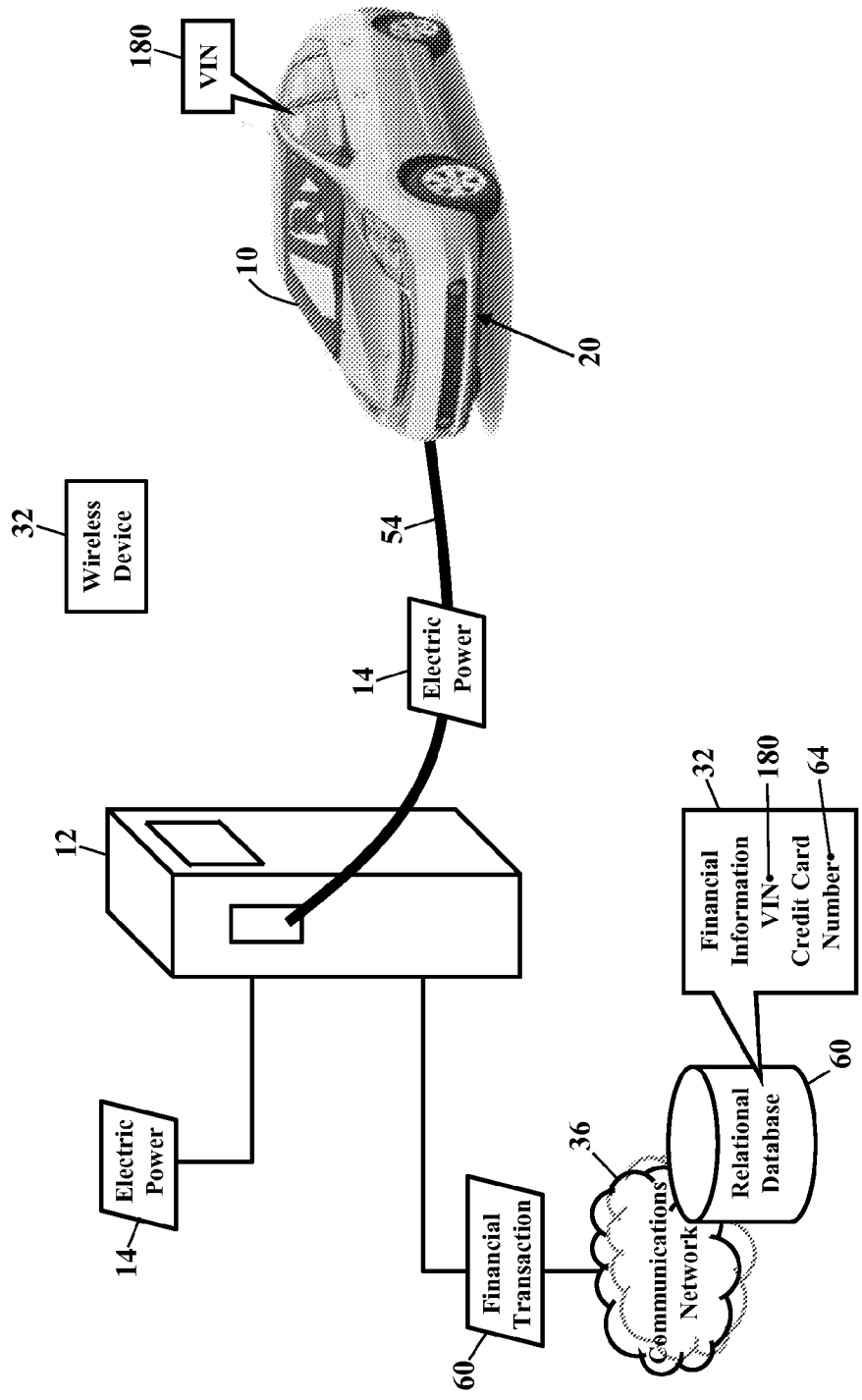


FIG. 31

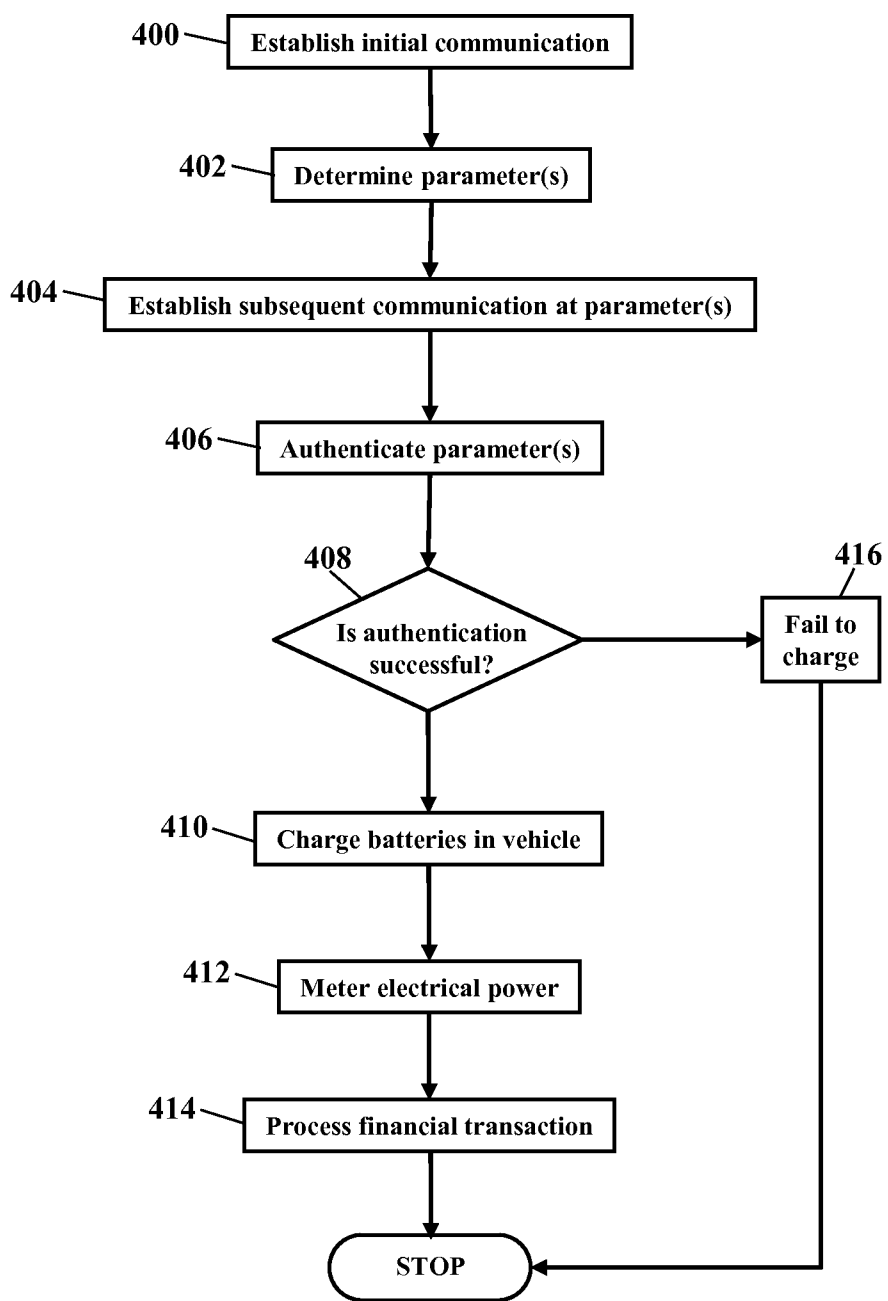


FIG. 32

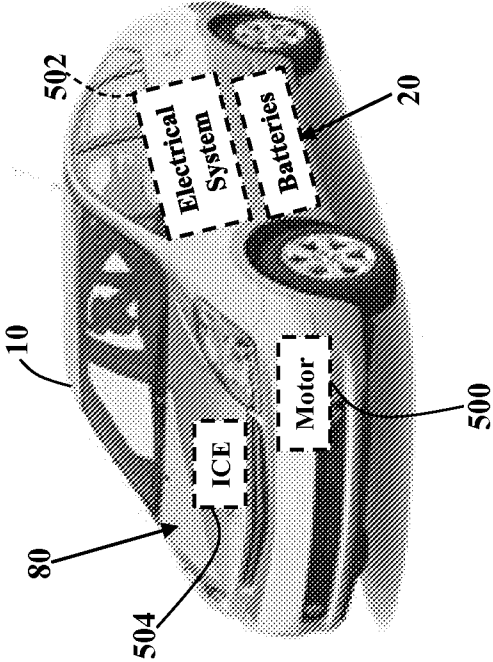


FIG. 33

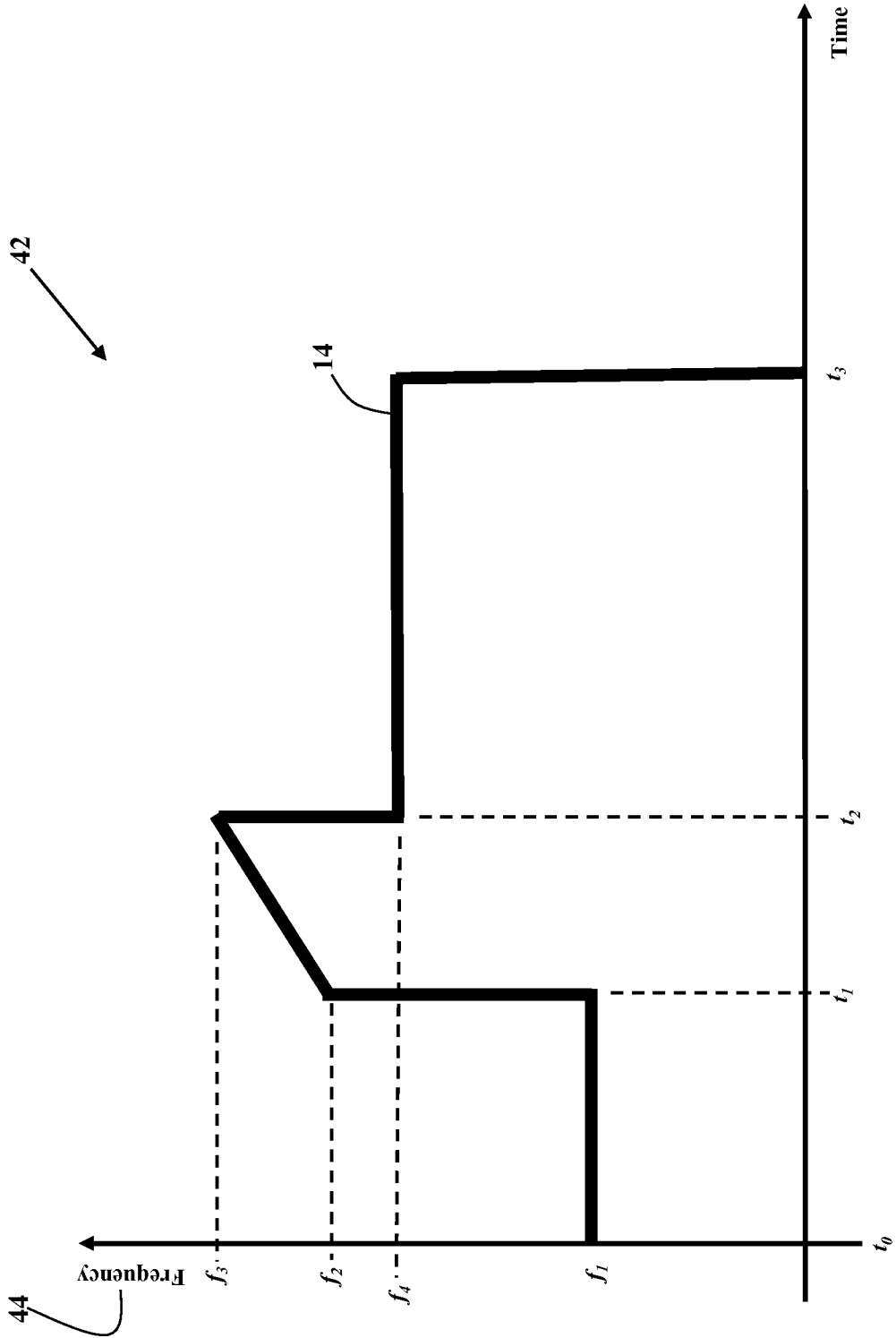
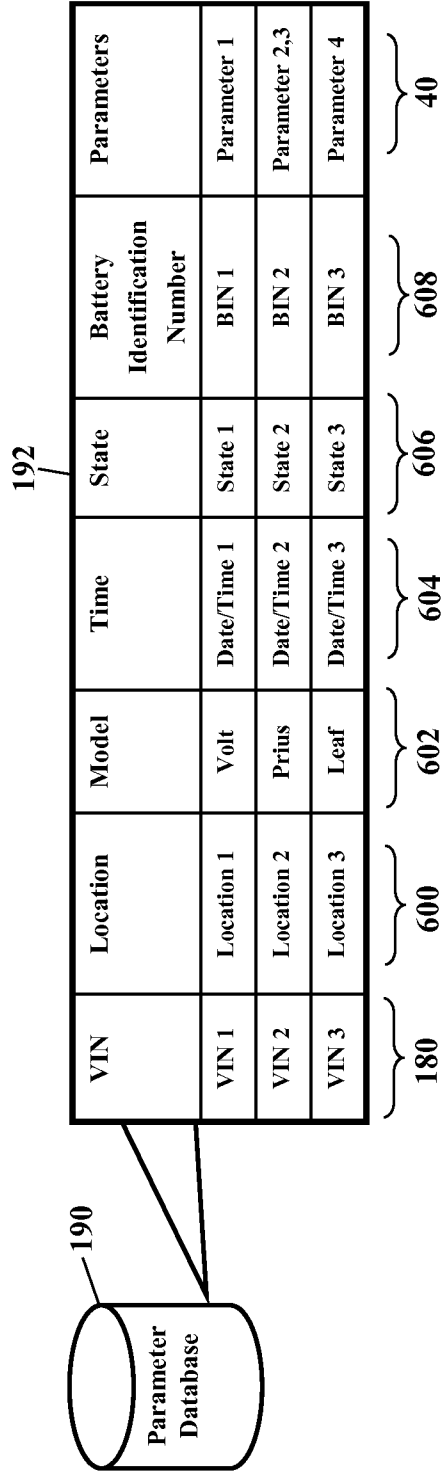


FIG. 34



METHODS, SYSTEMS, AND PRODUCTS FOR CHARGING BATTERIES

CROSS-REFERENCE TO RELATED APPLICATION

[0001] This application is a continuation of U.S. patent application Ser. No. 13/481,785, filed May 26, 2012, now issued as U.S. Pat. No. _____, and incorporated herein by reference in its entirety.

BACKGROUND

[0002] Electric vehicles (or “EVs”) have been proposed since the earliest days of the automotive industry. With today’s stringent pollution laws and mileage requirements, electric vehicles are again gaining attention. All-electric vehicles and hybrid-electric vehicles are coming to market, and public charging stations are being proposed and installed throughout the country. These charging stations allow a vehicle’s battery to be charged while the driver shops or works.

