TO: KSI/Scientific & Technical Information Division
Attention: Miss Winnie M. Morgan

FROM: GP/Office of Assistant General Counsel for Patent Matters

SUBJECT: Announcement of NASA-Owned U.S. Patents in STAR

In accordance with the procedures agreed upon by Code GP and Code KSI, the attached NASA-owned U.S. Patent is being forwarded for abstracting and announcement in NASA STAR.

The following information is provided:

U.S. Patent No.: 3,772,691

Government or Corporate Employee: Caltech
Supplementary Corporate Source (if applicable): Pasadena, CA

NASA Patent Case No.: NPD-11850-1

NOTE - If this patent covers an invention made by a corporate employee of a NASA Contractor, the following is applicable:

Yes [X] No [ ]

Pursuant to Section 305(a) of the National Aeronautics and Space Act, the name of the Administrator of NASA appears on the first page of the patent; however, the name of the actual inventor (author) appears at the heading of column No. 1 of the Specification, following the words "... with respect to an invention of ... ."

Elizabeth A. Carter
Enclosure
Copy of Patent cited above
An automatic vehicle detection system is disclosed, in which each vehicle whose location is to be detected carries active means which interact with passive elements at each location to be identified. In one embodiment the passive means comprise a plurality of passive loops arranged in a sequence along the travel direction. Each of the loops is tuned to a chosen frequency so that the sequence of the frequencies defines the location code. As the vehicle traverses the sequence of the loops, signals only at the frequency of the loop being passed over are coupled from a vehicle transmitter to a vehicle receiver. The frequencies of the received signals in the receiver produce outputs which together represent a code of the traversed location. In another embodiment the code location is defined by a painted pattern which reflects light to a vehicle-carried detector whose output is used to derive the code defined by the pattern.

4 Claims, 9 Drawing Figures

Barber, R. J., "21 Ways To Pick Data Off Moving Objects" Control Engineering, Oct. 1963, pp. 82-86.
FIG. 5

LAST TRAVERSED
LOCATION
CODE

VEH.
NO.

TWO-WAY RADIO B
UTILIZATION UNIT

CLOCK
FROM 45

CODE
DATA

DATA REG.
(BUFFER)

CLOCK
FROM 45

DATA
INCOMPLETE
CIRCUIT

FIG. 6

INVENTOR.
GEORGE R. HANSEN, JR.

BY
Lindenberg, Frelich & Wasserman

ATTORNEYS
AUTOMATIC VEHICLE LOCATION SYSTEM

ORIGIN OF INVENTION

The invention described herein was made in the performance of work under a NASA contract and is subject to the provisions of Section 305 of the National Aeronautics and Space Act of 1958, Public Law 85-568 (72 Stat. 435; 42 U.S.C. 2457).

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention is generally directed to vehicle detection and, more particularly, to an automatic vehicle location system.

2. Description of the Prior Art

There are many applications in which the identification of locations of vehicles is highly desirable. For example, public safety vehicles, such as city police, state police and sheriff's forces, as well as fire fighting equipment, can operate more efficiently if the location of the vehicles is known. Such knowledge would allow more efficient dispatching, and frequently more apprehensions or prevention of crime or injury, or loss by fire.

The primary impetus is reduction of response time to a call as well as the improvement of efficiency in case of tactical deployment because the closest available vehicle can be utilized. Better administrative control and tactical deployment in disasters is also possible when current data with respect to actual fiducial vehicle location is known.

Taxicabs, material transport vehicle fleets and even U.S. Post Office Department vehicles can also be operated more efficiently with continual knowledge of the location of the vehicles. The vehicle operator is safeguarded in case of emergency need for aid if his location is continually known. Fixed route vehicles such as buses can be scheduled to avoid "bunching" and to provide better service if the location of the buses is known at all times. The driver of the bus can also be protected in the same manner as drivers of fleet vehicles. One basic reason for such a vehicle location system is that although the vehicle operator almost always may know his location, for various reasons he may not be able to continually inform others of his position.

Several generic techniques for operating automatic vehicle location systems have been extensively explored, and some are even in use. Previous vehicle location or proximity systems in most cases, have relied on some device, usually a radio transmitter or receiver, placed at each geographical location. If the device is a transmitter, it is used to send a relatively unique data signal to passing vehicles. A receiver on the vehicle receives the signal and then relays the data to a central location or control center along with identification of the vehicle. This provides information at the control center as to which vehicles are near what locations. Similarly, receivers at fixed sites pick up identification signals from passing vehicles. This is a system widely used in control of freight train cars. These signals are then relayed to the central location by wire or radio relay, to provide location information at the control center.

