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(54) **METHOD FOR RECOGNIZING VEHICLE DRIVER AND DETERMINING WHETHER DRIVER CAN START VEHICLE**

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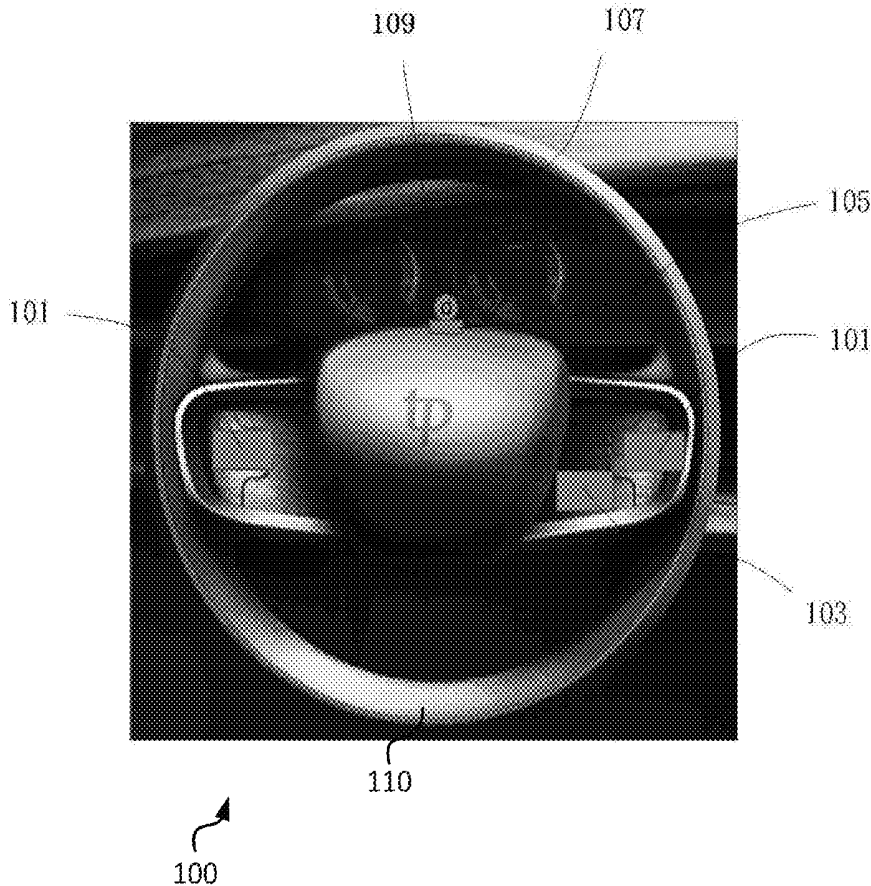
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(57) **ABSTRACT**

Provided are systems and methods for increasing vehicle safety by determining whether a driver can operate a vehicle based on whether the physical status of the driver and the identity of the driver are acceptable. A first set of sensors may determine the physical status of the driver. The first set of sensors may include an electrocardiogram detection component, an alcohol detection component, a body temperature detection component, and a photography component, among others. A second set of sensors may determine the identity of the driver. The second set of sensors may include a fingerprint detection component, an electrocardiogram detection component, and a photography component, among others. When it is determined that the physical status of the driver is unacceptable, the method may include activating an automatic driving system.