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS

[0003] The features, aspects, and advantages of the exemplary embodiments are better understood when the following Detailed Description is read with reference to the accompanying drawings, wherein:

[0004] FIGS. 1-4 are simplified schematics illustrating an operating environment in which exemplary embodiments may be implemented;

[0005] FIG. 5 is a block diagram further illustrating the operating environment, according to exemplary embodiments;

[0006] FIG. 6 is a more detailed block diagram illustrating the operating environment, according to exemplary embodiments;

[0007] FIGS. 7-9 are detailed illustrations of an initial communication, according to exemplary embodiments;

[0008] FIG. 10 is a further illustration of the initial communication, according to exemplary embodiments;

[0009] FIGS. 11-14 are illustrations of a subsequent communication, according to exemplary embodiments;

[0010] FIGS. 15-17 are diagrams illustrating frequency variation, according to exemplary embodiments;

[0011] FIG. 18 is another diagram illustrating frequency variation, according to exemplary embodiments;

[0012] FIGS. 19-20 are diagrams illustrating wireless charging, according to exemplary embodiments;

[0013] FIGS. 21-25 are diagrams illustrating selection of parameter(s), according to exemplary embodiments;

[0014] FIG. 26 is a diagram illustrating channel determination, according to exemplary embodiments;

[0015] FIG. 27 is a flowchart illustrating a method of authentication, according to exemplary embodiments;

[0016] FIGS. 28-29 are diagrams illustrating superimposition, according to exemplary embodiments;

[0017] FIG. 30 is a diagram illustrating payment, according to exemplary embodiments;

[0018] FIG. 31 is a flowchart illustrating an algorithm for charging the batteries, according to exemplary embodiments;

[0019] FIG. 32 is a detailed block diagram illustrating a vehicle, according to exemplary embodiments;

[0020] FIG. 33 is a graph further illustrating frequency variation, according to exemplary embodiments; and

[0021] FIG. 34 is another detailed schematic illustrating a parameter database, according to exemplary embodiments.

DETAILED DESCRIPTION

[0022] The exemplary embodiments will now be described more fully hereinafter with reference to the accompanying drawings. The exemplary embodiments may, however, be embodied in many different forms and should not be construed as limited to the embodiments set forth herein. These embodiments are provided so that this disclosure will be thorough and complete and will fully convey the exemplary embodiments to those of ordinary skill in the art. Moreover, all statements herein reciting embodiments, as well as specific examples thereof, are intended to encompass both structural and functional equivalents thereof. Additionally, it is intended that such equivalents include both currently known equivalents as well as equivalents developed in the future (i.e., any elements developed that perform the same function, regardless of structure).

[0023] Thus, for example, it will be appreciated by those of ordinary skill in the art that the diagrams, schematics, illustrations, and the like represent conceptual views or processes illustrating the exemplary embodiments. The functions of the various elements shown in the figures may be provided through the use of dedicated hardware as well as hardware capable of executing associated software. Those of ordinary skill in the art further understand that the exemplary hardware, software, processes, methods, and/or operating systems described herein are for illustrative purposes and, thus, are not intended to be limited to any particular named manufacturer.

[0024] As used herein, the singular forms “a,” “an,” and “the” are intended to include the plural forms as well, unless expressly stated otherwise. It will be further understood that the terms “includes,” “comprises,” “including,” and/or “comprising,” when used in this specification, specify the presence of stated features, integers, steps, operations, elements, and/or components, but do not preclude the presence or addition of one or more other features, integers, steps, operations, elements, components, and/or groups thereof. It will be understood that when an element is referred to as being “connected” or “coupled” to another element, it can be directly connected or coupled to the other element or intervening elements may be present. Furthermore, “connected” or “coupled” as used herein may include wirelessly connected or coupled. As used herein, the term “and/or” includes any and all combinations of one or more of the associated listed items.

[0025] It will also be understood that, although the terms first, second, etc. may be used herein to describe various elements, these elements should not be limited by these terms. These terms are only used to distinguish one element from another. For example, a first device could be termed a second device, and, similarly, a second device could be termed a first device without departing from the teachings of the disclosure.

[0026] FIGS. 1-4 are simplified schematics illustrating an environment in which exemplary embodiments may be implemented. FIG. 1 illustrates a vehicle 10 and a charging station 12. The charging station 12 receives electrical power 14 (e.g., current and voltage) from the electric grid 16, a solar array 18, or any other source. The charging station 12 wirelessly and/or wirelessly transmits some or all of the electrical power 14 to the vehicle 10. The electrical power 14 is stored in one or more batteries 20 installed within the vehicle 10. Because

the vehicle 10, the charging station 12, and the batteries 20 are generally known, this disclosure will not dwell on the known aspects.

[0027] Charging, though, may require an authentication 22. Before the batteries 20 may be initially or partially charged, some authentication procedure may be required. The driver, for example, may need to successfully authenticate, and/or the vehicle 10 itself may authenticate. Regardless, if the authentication 22 is successful, the batteries 20 may be fully charged. If, however, the authentication 22 fails, then charging may be terminated.

[0028] FIG. 2 illustrates a first authentication. Here a driver or passenger of the vehicle (illustrated as reference numeral 10) may perform at least part of an authentication procedure for charging the batteries 20 in the vehicle 10. FIG. 2, for example, illustrates an initial communication 30 using a mobile, wireless device 32. The wireless device 32, for example, may be the driver's or occupant's smart phone or computer. The wireless device 32 establishes the initial communication 30 and sends authentication credentials 34. The initial communication 30, for example, may be a communication between the wireless device 32 and the charging station 12 via a communications network 36 (such as cellular, WI-FI® or BLUETOOTH®). The initial communication 30 may thus be any electronic message, text message, or call. When the wireless device 32 establishes the initial communication 30, the wireless device 32 sends the authentication credentials 34. If the authentication credentials 34 are verified, then the charging station 12 may be authorized to charge the batteries 20 in the vehicle 10. If, however, the authentication credentials 34 fail, then charging may be terminated.

[0029] FIG. 3 illustrates a second authentication to further ensure security of the charging process. When the initial communication 30 is established, one or more parameters 40 of a subsequent communication 42 may be selected. That is, the initial communication 30 may only be a preliminary "handshake" that establishes the parameters 40 of the subsequent communication 42. Once the parameters 40 are agreed upon, the initial communication 30 may then be terminated. The subsequent communication 42 is established. If the subsequent communication 42 exhibits the one or more parameters 40, then charging of the batteries 20 may be permitted. If, however, the subsequent communication 42 has a wrong parameter, then charging may be terminated.

[0030] Exemplary embodiments may thus include one or more levels of authentication. Some drivers or vehicle owners may be satisfied with a single authentication procedure, such as the authentication credentials (illustrated as reference numeral 34 in FIG. 2). Some people, for example, may be satisfied with a username, password, or other the traditional authentication. Other users, though, may desire a more dynamic and variable authentication procedure (such as the second level of authentication illustrated in FIG. 3). Because the initial communication 30 establishes the parameters 40 of the subsequent communication 42, the subsequent communication 42 adds a second (or more) level of authentication. The initial communication 30, for example, may specify or agree to a frequency 44 of the subsequent communication 42. Other parameters 40, though, may additionally or alternatively include a voltage 46 of the subsequent communication 42, a date and time 48 of the subsequent communication 42, and even a location 50 of the subsequent communication 42. The parameters 40 may also include a content requirement 52, such as a data requirement, picture, algorithm, or further

pass code. Indeed, the parameters 40 of the subsequent communication 42 may include any data, information, value, or component that can be specified in or by the initial communication 30. If the subsequent communication 42 exhibits the one or more parameters 40, then authorization may be granted for charging of the batteries 20. If, however, the subsequent communication 42 has one or more wrong parameters, then authentication may be denied.

[0031] FIG. 4 illustrates payment for charging the batteries 20. When the authentication 22 is successful, the charging station 12 supplies the electrical power 14 to the vehicle's batteries 20. FIG. 4 illustrates the electrical power 14 being transferred over a physical charging cable 54, yet the electrical power 14 may be wirelessly and/or inductively coupled. As the batteries 20 charge, the charging station 12 may meter the electrical power 14 consumed by the vehicle 10. That is, the charging station 12 may measure or log the electrical current and/or voltage consumed (perhaps in kilowatt minutes or hours) to charge the batteries 20. The charging station 12 may thus perform or process a financial transaction 60 for charging the batteries 20 installed within the vehicle 10. The charging station 12, for example, may query a relational database 62 (via the communications network 36). The relational database 62 stores any billing information (such as a credit card number 64) that is processed for payment. Exemplary embodiments thus include a secure and simple automatic payment mechanism for charging the batteries 20. The occupants may thus quickly exit the vehicle 10 and proceed with other tasks without arranging payment.