The disadvantages of such systems are the continual need for power, the high initial expense, the large communication facility required, and the necessity for continual maintenance and replacement of the active units such as the transmitters or receivers at the various remote locations. Historically, the argument against the use of proximity systems has been the expense of a large number of devices located in the coverage area. If these devices could be installed more economically and then forgotten, and in addition could be shared by many types of service vehicles, much of this argument against the use of proximity systems would be countered. The present invention is directed to a new automatic vehicle location system which eliminates the disadvantages of prior art systems.

OBJECTS AND SUMMARY OF THE INVENTION

It is a primary object of the present invention to provide a new automatic vehicle location system.

Another object of the invention is to provide a new automatic vehicle location system which does not employ active devices such as transmitters or receivers at the locations to be identified.

A further object of the invention is to provide a new automatic vehicle location system which is not encumbered by the expensive maintenance requirements of prior art systems.

Yet a further object of the invention is to provide a new automatic vehicle location system with substantially maintenance-free passive means at each identifiable location.

These and other objects of the invention are achieved by burying passive devices, such as loops or coils in the pavement at geographical sites or locations. Each vehicle whose location is to be determined carries on its undersides a transmitter and a receiver. At each location the loops are embedded sequentially in the direction of vehicle travel to represent a unique code which identifies the location. As the vehicle successively passes over the loops, the vehicle receiver is coupled to the vehicle transmitter so that a code, identical with the location-identifying code represented by the loops, is stored in the receiver. Transmission of the location code is effected by the onboard two-way radio of the vehicle to a control center.

The novel features of the invention are set forth with particularity in the appended claims. The invention will best be understood from the following description when read in conjunction with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a simple diagram useful in explaining one embodiment of the invention;

FIG. 2 is a block diagram of a transmitter and a receiver, shown in FIG. 1;

FIGS. 3a and 3b are diagrams useful in explaining the operation of the receiver shown in FIG. 2;

FIG. 4 is a pattern diagram for two-way traffic;

FIG. 5 is a partial block diagram of another embodiment of the invention;

FIGS. 6 and 7 are diagrams useful in explaining another embodiment of the invention; and

FIG. 8 is a block diagram of the embodiment explained in connection with FIGS. 6 and 7.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

The present invention is based on experiments which indicate that a large electrically tuned loop can provide a means to reliably couple energy from a transmitting coil to a receiving coil where the dimensions of the...
coils are small compared to the loop. Also, experiments demonstrate that coupling can be effected with adequate signal-to-noise ratio, even when the two coils are in very close proximity to a large magnetic surface, such as the sheet metal floor of a vehicle. When two loops are arranged side by side but tuned to different relatively low frequencies, e.g., 90 and 130kHz, a signal, different in both amplitude and particularly frequency, can be received, depending upon which loop the transmitter and receiver coils are over, provided both frequencies are radiated equally from the transmitter.

The basic system of the present invention will first be described in connection with an embodiment in which only two frequencies are employed. However, as will become apparent from the following description, more than two frequencies can be employed to increase the number of identifiable locations for a given total number of loops of the system.

Attention is now directed to FIG. 1 wherein numeral 12 designates a vehicle traveling in the direction indicated by arrow 14 to a location 16. Thereat, a plurality, e.g., 4, passive loops L1-L4 are buried in the roadway. Loops L1, L2 and L4 are assumed to be tuned to a frequency \( f_1 \), while loop L3 is tuned to a frequency \( f_2 \). The vehicle 12 is shown including a transmitter 20 which is a simple passive tuned circuit responsive either to frequency \( f_1 \) or \( f_2 \). The vehicle also includes a receiver 22 with a receiving coil 23 which is also located underneath the vehicle but on the opposite side thereof. The receiver 22 is assumed to include a multistage register which stores in each stage a first binary value, such as a 1, when the frequency of the received signals is \( f_1 \) and a second binary value, such as a 0, when the received signals' frequency is \( f_2 \). Thus, in the particular example after passing location 16 the values stored in the register would be 1101. The particular combination of these values represents a code identifying location 16. Clearly, if loops L1-L4 were tuned to frequencies \( f_{01}, f_{11}, f_{02}, \) and \( f_{22} \), the code stored in the register after passing location 16 would be 100.