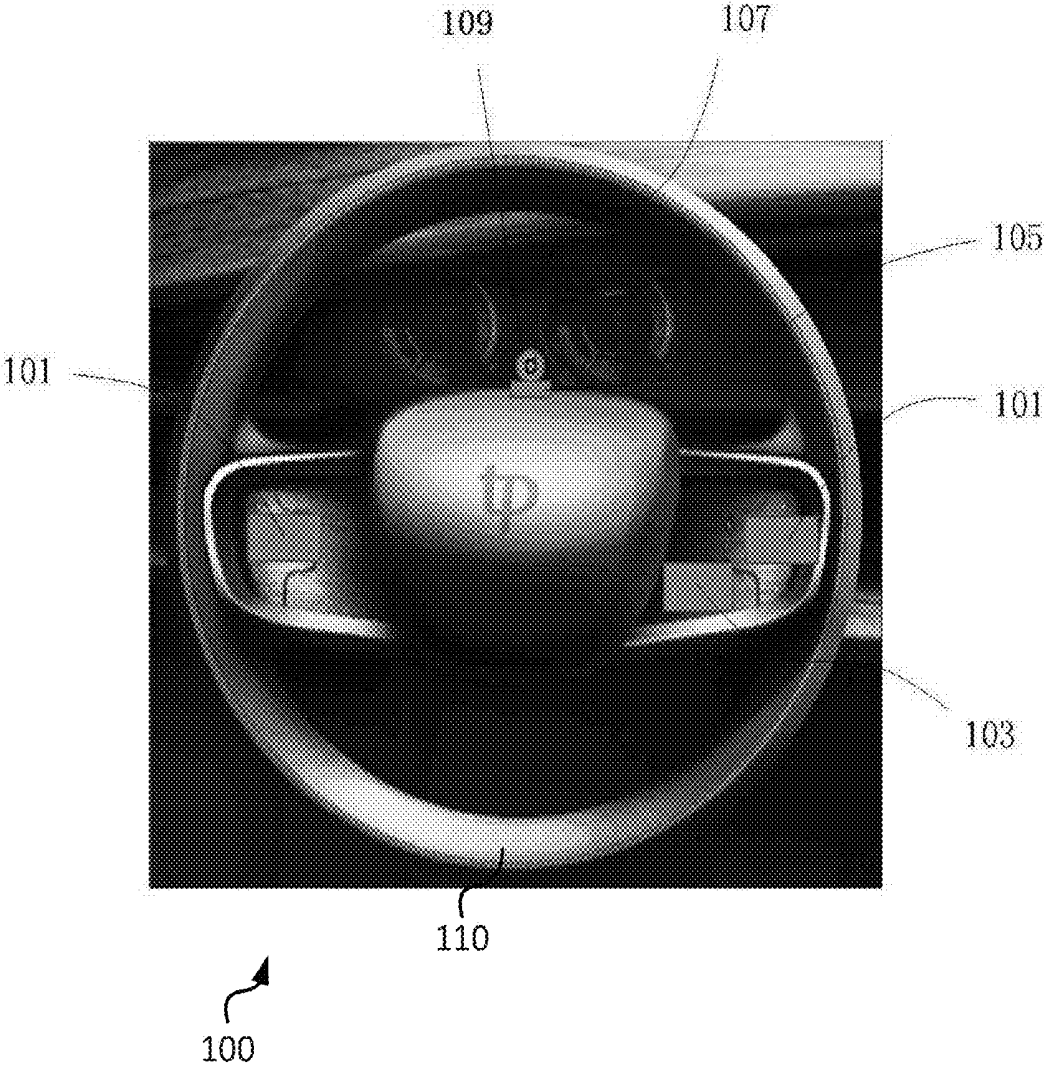


FIG. 1

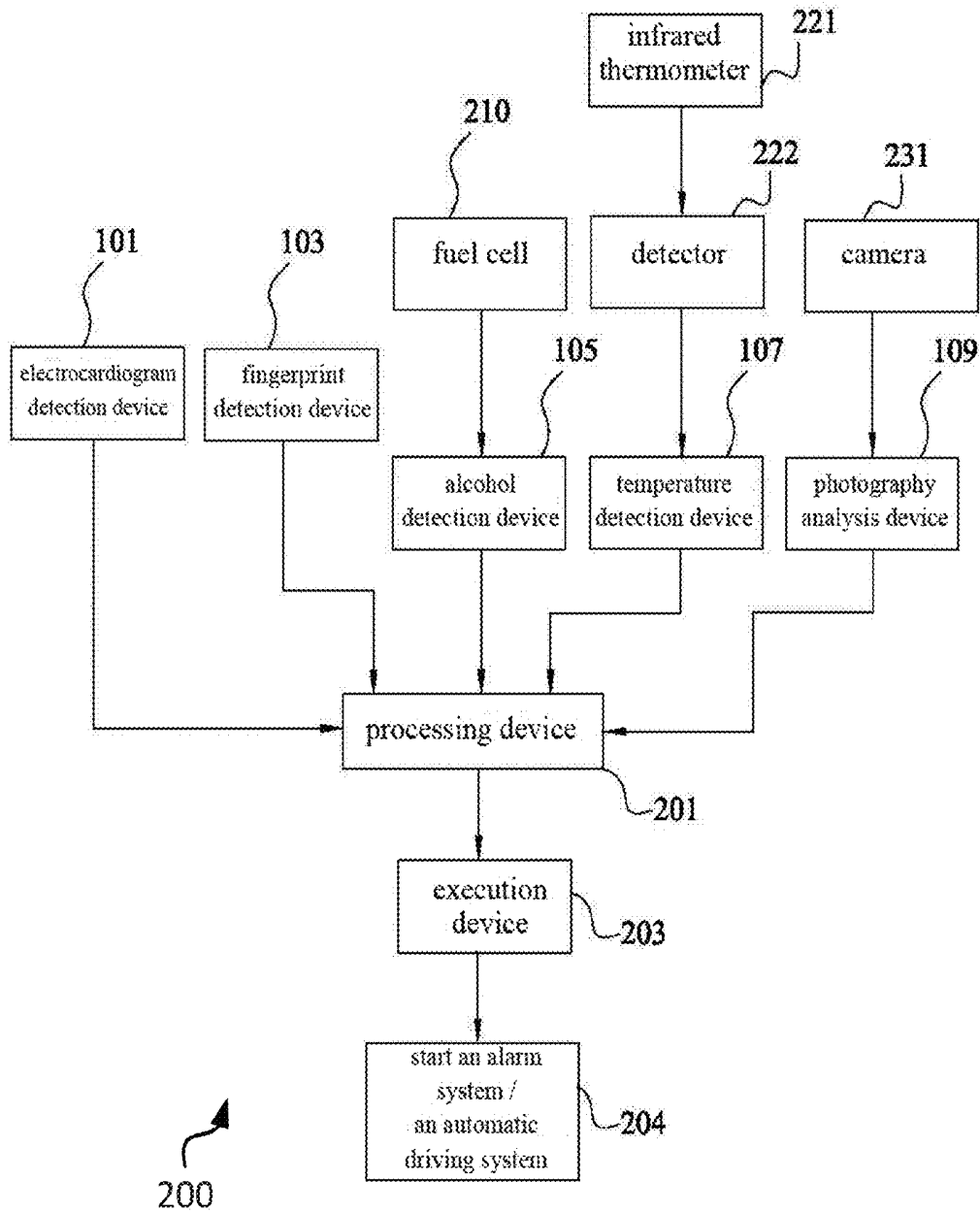


FIG. 2

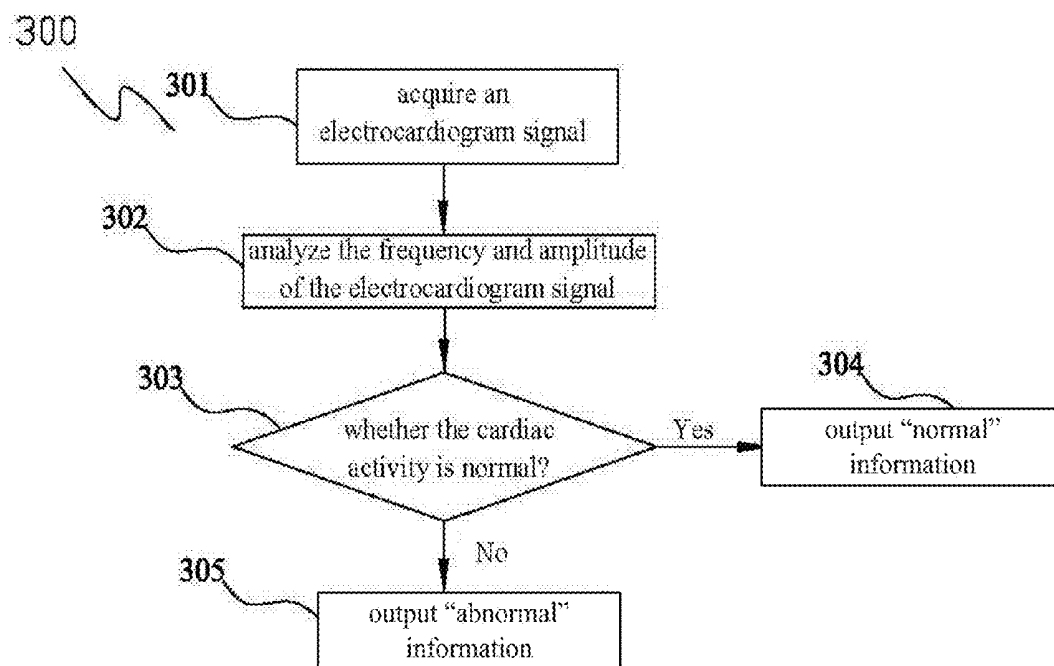


FIG. 3

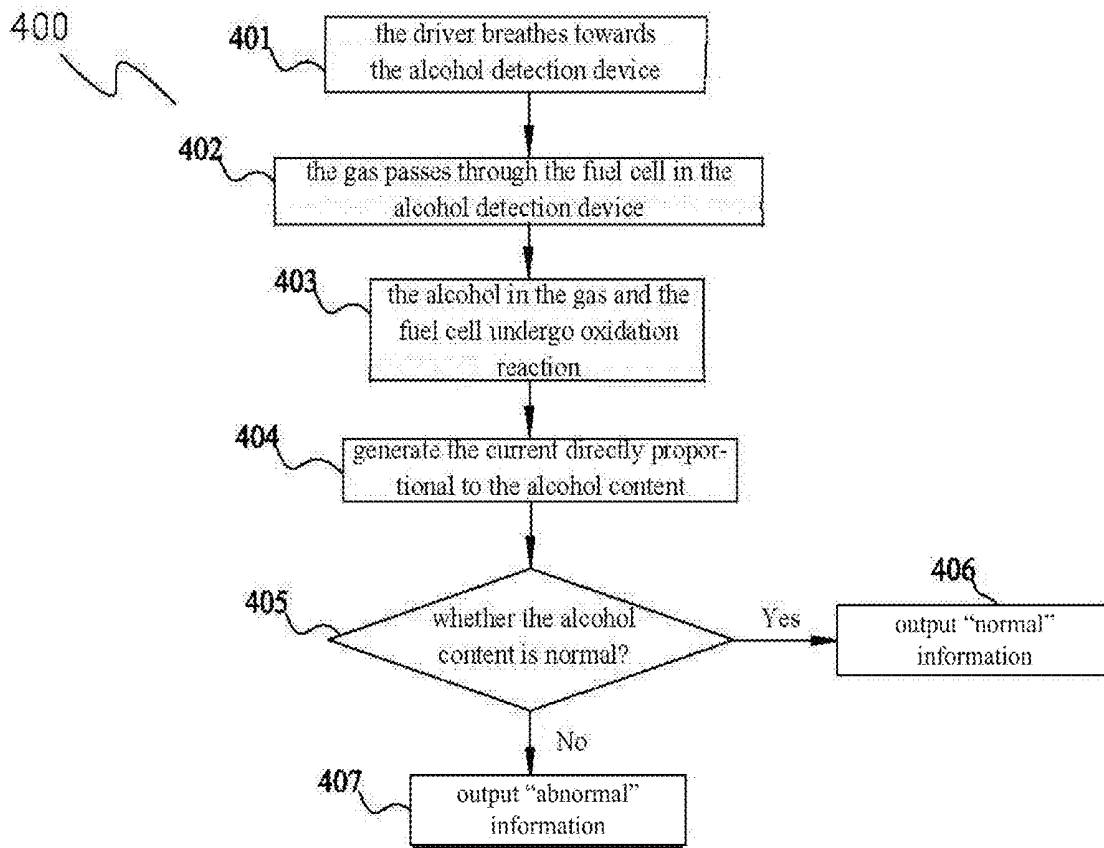


FIG. 4

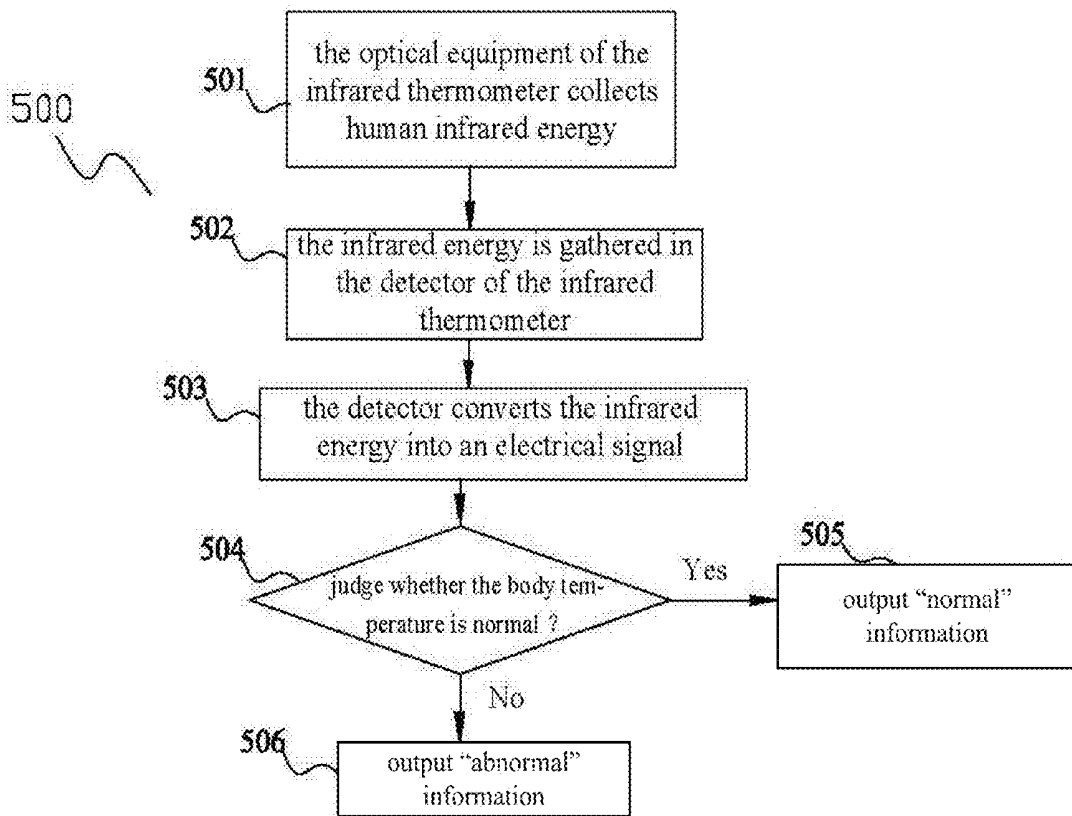


FIG. 5

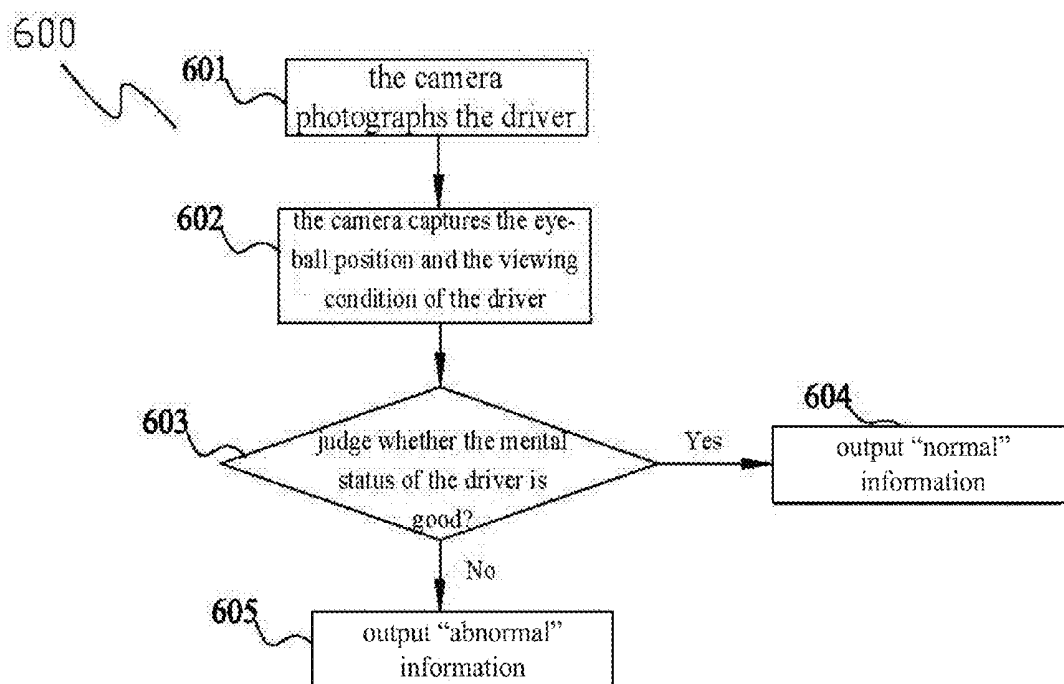


FIG. 6

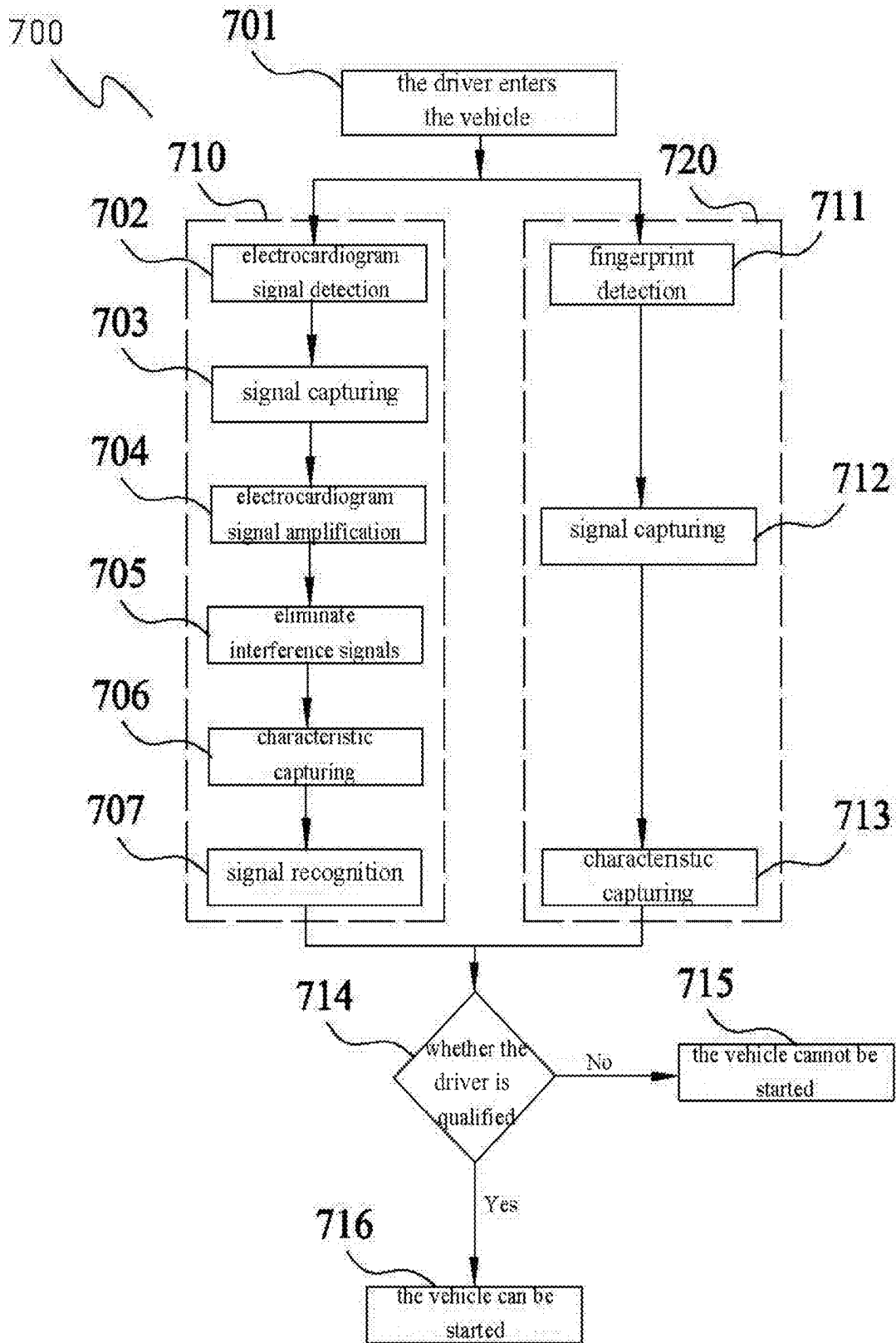


FIG. 7

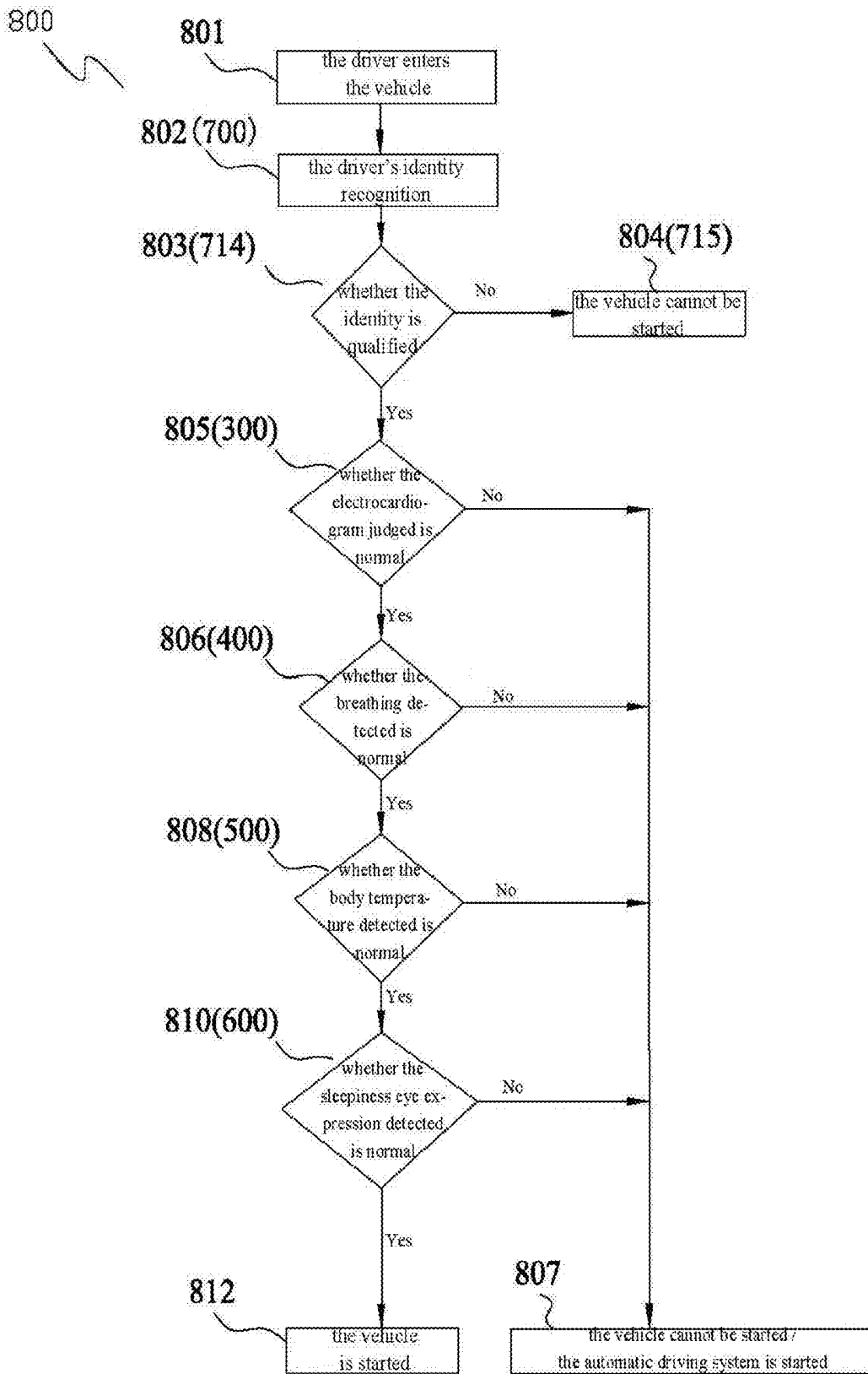


FIG. 8

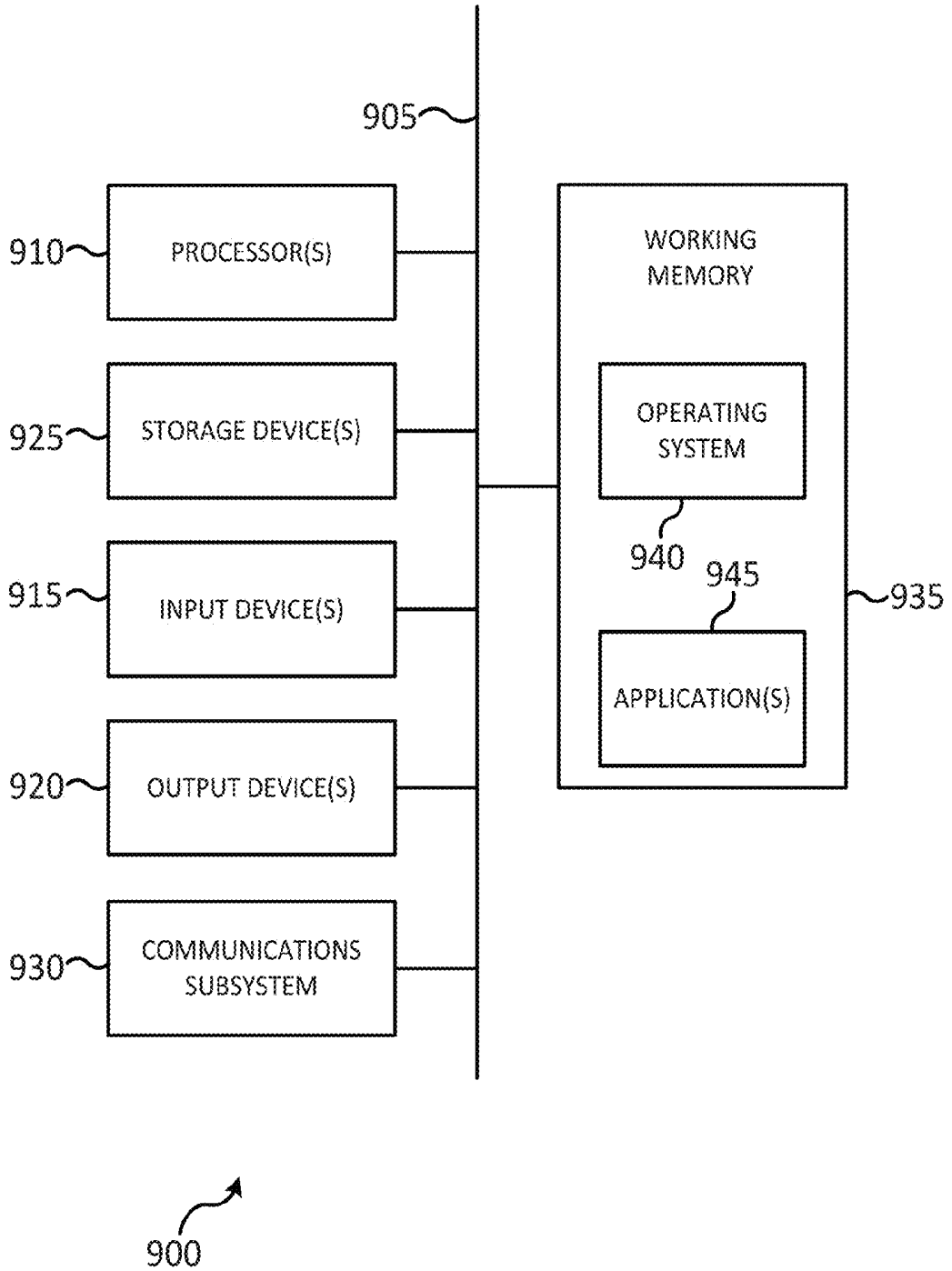


FIG. 9

**METHOD FOR RECOGNIZING VEHICLE
DRIVER AND DETERMINING WHETHER
DRIVER CAN START VEHICLE**

CROSS-REFERENCE TO RELATED
APPLICATIONS

[0001] The present application claims priority to U.S. Provisional Patent Application 62/272,706, filed Dec. 30, 2015, which claims priority to U.S. Provisional Patent Application No. 62/133,991, filed Mar. 16, 2015, and U.S. Provisional Patent Application No. 62/150,848, filed Apr. 22, 2015, the disclosures of which are hereby incorporated by reference in their entireties for all purposes.

BACKGROUND

[0002] The present disclosure relates to vehicle control technology, and more particularly to methods for increasing vehicle safety by analyzing a driver's physical condition.