[0032] FIG. 5 is a block diagram further illustrating the operating environment, according to exemplary embodiments. Here the vehicle 10 may communicate with the charging station 12 via the communications network 36. The communications network 36, though, may also enable communications with an authentication server 70 and/or with a financial server 72. That is, any of the vehicle 10, the charging station 12, the authentication server 70, and/or the financial server 72 may query and communicate with each other to authenticate charging of the batteries 20 in the vehicle 10.

[0033] Exemplary embodiments may be applied regardless of networking environment. The communications network 36 may utilize any portion of the electromagnetic spectrum and any signaling standard (such as the I.E.E.E. 802 family of standards, GSM/CDMA/TDMA or any cellular standard, and/or the ISM band). The communications network 36, for example, may utilize BLUETOOTH® or WI-FI® to establish or convey communications. The communications network 90 may also utilize a radio-frequency domain and/or an Internet Protocol (IP) domain. The communications network 36, however, may also include a distributed computing network, such as the Internet (sometimes alternatively known as the "World Wide Web"), an intranet, a local-area network (LAN), and/or a wide-area network (WAN). The communications network 36 may also include coaxial cables, copper wires, fiber optic lines, and/or hybrid-coaxial lines. The communications network 36 may even include powerline portions, in which signals are communicated via electrical wiring. The concepts described herein may be applied to any wireless/wireline communications network, regardless of physical componentry, physical configuration, or communications standard(s).

[0034] FIG. 6 is a more detailed block diagram illustrating the operating environment, according to exemplary embodiments. Here the vehicle 10 has at least one vehicle controller

80 that interfaces with the charging station **12** and/or with the occupant's wireless device **32**. The vehicle controller **80** has a processor **82** (e.g., "µP"), application specific integrated circuit (ASIC), or other component that executes a vehicle-side charging application **84** stored in a memory **86**. The vehicle-side charging application **84** is a set of programming, code, or instructions that cause the processor **82** to accept the electrical power (illustrated as reference numeral **14** in FIG. **1**) from the charging station **12**. The vehicle controller **80** may interface with a wired and/or wireless transceiver **88** to wirelessly communicate with the charging station **12** and/or the wireless device **32** via the communications network (illustrated as reference numeral **36** in FIGS. **2, 4, & 5**).

[0035] FIG. **6** also illustrates a charger controller **90**. The charging station **12** has a processor **92** that executes a charger-side charging application **94** stored in a memory **96**. The charger-side charging application **94** is a set of programming, code, or instructions that cause the processor **92** to supply the electrical power **14** to the vehicle. The charging station **12** may also have a wired and/or wireless transceiver **98** to wirelessly communicate via the communications network **36**.

[0036] The wireless device **32**, likewise, may have a processor **100**. The wireless device **32** executes a device-side charging application **102** stored in a memory **104**. The device-side charging application **102** is a set of programming, code, or instructions that cause the processor **100** to at least help authenticate the charging of the batteries **20** in the vehicle **10**. The wireless device **32** also has a transceiver **106** to wirelessly communicate with the vehicle **10** and the charging station **12**. Any of the charging station **12**, the occupant's wireless device **32**, and the vehicle controller **80** may thus participate in the authentication (illustrated as reference numeral **22** in FIG. **1**) and may help arrange the charging of the batteries **20**. The vehicle-side charging application **84**, the charger-side charging application **94**, and/or the device-side charging application **102** may thus cooperate to authenticate and to charge the batteries **20** installed in the vehicle **10**.

[0037] FIGS. **7-9** are more detailed illustrations of the initial communication **30**, according to exemplary embodiments. FIG. **7** illustrates how the initial communication **30** may originate from the occupant's wireless device **32**. Earlier paragraphs already explained how the driver, for example, may initiate or send the initial communication **30** from the wireless device **32**. The wireless device **32**, for example, may utilize the communications network **36** to establish communication with the authentication server **70**. The driver, however, may alternatively establish the initial communication **30** with the charging station **12**. The driver may even use a telephony network **110** (such as the public switched telephone network and/or a cellular network) to call or text message the authentication server **70** and/or the charging station **12**. The driver may establish the initial communication **30** and send the authentication credentials **34**. If the authentication credentials **34** are verified, then the charging station **12** may be authorized to charge the batteries **20** in the vehicle **10**.

[0038] FIG. **8** further illustrates the initial communication **30**. Here the initial communication **30** originates from the vehicle **10**. That is, the vehicle controller **80** may utilize the wireless communications network **36** to establish the initial communication **30**. The vehicle controller **80**, for example, may interface with the authentication server **70** and/or the charging station **12**. When the initial communication **30** is confirmed, the vehicle controller **80** may send the authentication credentials **34**. If the authentication credentials **34** are

verified, then the charging station **12** may be authorized to charge the batteries **20** in the vehicle **10**.

[0039] FIG. **9** also further illustrates the initial communication **30**. FIG. **9** illustrates how the initial communication **30** may originate from the charging station **12**. The charging station **12** may use the communications network **36** to establish the initial communication **30** with the vehicle **10**, the wireless device **32**, and/or the authentication server **70**. The charging station **12** may obtain and send the authentication credentials **34** and receive confirmation of authentication. If the authentication credentials **34** are verified, then the charging station **12** may be authorized to charge the batteries **20** in the vehicle **10**.

[0040] FIG. **10** is a further illustration of the initial communication **30**, according to exemplary embodiments. FIG. **10** illustrates how the initial communication **30** may be established between the vehicle **10**, the charging station **12**, the wireless device **32**, and/or the authentication server **70**. For simplicity, the vehicle **10**, the charging station **12**, the wireless device **32** will hereinafter be referred to as client devices **120**. The authentication server **70** and any client device **120** thus establish a client-server relationship to transfer the authentication credentials **34**. If the authentication credentials **34** are verified, then the authentication server **70** and the client device **120** agree to the one or more parameters **40** of the subsequent communication (illustrated as reference numeral **42** in FIG. **3**). That is, the initial communication **30** may only be a preliminary "handshake" that establishes the parameters **40** of the subsequent communication **42**. Once the parameters **40** are agreed upon, the initial communication **30** may be terminated and the subsequent communication **42** established at the selected parameter(s) **40**. If the subsequent communication **42** exhibits the one or more parameters **40**, then the charging station **12** may be authorized to charge the batteries **20** in the vehicle **10**. If, however, the subsequent communication **42** has a wrong parameter, then charging may be declined.

[0041] FIGS. **11-14** are illustrations of the subsequent communication **42**, according to exemplary embodiments. FIGS. **11-14** illustrate how the subsequent communication **42** may be established between any of the vehicle **10**, the charging station **12**, the wireless device **32**, and/or the authentication server **70**. Whatever the source and destination of the subsequent communication **42**, the subsequent communication **42** may be required to exhibit the one or more parameters **40**. A recipient of the subsequent communication **42**, for example, may be instructed or required to examine, measure, or filter the subsequent communication **42** sent from a sender. If the subsequent communication **42** has the one or more parameters **40**, then the charging station **12** may be authorized to charge the batteries **20** in the vehicle **10**. If, however, the subsequent communication **42** has perhaps at least one wrong parameter, then charging may be declined.