In accordance with the present invention the code stored in the register of each vehicle is interrogated through the two-way vehicle radio by equipment at a control center. Thus the location of each vehicle is identifiable. Clearly with four loops per location, and with two frequencies up to 16 locations can be identified. By increasing the number of loops the number of identifiable locations can be increased. For a two frequency system the total number of loops needed to identify \( 2^k \) locations is \( N \times 2^k \).

Attention is now directed to FIG. 2 which is a more detailed diagram of the transmitter and the receiver in each vehicle. As shown, the transmitter 20 includes two sine wave C.W. oscillators 31 and 32 which provide signals at frequencies \( f_0 \) and \( f_1 \), respectively. These signals are amplified by a power amplifier 33, whose output excites the transmitter coil 21. The signals which are received by receiving coil 23 may be amplified by a preamplifier 35 which is in turn coupled to two tuned amplifiers or digital frequency discriminators, operating at the loop frequencies \( f_0 \) and \( f_1 \). In FIG. 2 amplifiers 36 and 37 are assumed to be tuned to \( f_0 \) and \( f_1 \), respectively. Their outputs are envelope detected by rectifiers 38 and 39 respectively, whose outputs in turn control the state of a toggle or flip-flop 40. For explanatory purposes it is assumed that when signals at \( f_0 \) are received and the output of rectifier 38 rises above a reference level, FF40 is set to represent a binary 1 while when signals at \( f_1 \) are received, the output of rectifier 39 resets the flip-flop to represent a binary 0. The output of FF40 is connected to a data register 42 which stores a 1 or a 0 depending on the state of the flip-flop.

Clock pulses to strobe the binary information into register 42 may be derived from slope or threshold information of the mixed envelope outputs. As shown in FIG. 2, the outputs of rectifiers 38 and 39 are supplied to the plus (+) inputs of a differential amplifier 44 which has its minus (−) input connected to a threshold level, designated \( E_T \). Whenever the output of either rectifier exceeds \( E_T \) amplifier 44 pulses a one shot 45 which provides a clock pulse to register 42.

The operation of the aforesaid circuitry is best summarized in connection with FIGS. 3a and 3b. FIG. 3a is a diagram of eight loops L1-L8, assumed to be at a location 46 tuned to the two frequencies as shown, and FIG. 3b is a multiline waveform diagram of the outputs of the various circuits of the receiver.

From the foregoing it is thus seen that in accordance with the present invention roadway location is sensed by burying at each location a sequence of loops, each of which is a simple passive tuned circuit responsive either to frequency \( f_0 \) or \( f_1 \). The long dimension of the loop is disposed across the road and the short dimension in the direction of the road or vehicle travel. When the vehicle passes over each loop signals at the loop's tuned frequency from the vehicle's transmitter are coupled by the loop to the vehicle's receiver. The loops at each location are arranged side by side along the direction of travel in a unique binary pattern or code of 1's and 0's where \( f_1 \) is a 1 and \( f_0 \) is a 0. As the vehicle passes over each loop, a 1 or a 0 is stored in a register depending on the frequency to which the loop is tuned, so that after passing the entire sequence of the loops at any location, the location's code is stored in the register. This information together with a vehicle identification code, permanently stored in the vehicle, can be interrogated through the vehicle's two-way radio by equipment at a control center to identify the location of each interrogated vehicle. Such location information may then be used for whatever purpose the system is designed to perform. For example, the locations of the various interrogated vehicles may be displayed on a map to provide a pictorial representation of their locations, for monitoring or vehicle routing purposes.

It should be appreciated that for proper operation the transmitting and receiving coils must be over each loop as the vehicle passes over it. Thus the vehicle must traverse the loop pattern in an orthogonal direction. To ensure proper loop pattern traversal the loops should be located at a mid-block area, particularly where road lanes are well delineated, rather than at an intersection where turning action may occur. Furthermore, the
Loops must be traversed in the direction of travel of the particular lane in which they are buried. As shown in FIG. 4, two patterns are required on two-lane roadways, one in each direction of travel. Multiple lanes in each direction require a pattern in each lane. Among the major advantages of the system, herebefore described, is that the only devices which are needed at fixed sites or locations consist of buried loops. Since the loops are passive, they require no power, and since there is no intrinsic wearout, they do not require maintenance or replacement. The only active devices of the system are in the specially-equipped vehicles and in the control center. Any vehicle maintenance can be accomplished at a central maintenance and service depot. Thus the cost of maintenance is greatly reduced as compared with prior art systems using active devices at many remote locations.