[0003] A traditional vehicle is started by a matched key, which may be convenient in many circumstances. However, the traditional matched key approach is not particularly safe for at least two reasons. First, anyone who has the key of the vehicle can start the vehicle, which may incentivize theft. Second, drivers whose physical condition are not suitable for driving, due to intoxication, likeliness of a heart attack, etc., are allowed to start the vehicle without any prohibitive measures. Current vehicle technologies do not address these safety concerns.

SUMMARY

[0004] Provided is a method for determining whether a driver can operate a vehicle. The method may include determining, at a processor within the vehicle, whether a physical status of the driver is acceptable using a first set of sensors. The physical status of the driver may be acceptable when the first set of sensors indicate that the driver has a capacity to operate the vehicle. The first set of sensors may include one of several components. The first set of sensors may include an electrocardiogram detection component configured to detect a cardiac activity of the driver. The first set of sensors may also include an alcohol detection component configured to detect a breathing gas of the driver. In addition, the first set of sensors may include a body temperature detection component configured to detect a body temperature of the driver. Furthermore, the first set of sensors may include a photography component configured to detect an eye expression of the driver;

[0005] In some embodiments, the method may include determining, at the processor within the vehicle, whether the identity of the driver is acceptable using a second set of sensors. The identity of the driver is acceptable when the second set of sensors indicate that the driver is an authorized driver. The second set of sensors may include one of several components. The second set of sensors may include a fingerprint detection component configured to detect a fingerprint of the driver. The second set of sensors may also include the electrocardiogram detection component configured to detect the cardiac activity of the driver. Furthermore, the second set of sensors may include the photography component configured to detect an image of the driver. The method may also include determining whether the driver can operate the vehicle based on whether both the physical status of the driver and the identity of the driver are acceptable.

[0006] In some embodiments, the physical status of the driver is determined to be unacceptable when the electrocardiogram detection component detects that the cardiac activity of the driver indicates that the likelihood of cardiac arrest of the driver exceeds a certain threshold. In some embodiments, the electrocardiogram signal may be extracted from the cardiac activity of the driver, and the P wave, Q wave, R wave, S wave, and T wave may be extracted from the electrocardiogram