[0042] FIG. **12**, for example, illustrates the charging station **12**. Here the subsequent communication **42** is established between the vehicle **10** and the charging station **12**. Once the parameters **40** are established, the authentication server **70** may instruct the vehicle **10** and/or the charging station **12** to establish the subsequent communication **42**. The authentication server **70** may send the parameters **40** to the sender and/or recipient as a message or signal. The authentication server **70**, for example, may have a processor that executes a server-side charging application **130** stored in memory. The server-side charging application **130** cooperates with the charger-side

charging application 94 to select, generate, or retrieve the parameters 40. The transceiver 88 in the vehicle 10 may receive or detect the subsequent communication 42. The vehicle-side charging application 84 causes the transceiver 88, and/or the vehicle controller (illustrated as reference numeral 80 in FIG. 6), to inspect the subsequent communication 42 for the parameters 40. If the subsequent communication 42 possesses or contains the parameters 40, then the vehicle-side charging application 84 may be authorized to accept the electrical power 14 from the charging station 12. If, however, the subsequent communication 42 has at least one incorrect value for any of the parameters 40, then the vehicle-side charging application 84 may cause the vehicle controller 80 to decline or terminate the electrical power 14 from the charging station 12.

[0043] FIG. 13 illustrates the wireless device 32. Here the subsequent communication 42 is established between the charging station 12 and the wireless device 32. Once the parameters 40 are established, the authentication server 70 may instruct the charging station 12 and/or the wireless device 32 to establish the subsequent communication 42. The authentication server 70, for example, may send the communications addresses 140 (e.g., IP address) associated with the sender and receiver (e.g., the charging station 12 and the wireless device 32). The authentication server 70 may also send the parameters 40. The charger-side charging application 94 may thus be instructed to establish the subsequent communication 42 with the wireless device 32. The transceiver (illustrated as reference numeral 106 in FIG. 6) in the wireless device 32 receives or detects the subsequent communication 42, and the device-side charging application 102 may inspect the subsequent communication 42 for the parameters 40. If the subsequent communication 42 possesses or contains the parameters 40, then the wireless device 32 communicates with the charging station 12 and/or the vehicle controller 80 to authorize an acceptance of the electrical power 14. If the subsequent communication 42 fails to have the parameters 40, then the wireless device 32 may instruct the charging station 12 to terminate the electrical power 14.

[0044] FIG. 14 also illustrates the wireless device 32. Here, though, the wireless device 32 may instruct the vehicle 10 to allow charging. Because FIG. 13 is similar to FIG. 12, the similar features are only briefly discussed. Once the parameters 40 are established, charging station 12 establishes the subsequent communication 42 with the wireless device 32. The device-side charging application 102 inspects the subsequent communication 42 for the parameters 40. If the parameters 40 are verified, here the wireless device 32 instructs the vehicle controller 80 to accept the electrical power (illustrated as reference numeral 14 in FIG. 1) from the charging station 12. The vehicle-side charging application 84 and the device-side charging application 102 interface and communicate to authorize charging the batteries 20. If, however, the subsequent communication 42 fails to have the parameters 40, the device-side charging application 102 may instruct the vehicle-side charging application 84 to terminate receipt of the electrical power 14.

[0045] FIGS. 15-17 are diagrams illustrating frequency variation 150, according to exemplary embodiments. Here the parameters 40 may specify the particular frequency 44 at which the subsequent communication 42 must possess. As the earlier paragraphs explained, the initial communication 30 may establish the parameters 40 of the subsequent communication 42. The parameters 40, for example, may include the

frequency 44 of the subsequent communication 42. If the subsequent communication 42 has the correct frequency 44, then charging may be authorized. If the frequency 44 is incorrect, then charging may be denied or terminated.

[0046] FIG. 15 again illustrates the charging station 12 and the wireless device 32. Here the charging station 12 and the wireless device 32 may establish the initial communication 30 (via the communications network 36 illustrated in previous FIGS.). The wireless device 32 sends the authentication credentials 34 to the charging station 12. The charger-side charging application 94 may itself verify the authentication credentials 34, or the charging station 12 may forward the authentication credentials 34 to the authentication server 70. Regardless, if the authentication credentials 34 are verified, then the parameters 40 of the subsequent communication 42 are selected.

[0047] The parameters 40 may include the frequency 44 of the subsequent communication 42. If the subsequent communication 42 has the frequency 44 specified in the initial communication 30, then authorization may be given to charge the batteries 20 in the vehicle 10. FIG. 16 illustrates the charging station 12 sending the subsequent communication 42 as a signal 152 having a transmission frequency (“ f_t ”) 154. The transceiver 98 in the charging station 12, for example, may be tunable and be instructed to tune to the frequency 44. The transceiver 98 transmits or broadcasts the signal 152 at the transmission frequency 154. When the signal 152 is received by the transceiver 88 in the vehicle 10, the signal 152 is inspected for the requisite frequency 44. The transceiver 88 in the vehicle 10, for example, may only receive (or be instructed to receive) signals at the frequency 44 (or, more likely, within an upper and lower limit about the frequency 44). If the transmission frequency (“ f_t ”) 154 matches the desired frequency 44, then the vehicle-side charging application 84 may accept the electrical power (illustrated as reference numeral 14 in FIG. 1) from the charging station 12. If, however, the transmission frequency 154 is incorrect (or outside an upper and lower limit band), then the vehicle controller 80 may decline or terminate the electrical power 14 from the charging station 12.

[0048] FIG. 17 illustrates filtering of signals. When the transceiver 88 in the vehicle 10 receives the subsequent communication 42, the transceiver 88 may send or transfer the signal 152 to a frequency filter 156. The frequency filter 156 may filter or remove components outside a bandwidth of frequencies. If an output signal 158 is detected or received (such as by the vehicle controller 80), then at least a component of the subsequent communication 42 had the desired frequency 44, so charging may be authorized. If no output signal 158 (zero or null) is detected, then the vehicle controller 80 may decline or terminate the electrical power 14 from the charging station 12.

[0049] FIGS. 15-17 illustrate the subsequent communication 42 between the charging station 12 and the vehicle 10. Exemplary embodiments, though, may establish the subsequent communication 42 between any of the clients 120 (illustrated in FIG. 10). That is, the subsequent communication 42 may be sent/received to/from any of the clients 120. Because any of the sender/receiver devices (e.g., the clients 120) may send or receive the subsequent communication 42, any of the clients 120 may be configured to include the frequency filter 156. If the output signal 158 is detected or received, then the subsequent communication 42 had at least the desired frequency 44, so charging may be authorized.

[0050] FIG. 18 is another diagram illustrating the frequency variation 150, according to exemplary embodiments. Here, though, exemplary embodiments may specify the frequency 44 of the electrical power 14 delivered to the vehicle 10. That is, exemplary embodiments may specify the frequency 44 of a current 160 and/or the voltage 46 of the electrical power 14 sent along the charging cord 54 (or inductively transmitted). The frequency 44 may be established from the initial communication 30, as earlier paragraphs explained. Exemplary embodiments may even establish or set the current 160 and/or voltage 46 of the electrical power 14 sent along the charging cord 54. That is, the subsequent communication 42 may include the physical and electrical interface between the vehicle 10 and the charging station 12. If the vehicle controller 80 and the charger controller 90 establish communication, the parameters 40 may require the particular current 160 or voltage 46 of the electrical power 14 sent over the charging cord 54. The charger controller 90 may thus be instructed to send the electrical power 14 at the current 160 or voltage 46 expected by the vehicle controller 80. The parameters 40 may even specify the transmission frequency (“ f_T ”) 154 of the current 160 or voltage 46. The vehicle controller 80 may then inspect or measure the transmission frequency 154, the current 160, and/or the voltage 46. If the current 160 or voltage 46 has the specified value (e.g., volts or amps), and/or the desired or required frequency 44 (e.g., Hertz), then the electrical power 14 may be accepted. The vehicle controller 80 may then cause the electrical power 14 to be passed or transferred to a converter 162 (if AC/DC conversion is required). If, however, one or more of the parameters 40 are incorrect, the vehicle controller 80 may decline or terminate the electrical power 14 from the charging station 12. That is, the vehicle controller 80 may decline to charge the batteries 20 in the vehicle 10.