Location accuracy is independent of the coverage area. It is dependent solely on the density of the buried loops and thus can be adjusted to both the user's requirements and to the environment. To achieve one-block location, it is only necessary to provide passive loops somewhere between intersections. Because the location information is in code form, no computation at the control center is required to translate the received data to a specific location. All that is required is a simple look-up operation to relate the received code to a particular location.

As shown in FIG. 2, register 42 is assumed to store the code of the location last traversed by the vehicle. It is this code which is interrogated by the control station to identify the last traversed location. For improved performance and to enable the control station to interrogate the last traversed location, while the vehicle may be at the same time traversing a new location, the system in each vehicle may include a second data register which is the one which is interrogated and register 42 may be used as a temporary buffer. Additional circuits are provided to transfer the contents of buffer register 42 to the second register only when a complete code is transferred to register 50 before the transfer in parallel of the content of register 42 to register 50 is shown including more bits than are needed to store the location code, transferred thereto from register 42. These additional bits may be used for various purposes, such as vehicle number identification. The entire content of register 42 is assumed to be read out on command from the control station via the vehicle's two-way radio into a utilization unit, such as a computer in the control station. Since techniques for reading out the content of the register located at one location upon command from another location are well known, they will not be described herein in any further detail. In FIGS. 5 block 65 represents the two-way radio and the utilization unit, shown connected to register via a two-way line 66.

The basic principles of the invention of using at each location to be identified a plurality of passive elements arranged in a location-code-defining pattern so that when a vehicle passes over the pattern, the location code is stored in the vehicle is not limited to the use of loops, such as herebefore described. An embodiment of the invention in which means other than loops are employed is shown in FIG. 6.

In this embodiment a painted pattern 70 on the road surface 72 is employed to form the code of a particular location. The vehicle is assumed to be equipped with a small light source 74 which is focused to a spot 75 on the road surface. A photo detector 76 is similarly focused on the illuminated spot on the road. As the vehicle traverses the pattern, if the spot is painted with a high reflectance (visible or infrared) paint, a detectable output is produced by detector 76. The light source 74 and detector 75 may be operated in the infrared region and the point may be chosen to reflect in this region of the spectrum.

In practice the painted pattern is formed by painted strips spaced by unpainted road strips. The painted strips are represented in FIG. 6 by the cross hatched areas. Each bit of the pattern consists of a painted strip followed by an unpainted strip. A binary 1 is assumed to be represented by a painted strip followed by an unpainted strip so that during the first half of the bit period, the detector output is of one level, e.g., high, and of a second level, e.g., low, during the second half of the bit period.
the bit period. A binary 0 is represented by opposite levels of the detector output during the two halves of the bit period. Such a coding is often referred to as a Manchester code. The detector output for the pattern represented in FIG. 6 is diagrammed in FIG. 7, line b by waveform 78. Line a represents the code 110010010.

It should be stressed that the painted pattern, applied to the road, must be self-clocking, e.g., the pattern must contain information to distinguish one element from the next so that the sequence of bits (1's or 0's) can be clocked into a register, such as register 42. Such information is present in the Manchester code pattern shown in FIG. 6 and can be extracted by the circuitry shown in FIG. 8. It should be stressed that the circuitry which will be described represents only one arrangement capable of using the output of the detector to determine the code, defined by the pattern 70. Other arrangements may be employed with equal success.

As seen in FIG. 8, the circuitry includes a vehicle clock generator 80. The function of generator 80 is to supply a fixed number of pulses, e.g., 1000, during the traversal of one-bit distance irrespective of vehicle speed. The pulse output of generator 80 is supplied to a counter 82 through an AND gate 84 which is enabled only when a control flip-flop 86 is in a set state. The counter 82 has a maximum count, equal to the number of pulses provided by generator 80 per one-bit distance. Thus as the vehicle passes over the pattern, the counter 82 is automatically reset to zero as each bit distance is traversed and a next bit is started to be scanned.

Connected to counter 82 is a word detector 88 which provides a data clock pulse each time the count in counter 82 reaches a preselected value. Since each bit is divided into two strips, the value is chosen to equal one-fourth the maximum count so that the data clock pulse which is supplied to register 42 occurs as the vehicle passes over the middle of the bit's first strip. The word detector output is counted by counter 54 whose operation was herebefore described in connection with FIG. 5. Thus when a count, equal to the number of bits in the pattern (ten for the pattern in FIG. 6), is accumulated in counter 54, the gates 52 are opened to transfer the code from register 42 to register 50.