signal. In some embodiments, the physical status of the driver is determined to be unacceptable when the alcohol detection component detects that the breathing gas of the driver indicates that the blood alcohol content of the driver exceeds a certain threshold.

[0007] In some embodiments, the physical status of the driver is determined to be unacceptable when the body temperature detection component detects that the body temperature of the driver is above or below certain thresholds. In some embodiments, the physical status of the driver is determined to be unacceptable when the photography component detects that the eye expression of the driver indicates that the likelihood of drowsiness exceeds a certain threshold. In some embodiments, the identity of the driver is determined to be acceptable when the fingerprint detection component detects that the fingerprint of the driver matches a fingerprint stored in a server of acceptable driver fingerprints.

[0008] In some embodiments, the identity of the driver is determined to be acceptable when the electrocardiogram detection component detects that the cardiac activity of the driver matches a cardiac activity stored in a server of acceptable driver cardiac activities. In some embodiments, the method may also include activating, at a processor within the vehicle, an alarm system when it is determined that the identity of the driver is unacceptable. Furthermore, the method may include activating, at the processor within the vehicle, an automatic driving system when it is determined that the physical status of the driver is unacceptable. Also provided in the present disclosure are systems that implement the described method.

BRIEF DESCRIPTION OF THE DRAWINGS

[0009] The accompanying drawings, which are included to provide a further understanding of the invention, are incorporated in and constitute a part of this specification, illustrate embodiments of the invention and together with the detailed description serve to explain the principles of the invention. No attempt is made to show structural details of the invention in more detail than may be necessary for a fundamental understanding of the invention and various ways in which it may be practiced.

[0010] FIG. 1 shows a schematic diagram of a driver physiological characteristic detection system on a steering wheel of a vehicle, according to an exemplary embodiment of the present disclosure.

[0011] FIG. 2 shows a structural diagram of circuit modules of a driver physiological characteristic detection system, according to an exemplary embodiment of the present disclosure.

[0012] FIG. 3 shows a schematic flowchart of an electrocardiogram analysis, according to an exemplary embodiment of the present disclosure.