[0051] FIG. 19 is a diagram illustrating wireless charging, according to exemplary embodiments. As the above paragraphs have mentioned, the vehicle 10 and the charging station 12 may wirelessly charge the batteries 20. That is, instead of transferring the electrical power 14 along the physical charging cord (illustrated as reference numeral 54 in FIG. 18), exemplary embodiments may inductively charge the batteries 20 in the vehicle 10. Inductive charging is generally known, though, so this disclosure will not dwell on the known concepts. Here, though, the initial communication 30 establishes the parameters 40 of the subsequent communication 42. The initial communication 30, as before, may be established between any of the clients 120. Regardless of the sender and receiver device, the initial communication 30 establishes the parameters 40 of the subsequent communication 42. The parameters 40 of the subsequent communication 42 may include the voltage 46, the current 160, and/or the frequency 44 of the electrical power 14 that is inductively coupled between the charging station 12 and the vehicle 10. Should the charger controller 90 and the vehicle controller 80 establish wireless communication, the charger controller 90 may be instructed to transmit one or more electromagnetic signals at the current 160, voltage 46, and/or the frequency 44 expected by the vehicle controller 80. If the current 160 or voltage 46 has the specified value (volts or amps), and/or the desired or required frequency 44 (e.g., Hertz), then the vehicle controller 80 may accept the electrical power 14. The vehicle controller 80 may cause the electrical power 14 to be passed or transferred to the converter 162 to charge the bat-

teries 20. If the parameters 40 are incorrect, though, the vehicle controller 80 may decline to charge the batteries 20 in the vehicle 10.

[0052] FIG. 20 is another diagram illustrating wireless charging, according to exemplary embodiments. Here the vehicle 10 may only accept the electrical power 14 at the frequency 44. That is, when the charger controller 90 and the vehicle controller 80 establish wireless communication, the charger controller 90 may be instructed to condition or transform the electrical power 14 to the charging frequency 44 expected by the vehicle 10. If the current 160 or voltage 46 is transmitted at the proper frequency 44, then the vehicle 10 may accept the electrical power 14. The vehicle 10, for example, may have an inductive receiver 170 that will only receive signals of a specified frequency (or within a reception bandwidth). If the transmission frequency (“ f_T ”) 154 of the electrical power 14 matches the reception bandwidth of the inductive receiver 170, then the vehicle controller 80 may accept the electrical power 14. Suppose, for example, that the inductive receiver 170 has an inductive coil having a resonant frequency. If the transmission frequency (“ f_T ”) 154 of the electrical power 14 matches the resonant frequency of the inductive coil, then the electrical power 14 will energize the inductive coil. The vehicle controller 80 may thus accept the electrical power 14 and charge the batteries 20. If the charging frequency 44 is incorrect, though, the inductive receiver 170 may not receive the electrical power 14.

[0053] FIGS. 21-25 are diagrams illustrating selection of the parameter(s) 40, according to exemplary embodiments. As the earlier paragraphs explained, the initial communication 30 may establish the parameters 40 of the subsequent communication 42. FIG. 21 illustrates selection criteria 178 for determining the parameters 40 of the subsequent communication 42. Suppose, for example, the authentication server 70 and the charging station 12 establish the initial communication 30. The authentication server 70 and the charging station 12 agree to the parameters 40 of the subsequent communication 42. The parameters 40, for example, may be determined from a vehicle identification number (“VIN”) 180. The parameters 40, however, may additionally or alternatively be calculated using an algorithm 182. The parameters 40 may even be determined by selection 184 (such as in a graphical user interface). If the subsequent communication 42 exhibits the parameters 40, then the batteries 20 may be charged.

[0054] FIG. 22 further illustrates the vehicle identification number 180. As those of ordinary skill in the art understand, the vehicle identification number 180 is a unique serial number that identifies the vehicle 10. When the initial communication 30 is established, the sender and receiver devices may retrieve and send the vehicle identification number 180 assigned to the vehicle 10. FIG. 22, for example, illustrates the initial communication 30 established between the occupant’s wireless device 32 and the charging station 12. The wireless device 32 may interface with the vehicle controller 80 and retrieve the vehicle identification number 180. The wireless device 32 may even store the vehicle identification number 180 in its memory (illustrated as reference numeral 104 in FIG. 6). Regardless, the wireless device 32 may send the vehicle identification number 180 to the charging station 12. The charging station 12 may then query for the parameters 40 associated with the vehicle identification number 180.

[0055] FIG. 22, for example, illustrates a parameter database 190. The parameter database 190 associates vehicle

identification numbers **180** to the parameters **40**. The parameter database **190** is illustrated as being locally stored in the memory of the charging station **12**, but the parameter database **190** may be remotely stored and accessed. The parameter database **190** is illustrated as a table **192** that maps, relates, or associates the vehicle identification number **180** to the charging parameters **40**. The charging station **12** (e.g., the charger controller **90**) retrieves the one or more parameters **40** associated with the vehicle identification number **180**. The charging station **12** may then establish the subsequent communication **42** at the parameters **40** specified by the vehicle identification number **180**. If the vehicle controller **80** verifies the parameters **40**, the batteries **20** in the vehicle **10** may be charged.

[0056] FIG. 23 further illustrates the algorithm **182**. Once the vehicle identification number **180** is known, the algorithm **182** may be retrieved and used to calculate one or more of the parameters **40**. FIG. 23, for example, illustrates the charger-side charging application **94** retrieving and executing the algorithm **182**. The algorithm **182**, though, may be stored in, retrieved from, and/or executed by any of the clients (illustrated as reference numeral **120** in FIG. 10). Regardless, the algorithm **182** is executed to determine any parameter **40**. The parameters **40** are then established for the subsequent communication **42** to charge the batteries **20** in the vehicle **10**.

[0057] The algorithm **182** may be a function of the vehicle identification number **180**. However the vehicle identification number **180** is obtained, the vehicle identification number **180** may be used to calculate one or more of the parameters **40**. The vehicle identification number **180**, for example, may be any alphanumeric combination that uniquely identifies the vehicle **10**. One or more of the parameters **40** may thus be calculated from

$$\text{Parameter} = f(\text{VIN}).$$

[0058] FIG. 24, for example, illustrates a numerical multiplier **200**. While exemplary embodiments may use all, or any portion, of the vehicle identification number **180**, the parameter **40** may be calculated from an all-numeric sequential portion **202** (such as a last several digits). The algorithm **182** may read, strip, truncate, or otherwise obtain an end portion of serialized digits. These serialized digits may then be used to calculate one or more of the parameters **40**. The algorithm **182**, for example, may calculate the numerical multiplier **200** from the sequential portion **202**. The numerical multiplier **200** may then be used to calculate the parameters **40**. A reference number **204** may be retrieved (perhaps from the memory **96** of the charger controller **90**) to normalize the parameter **40**. The reference number **204** may be any number, and can be chosen to make the numerical multiplier **200** less than, or greater than, 1. As FIG. 24 illustrates, if the last five (5) digits of the vehicle identification number **180** are "12345" (e.g., the sequential portion **202**) and the reference number is 10000, then the numerical multiplier **200** is 1.2345. If, however, the reference number is 20000, then the numerical multiplier **200** is 0.61725.

[0059] Whatever the numerical multiplier **200**, the parameter **40** may be calculated. Suppose the charging station **12** receives a base voltage of 220 Volts from the electrical grid (illustrated as reference numeral **16** in FIG. 1). If the numerical multiplier **200** is (0.61725), then the charging station **12** may be instructed to charge the batteries **20** at a lesser, conditioned voltage of

$$(0.61725) \times (220 \text{ Volts}) = 135.8 \text{ Volts}.$$

The numerical multiplier **200** may, likewise, be applied to calculate the charging current **160** and/or the charging frequency **44**. If the charging station **12** receives a base frequency of (60) Hertz from the electrical grid **16**, then the charging station **12** may be instructed to send the charging frequency **44** of

$$(0.61725) \times (60 \text{ Hertz}) = 37.04 \text{ Hertz}.$$

Exemplary embodiments may thus use the vehicle identification number **180** to calculate one or more of the parameters **40** for charging the batteries **20**.