The output of detector 76 is supplied to the register 42. As each data clock pulse is supplied to the register 42, the level of the detector is clocked into the register. In the particular embodiment each data clock is provided when the vehicle passes over the middle of the first strip of each bit. Thus, for the particular pattern a high level is clocked in for each of the first two bits to represent 1's while a low level is clocked for each of the next three bits to represent 0's.

The circuitry shown in FIG. 8 further includes a differentiator 90 and a rectifier 92. Their respective outputs are diagrammed in lines c and d of FIG. 7. Line e represents the output of circuit 56. The short pulses therein represent the retriggering of circuit 56 by each of the output pulses of the rectifier 92, following the first pulse.

It should be appreciated that the maximum duration or interval between any two pulses out of rectifier 92 is a function of one bit distance and the minimum expected vehicle speed. The data incomplete circuit 56, to which these pulses are supplied, supplies a pulse of a duration which is greater than the maximum duration between any two pulses. As in the previously described embodiment the trailing edge of the pulse from circuit 56 acts as a reset pulse. In the particular embodiment it resets register 42, counter 54, counter 82 and FF86. Since each output pulse of rectifier 92 starts the duration of the pulse of circuit 56 anew, no resetting occurs when a pattern is traversed until a period equal to the period of the pulse of circuit 56 after the last pulse from rectifier 92, as represented by numeral 95 in line e of FIG. 7.

The painted pattern embodiment, shown in FIG. 6 and the circuitry shown in FIG. 8 may best be explained with a specific embodiment. In the painted pattern, the first bit is always a 1 to sense the start of the pattern. Prior to traversing the pattern, register 42, counters 54 and 82 and FF86 are in a reset state, having been previously reset by the trailing edge of the pulse from circuit 56. Also, generator 80 continuously generates pulse, e.g., 1000, per one bit distance travel of the vehicle. However, since AND gate 84 is disabled, i.e., closed, no pulses are counted by counter 82.

As the vehicle passes over the painted strip of the first bit and rectifier 92 provides the first pulse, FF86 is set, opening gate 84 so that counter 82 begins to count the pulses from generator 80. Also the first pulse from rectifier 92 triggers circuit 56. Counter 82 has a maximum count of a 1000 and the word detector 88 provides a data clock pulse at a count of 1000/4=250, i.e., at the center of the painted strip or after one quarter of the first bit was traversed. Since at this point the painted strip is being scanned, a high level, representing a binary 1, is clocked into register 42 and counter 54 is incremented by one.

At the end of scanning the first bit the count in counter 82 reaches the maximum value of 1000 and it resets automatically. When the leading edge of the painted strip of the next 1 bit is sensed, a new pulse is supplied by the rectifier 92. It retriggers circuit 56 and attempts to set FF86 which is already set. Gate 84 is open enabling counter 82 to count the pulses from generator 80. When the count in counter 82 reaches 250, i.e., the vehicle has scanned one quarter of the next bit, a second data clock pulse is provided by detector 88 and register 42 clocks the high level of detector 76.

Again at the end of the scanning of the second bit, counter 82 resets automatically and when the count reaches 250, detector 88 provides the data clock so that register 42 clocks the low level of the detector 76 which is present at one fourth the 8bit, since the first half of this bit is the unpainted strip. This clocking process continues until the pattern has been fully scanned. Counter 56, having received the required number of data clock pulses, opens gates 52 to enable the transfer of the code now present in register 42 to register 50.

It should be stressed that the last pulse from rectifier 92 retriggers circuit 56. Since no subsequent pulse appears during the duration of the pulse of circuit 56, the latter is not retriggered again. Therefore its trailing edge appears, resetting register 42, counters 54 and 82 and FF86. Such resetting is needed for normal operation as well as to prevent the system from being affected by one or more spurious pulses.

Either embodiment, herebefore described, produces a binary location code. Only such a code is possible with the painted pattern since each code bit consists of painted and unpainted strips, where their order defines the bit value. However, in the embodiment where pas-
The pattern painted strips from other road markings. The system described in claim 1 wherein each element is a loop having a dimension in a direction perpendicular to the vehicle's direction of travel which is related to the distance between said transmitting and receiving loops.