[0013] FIG. 4 shows a schematic flowchart of a respiration analysis, according to an exemplary embodiment of the present disclosure.

[0014] FIG. 5 shows a schematic flowchart of a body temperature analysis, according to an exemplary embodiment of the present disclosure.

[0015] FIG. 6 shows a schematic flowchart of a sleepiness eye expression analysis, according to an exemplary embodiment of the present disclosure.

[0016] FIG. 7 shows a schematic flowchart of a driver physiological characteristic detection analysis, according to an exemplary embodiment of the present disclosure.

[0017] FIG. 8 shows a schematic flowchart of a driver physiological characteristic detection analysis, according to an exemplary embodiment of the present disclosure.

[0018] In the appended figures, similar components and/or features may have the same numerical reference label. Further, various components of the same type may be distinguished by following the reference label by a letter that distinguishes among the similar components and/or features. If only the first numerical reference label is used in the specification, the description is applicable to any one of the similar components and/or features having the same first numerical reference label irrespective of the letter suffix.

DETAILED DESCRIPTION OF THE INVENTION

[0019] Various specific embodiments of the present disclosure will be described below with reference to the accompanying drawings constituting a part of this specification. It should be understood that, although structural parts and components of various examples of the present disclosure are described by using terms expressing directions, e.g., “front”, “back”, “upper”, “lower”, “left”, “right” and the like in the present disclosure, these terms are merely used for the purpose of convenient description and are determined on the basis of exemplary directions displayed in the accompanying drawings. Since the embodiments disclosed by the present disclosure may be set according to different directions, these terms expressing directions are merely used for describing rather than limiting. Under possible conditions, identical or similar reference numbers used in the present disclosure indicate identical components.

[0020] The present disclosure relates to systems and methods for increasing vehicle safety by recognizing the identity of a vehicle driver, determining the physical status of the driver, and determining whether it is safe for the driver to start a vehicle based on the driver's identity and the driver's physical status.

[0021] FIG. 1 shows a schematic diagram of a driver physiological characteristic detection system 100, according to an exemplary embodiment of the present disclosure. In some embodiments, the driver physiological characteristic detection system 100 comprises a plurality of detection devices (sensors) arranged at different positions on a steering wheel 110 of the vehicle. In other embodiments, the detection devices may be arranged at various locations throughout the vehicle cabin other than the steering wheel. The detection devices may include electrocardiogram detection devices 101 arranged on the left side and the right side of the steering wheel 110, a fingerprint detection device 103, an alcohol detection device 105, a body temperature detection device 107 in the middle of the steering wheel 110, and a photography analysis device 109 in the middle of the steering wheel 110.

[0022] The electrocardiogram detection devices 101 are used for detecting the cardiac activity of the driver when the driver's hands are laid on the two sides of the steering wheel

110. The signal of interest for the electrocardiogram detection devices 101 is an electrocardiogram signal. The electrocardiogram signal may be further analyzed to extract different characteristics of the signal, including P, Q, R, S and T waves which are commonly extracted from electrocardiogram signals.

[0023] The fingerprint detection device 103 is used for detecting the fingerprints of the driver to generate a fingerprint signal. The signal of interest for the fingerprint detection device 103 is a fingerprint image of the driver, which may be captured through any one of a wide number of available fingerprint scanning technologies. For example, fingerprint detection device 103 may be an optical sensor, a capacitive sensor, an ultrasound sensor, or a thermal sensor, among others. In some embodiments, fingerprint detection device 103 may be a capacitive sensor that determines each pixel value of an image based on the capacitance measured at each pixel location, which varies due to the different dielectric constants of skin ridges compared to valleys. In some embodiments, fingerprint detection device 103 may employ a high frequency ultrasound or optical sensor that receives a varying signal based on the change in light reflectance related to the skin ridges. In some embodiments, fingerprint detection device 103 is a thermal scanner that measures the difference in temperature of different pixel areas, with high temperature areas corresponding to skin ridges and low temperature areas corresponding to valleys.

[0024] In some embodiments, the signal that is captured by fingerprint detection device 103 may be an image file. The image file may be compressed or uncompressed, and may be any one of several digital image file types, such as TIFF, JPEG, GIF, PNG, BMP, etc. In some embodiments, the image file may not be a traditional image file type, but may be a data representation of fingerprint topography. For example, while a fingerprint usually appears as a series of dark lines that represent ridges of the skin, the image file may be an integer representing the number of ridges of the skin. Furthermore, the image file may be an integer representing the number of crossovers, ridge bifurcations, ridge endings, islands, or pores. Furthermore, the image file may be any digital representation of any feature of a fingerprint.

[0025] The alcohol detection device 105 may be used for detecting the breathing gas of the driver to estimate the driver's blood alcohol content (BAC). In some embodiments, the breathing gas alcohol concentration signal of the driver may be used to yield an estimate of the driver's BAC. In some embodiments, the alcohol detection device 105 may be a breathalyzer in which the driver may breathe directly into to yield a BAC estimate.

[0026] The body temperature detection device 107 is used for detecting the body temperature of the driver to generate a body temperature signal of the driver. The photography analysis device 109 is used for detecting the eye expression of the driver to generate a sleepiness eye expression signal of the driver.

[0027] FIG. 2 shows a structural diagram of circuit modules of a driver physiological characteristic detection system 200. The driver physiological characteristic detection system 200 comprises the electrocardiogram detection devices 101, the fingerprint detection device 103, the alcohol detection device 105, the body temperature detection device 107, the photography analysis device 109, a processing device 201 and an execution device 203.

[0028] In some embodiments, the processing device 201 is connected with the electrocardiogram detection devices 101, the fingerprint detection device 103, the alcohol detection device 105, the body temperature detection device 107 and the photography analysis device 109, and receives sensor signals sent by them. The processing device 201 may also be connected with the execution device 203. In some embodiments, the processing device 201 may send a processing signal after analyzing the sensor signals to the execution device 203 for executing. The execution device 203 may start an alarm system, an automatic driving system, or initiates other safety protocols at block 204.