[0060] Transliteration may also be used. The vehicle identification number **180** may include both letters and numbers. Transliteration removes some or all of the letters and substitutes numerical counterparts. Each letter, in other words, is replaced with a numerical substitute. The vehicle identification number **180** may thus be transliterated into an all-numeric value. Exemplary embodiments may then utilize an appropriate reference number **204** to again make the numerical multiplier **200** less than, or greater than, 1.

[0061] FIG. 25 illustrates a graphical user interface **210**, according to exemplary embodiments. The graphical user interface **210** is illustrated as being visually displayed on a display device **212** of the wireless device **32**. The graphical user interface **210**, however, may be generated by the vehicle controller **80**, the charger controller **90**, and/or the authentication server **70**. Regardless, the graphical user interface **210** may allow a user (such as the user of the wireless device **32**) to select the parameters **40** of the subsequent communication (illustrated as reference numeral **42** in previous FIGS.). Here the graphical user interface **210** may prompt the user to select the parameters **40** of the subsequent communication **42**. The graphical user interface **210**, for example, may display menus **212** and fields **214** for inputs. Continuing with previous examples, the user may be prompted to enter the charging voltage **46**, current **160**, and/or frequency **44** that is acceptable to the vehicle controller **80**. The user may even configure or establish custom parameters **216** of the user's choosing. Whatever the prompts, the subsequent communication **42** may be required to exhibit or possess the parameters **40** to charge the batteries **20**.

[0062] FIG. 26 is a diagram illustrating channel determination, according to exemplary embodiments. Here the initial communication **30** may establish a channel **220** at which the subsequent communication **42** must occur. The channel **220** may be a range or band of frequencies at which the subsequent communication **42** must occur. If, for example, the subsequent communication **42** is transmitted at the incorrect channel, then the vehicle controller **80** may deny charging. For example, the channel **220** may be chosen based on the vehicle identification number **180** and/or calculated by the algorithm **182**. The channel **220** may also be chosen at least in part by the selection **184** in the graphical user interface **210**. However the channel **220** is determined, the subsequent communication **42** may be required to exhibit or possess the channel **220** to charge the batteries **20**. If the transceiver **88** and/or the vehicle controller **80** detects a wrong channel, charging may be denied.

[0063] FIG. 27 is a flowchart illustrating a method of authentication, according to exemplary embodiments. The initial communication **30** is established (Block **300**). The vehicle identification number ("VIN") **180** is obtained (Block **302**). The frequency **44** is selected based on the vehicle identification number **180** (Block **304**). The subsequent commu-

nication 42 is then established at the frequency 44 (Block 306) to authenticate the vehicle 10 (or an occupant) (Block 308). The batteries 20 are charged (Block 310).

[0064] FIGS. 28-29 are diagrams illustrating superimposition, according to exemplary embodiments. Here exemplary embodiments may superimpose signals to authenticate charging of the batteries 20 in the vehicle 10. As earlier paragraphs explained, the charging station 12 wirelessly or wiredly sends the electrical power 14 to the vehicle 10 to charge the batteries 20. The electrical power 14 has the first frequency (“ f_1 ”) 44. While the first frequency 44 may be any frequency, the first frequency 44 may be the common 50 or 60 Hertz as is delivered by the electrical grid 16. Here, though, the charging station 12 superimposes a second signal 320 onto the electrical power 14. That is, the electrical power 14 may be considered as a first signal 322, and the second signal 320 is superimposed onto the electrical power 14. The second signal 320, however, may have a different, second frequency (“ f_2 ”) (illustrated as reference numeral 324) that is unequal to the frequency 44 of the electrical power 14.

[0065] As FIG. 29 illustrates, the second signal 320 may be separated from the electrical power 14. The second signal 320, for example, may be split or filtered (perhaps by a splitter/filter 326) from the electrical power 14. The second signal 320 may be sent to an analyzer circuit 328 that inspects the second signal 320. The second signal 320 may be inspected, decoded, or analyzed to authenticate the charging of the batteries 20. The second signal 320, for example, may be analyzed for the parameters 40 (perhaps established during the initial communication 30). For example, if the second signal 320 has the expected frequency 44 needed for authentication, then the vehicle controller 80 may charge the batteries 20. If the superimposed second signal 320 has the wrong frequency, charging may be denied.

[0066] The superimposed second signal 320 may be based on the vehicle identification number 180. As earlier paragraphs explained, the charging station 12 may obtain the vehicle identification number 180 that uniquely identifies the vehicle 10. The charger controller 90 may then query the parameter database 190 for the parameters 40 associated with the vehicle identification number 180. The parameter database 190 again associates the vehicle identification number 180 to the parameters 40. Here, though, the charger controller 90 retrieves the second frequency 324 required of the superimposed second signal 320. That is, the parameter database 190 associates the vehicle identification number 180 to the second frequency 324 of the superimposed second signal 320. The charger controller 90 then generates the second signal 320 and superimposes the second signal 320 onto the electrical power 14. The superimposed second signal 320 may be delivered along the charging cord 54, or wirelessly inducted, as earlier paragraphs explained. The second signal 320 is separated or filtered from the electrical power 14 and analyzed for authentication. If the analyzer circuit 328 verifies the second signal 320, the vehicle controller 80 may charge the batteries 20. If the superimposed second signal 320 has the wrong frequency, charging may be denied.

[0067] The superimposed second signal 320 may be authenticated for any value or content. As earlier paragraphs explained, the superimposed second signal 320 may be generated to have any current, voltage, or frequency. The superimposed second signal 320 may be generated to have any content or data, such as codes, images, or patterns. However the parameters 40 may be expressed, superimposed second

signal 320 may be measured or analyzed for the parameters 40. If authentication is verified, the batteries 20 may be charged. If authentication fails, charging may be terminated.

[0068] FIG. 30 is another diagram illustrating payment, according to exemplary embodiments. Once the electrical power 14 is delivered to the vehicle 10 to charge the batteries 20, payment is arranged. Exemplary embodiments retrieve the financial information 32 to process the electronic financial transaction 60. Exemplary embodiments, for example, retrieve the credit card number 64 to charge for the electrical power 14 consumed by the batteries 20. The charging station 12 may retrieve the credit card number 64 associated with the user of the wireless device 32. The user may thus enter or swipe the credit card number 64 at the charging station 12. The charger controller 90, however, may also query for the credit card number 64 associated with the vehicle identification number 180. The parameter database 60, for example, may store entries that relate the vehicle identification number 180 to the credit card number 64. Regardless, the charging station 12 may bill the credit card number 64 for the electrical power 14. The financial information 32 may alternatively be any account or payment information that is processed. Metering and billing is further described in U.S. application Ser. No. 13/425,242, filed Mar. 20, 2012, and incorporated herein by reference in its entirety.

[0069] FIG. 31 is a flowchart illustrating an algorithm for charging the batteries 20, according to exemplary embodiments. Any portion of this algorithm may be executed by any of the clients 120 illustrated in FIG. 10. The initial communication is established (Block 400) and the parameters 40 are determined (Block 402). The subsequent communication is then established at the parameters 40 (Block 404). The parameters 40 of the subsequent communication 42 are authenticated (Block 406). If authentication is successful (Block 408), charging of the batteries 20 is authorized (Block 410) and the electrical power 14 is metered (Block 412). The financial transaction 60 is then processed as payment (Block 414). If, however, authentication is unsuccessful (Block 408), then charging may fail (Block 416).

[0070] FIG. 32 is a more detailed block diagram illustrating the vehicle 10, according to exemplary embodiments. The one or more batteries 20 installed within the vehicle 10 provide electrical power to one or more electrical motors 500 and/or to the vehicle’s electrical system 502. The electrical motors 500 may be used to mechanically drive the vehicle 10, perhaps using a transmission, planetary gear, or other electromechanical mechanism. The electrical system 502 distributes electrical power throughout the vehicle 10, as is known. The vehicle controller 80 may manage and/or control the electrical motors 500 and/or the electrical system 502. The vehicle 10 may even include an internal combustion engine (“ICE”) 504. The components of the vehicle 10 are generally well-known and, thus, need not be further discussed.

[0071] FIG. 33 is a graph further illustrating the frequency variation 150, according to exemplary embodiments. Here the subsequent communication 42 may exhibit multiple frequencies while charging the batteries in the vehicle. As FIG. 33 illustrates, the frequency 44 of charge may change or fluctuate as the electrical power 14 is delivered to the batteries 20. At time t_0 , for example, the frequency 44 of the electrical power 14 may initially begin at a first frequency f_1 . Later, at time t_1 , the frequency 44 may change to a second frequency f_2 . Between time t_1 and time t_2 , the frequency may ramp increase from the second frequency f_2 to a third frequency f_3 .

That is, the frequency may constantly increase according to a steady or fixed rate to the third frequency f_3 . A time t_4 the frequency may drop to a final value f_4 until the batteries **20** are fully charged. The different frequencies may be established during or from the initial communication **30**, as earlier paragraphs explained.

[0072] FIG. **34** is another detailed schematic illustrating the parameter database **190**, according to exemplary embodiments. The parameter database **190** stores relational values that define or determine the one or more parameters **40** for charging the batteries **20** in the vehicle **10**. Once any data quantity is obtained regarding the vehicle **10**, the parameter database **190** may be queried for the parameters **40** for charging the batteries **20**. As earlier paragraphs explained, for example, if the vehicle identification number **190** is obtained, then the parameter database **190** may be related or associated the vehicle identification number **190** to the charging parameters **40**.

[0073] Other relationships, though, may be defined. Location **600**, for example, may be used to determine the charging parameters **40**. The location **600** of the vehicle **10**, for example, may determine the current, voltage, or frequency of the electrical power **14** delivered to the batteries **20**. The location **600** of the charging station **12** may be associated to the parameters **44**. The location **600** may be defined using cell tower identification, GPS coordinates, or a street address of the charging station **12**. Regardless, exemplary embodiments may obtain the location **600** and query the parameter database **190** for the corresponding charging parameters **40**.

[0074] Brand model **602** may also determine the charging parameters **40**. The Chevrolet Volt, the Toyota Prius, and the Nissan Leaf are currently available models that may require battery charging. Each manufacturer may establish the different charging parameters **40** for their various models **602**. As the number of models **602** increases, different parameters **40** may be established for each model **602**. The model **602**, for example, may be discovered or obtained during the initial communication **30**. Once known, exemplary embodiments may query the parameter database **190** for the corresponding charging parameters **40**.

[0075] The parameters **40** may also be defined according to date and time **604**. Different charging parameters **40** may be established for different dates and/or times of day. The charging station **12**, for example, may receive a current time and query the parameter database **190** for the corresponding parameters **40**. Higher current and/or voltage, for example, may be defined during hours when load on the electrical grid is reduced (e.g., night time hours and winter months).

[0076] The parameters **40** may also be defined according to state **606**. Each state government, for example, may define their own charging parameters **40**. The charging parameters **40** may alternatively or additionally be chosen based on the state **606** in which the vehicle was sold, is registered, or in which the owner/driver resides.

[0077] The parameters **40** may also be defined according to a battery identification number **608**. The battery identification number (or "BIN") **608** is any alphanumeric combination that uniquely identifies the one or more batteries **20** installed in the vehicle **10**. As the vehicle **10** ages with time and use, a time may come when the batteries **20** need replacement. As those of ordinary skill in the art understand, the service life of the batteries **20** may depend on many factors, including charging cycles, temperature, and electrical load. Indeed, the batteries may need replacement as soon as 50,000 miles, long before

the serviceable life of the vehicle **10**. In such cases the batteries **20** may need replacement, wherein new batteries are installed. The battery identification number **26** may thus be useful in tracking battery "swapping" procedures. Exemplary embodiments may obtain the battery identification number **608**, perhaps during the initial communication **30**. Once the battery identification number **608** is known, exemplary embodiments may query the parameter database **190** for the corresponding charging parameters **40**. The battery identification number **608** is more fully described in U.S. application Ser. No. 13/425,242, filed Mar. 20, 2012, and incorporated herein by reference in its entirety.

[0078] Exemplary embodiments may be physically embodied on or in a computer-readable storage medium. This computer-readable medium may include CD-ROM, DVD, tape, cassette, floppy disk, memory card, USB, and large-capacity disks. This computer-readable medium, or media, could be distributed to end-subscribers, licensees, and assignees. A computer program product comprises processor-executable instructions for charging batteries, as the above paragraphs explained.

[0079] While the exemplary embodiments have been described with respect to various features, aspects, and embodiments, those skilled and unskilled in the art will recognize the exemplary embodiments are not so limited. Other variations, modifications, and alternative embodiments may be made without departing from the spirit and scope of the exemplary embodiments.

What is claimed is:

1. A method, comprising:
 - establishing an initial communication between a vehicle and a charging station;
 - establishing, during the initial communication, an expected voltage for charging a battery in the vehicle;
 - terminating the initial communication between the vehicle and the charging station;
 - receiving, at the vehicle, electrical power from the charging station;
 - comparing a voltage of the electrical power to the expected voltage established during the initial communication;
 - determining a match between the voltage and the expected voltage; and
 - authorizing charging the battery in the vehicle in response to the match.
2. The method of claim 1, further comprising processing a payment for the electrical power.
3. The method of claim 2, further comprising retrieving a credit card number for the payment.
4. The method of claim 2, further comprising retrieving billing information for the payment.
5. The method of claim 1, further comprising receiving a vehicle identification number during the initial communication.
6. The method of claim 5, further comprising determining the expected voltage based on the vehicle identification number.
7. The method of claim 1, further comprising terminating the electrical power.
8. A system, comprising:
 - a processor; and
 - memory storing code that when executed causes the processor to perform operations, the operations comprising:
 - establishing an initial communication between a smartphone and a charging station;

establishing, during the initial communication, an expected voltage for charging a battery in a vehicle; terminating the initial communication between the smart-phone and the charging station; receiving, at the vehicle, electrical power from the charging station; comparing a voltage of the electrical power to the expected voltage established during the initial communication; determining a match between the voltage and the expected voltage; and authorizing charging the battery in the vehicle in response to the match.

9. The system of claim 1, wherein the operations further comprise processing a payment for the electrical power.

10. The system of claim 9, wherein the operations further comprise retrieving a credit card number for the payment.

11. The system of claim 9, wherein the operations further comprise retrieving billing information for the payment.

12. The system of claim 1, wherein the operations further comprise receiving a vehicle identification number during the initial communication.

13. The system of claim 12, wherein the operations further comprise determining the expected voltage based on the vehicle identification number.

14. The system of claim 12, wherein the operations further comprise terminating the electrical power.

15. A memory storing instructions that when executed cause a processor to perform operations, the operations comprising:

- establishing communication between a vehicle and a charging station;
- retrieving a vehicle identification number associated with the vehicle;
- selecting a voltage based on the vehicle identification number;
- receiving electrical power from an electrical grid;
- transforming the electrical power to the voltage based on the vehicle identification number; and
- sending transformed electrical power from the charging station to charge a battery in the vehicle.

16. The memory of claim 15, wherein the operations further comprise processing a payment for the electrical power.

17. The memory of claim 15, wherein the operations further comprise metering the electrical power consumed during charging the battery.

18. The memory of claim 15, wherein the operations further comprise terminating the electrical power.

19. The memory of claim 15, wherein the operations further comprise querying for payment of the electrical power.

20. The memory of claim 15, wherein the operations further comprise associating the vehicle identification number to a credit card number.

* * * * *