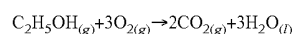
[0029] A fuel cell 210 may be arranged in or with the alcohol detection device 105. In some embodiments, the fuel cell 210 can convert alcohol in the breathing gas of the driver into an electrical signal of which the quantity of electricity is directly proportional to the alcohol content to determine the degree of intoxication of the driver. In some embodiments, an infrared thermometer 221 and a detector 222 are arranged in or with the body temperature detection device 107. In some embodiments, the infrared thermometer 221 collects human infrared energy and gathers the infrared energy in the detector 222. The detector 222 may then convert the infrared energy into an electrical signal. In some embodiments, a camera 231 is arranged in or with the photography analysis device 109, the camera 231 picks up mental and physical status information such as eyeball position and viewing condition of the driver. The photography analysis device 109 may determine whether the mental status of the driver is good according to the mental status information.

[0030] FIG. 3 shows a schematic flowchart of an electrocardiogram analysis 300, according to an exemplary embodiment of the present disclosure. As shown in FIG. 3, after the driver enters the cabin of the vehicle, an electrocardiogram signal is acquired at step 301. In some embodiments, this step occurs while both hands of the driver are on the two sides of the steering wheel 110. In some embodiments, the electrocardiogram detection devices 101 detect the change in cardiac activity of the driver to generate an electrocardiogram signal. Each electrocardiogram detection device 101 may include a touchpad, an analysis system, and a microelectrode (sensor) that is arranged on the touchpad. During cardiac activity, ions may enter into and exit from the cardiac muscles (cells) which produce an electric potential difference. When the fingers of both hands of the driver touch the microelectrodes of the electrocardiogram detection devices 101, the electric potential difference inside and outside the cardiac muscle cells change due to the change of cardiac activity. The tiny electrical pulse is recorded using the microelectrodes, and the signal represented after the electric potential difference is filtered and amplified is an electrocardiogram.

[0031] At step 302, characteristics such as frequency and amplitude in the electrocardiogram signal are analyzed. At step 303, the electrocardiogram detection devices 101 determine whether the cardiac activity is normal according to the analysis result. If it is determined to be normal, step 304 is executed, otherwise step 305 is executed. At step 304, the electrocardiogram detection devices 101 send a “normal” cardiac signal to the processing device 201 at the moment the cardiac status of the driver is determined to be favorable for safely driving the vehicle. At step 305, the electrocardiogram detection devices 101 send an “abnormal” cardiac signal to the processing device 201 at the moment the cardiac status of the driver is determined to be unfavorable for safely driving

the vehicle. When step 305 is performed, the processing device 201 starts the alarm system, the automatic driving system, or initiates other safety protocols at block 204.

[0032] FIG. 4 shows a schematic flowchart of a respiration analysis 400, according to an exemplary embodiment of the present disclosure. As shown in FIG. 4, after the driver enters the cabin of the vehicle, the driver may breathe towards the alcohol detection device 105 at step 401. At step 402, the gas from the driver’s breathing may pass through the fuel cell 210 in the alcohol detection device 105. At step 403, if the gas has alcohol, the alcohol may be oxidized in the fuel cell 210. In some embodiments, the breathing gas alcohol concentration is measured according to the following principle. Because the alcohol in blood may be freely diffused into the lung, Henry’s Law indicates that the solubility of the gas in liquid is directly proportional to the partial pressure of the gas in a gaseous phase, thus, the ratio of the BAC to the gas alcohol concentration breathed by the lung is definite at a fixed temperature under fixed pressure. Presently, the accepted ratio of the BAC to the breathing alcohol concentration (BrAC) is 2100:1, i.e., the alcohol content in 2100 milliliters of breathing gas is approximately equal to that in 1 milliliter of blood. In some embodiments, when the gas breathed by the driver contains alcohol, the electrochemical reaction of the alcohol and the fuel cell may be determined according to the following equation:



That is, the chemical energy can be converted into electrical energy. When the driver blows into the alcohol detection device, a fuel is provided to the fuel cell. The higher the blood alcohol concentration is, the higher the partial pressure of the alcohol in the breathing gas is, which causes the reaction to work rightward according to Le Chatelier’s principle, which creates a higher voltage in the fuel cell.

[0033] At step 404, the current directly proportional to the alcohol content is generated in the oxidation reaction. At step 405, the alcohol detection device 105 determines whether the alcohol content is normal according to the magnitude of the generated current. If it is determined to be normal, step 406 is executed, otherwise step 407 is executed. At step 406, the alcohol detection device 105 sends a “normal” alcohol content signal to the processing device 201 at the moment it is determined that the driver has not been drinking or the alcohol content is low and does not influence safe driving. At step 407, the alcohol detection device 105 sends an “abnormal” alcohol content signal to the processing device 201 at the moment it is determined that the alcohol content of the driver is high and influences safe driving. When step 407 is performed, the processing device 201 starts the alarm system, the automatic driving system, or initiates other safety protocols at block 204.

[0034] FIG. 5 shows a schematic flowchart of a body temperature analysis 500, according to an exemplary embodiment of the present disclosure. As shown in FIG. 5, after the driver enters the cabin of the vehicle, the infrared thermometer 221 of the body temperature detection device 107 collects human infrared energy at step 501. At step 502, the infrared energy is gathered in the detector 222. At step 503, the detector 222 converts the infrared energy into an electrical signal.

[0035] At step 504, the body temperature detection device 107 determines whether the body temperature of the driver is normal according to the electrical signal. If it is determined to be normal, step 505 is executed, otherwise step 506 is

executed. At step 505, the body temperature detection device 107 sends a “normal” body temperature signal to the processing device 201 at the moment it is determined that the body temperature of the driver is normal and does not influence safe driving. At step 506, the body temperature detection device 107 sends an “abnormal” body temperature signal to the processing device 201 at the moment it is determined that the body temperature of the driver is abnormal and may influence safe driving. When step 506 is performed, the processing device 201 starts the alarm system, the automatic driving system, or initiates other safety protocols at block 204.

[0036] FIG. 6 shows a schematic flowchart of a sleepiness eye expression analysis 600, according to an exemplary embodiment of the present disclosure. As shown in FIG. 6, after the driver enters the cabin of the vehicle, the camera 231 photographs the driver at step 601. At step 602, the camera 231 captures mental status information such as eyeball position and viewing condition of the driver. At step 603, the photography analysis device 109 determines whether the mental status of the driver is good according to the mental status information. If it is determined to be good, step 604 is executed, otherwise step 605 is executed. At step 604, the photography analysis device 109 sends a “normal” driver’s mental status signal to the processing device 201 at the moment it is determined that the mental status of the driver does not influence safe driving. At step 605, the photography analysis device 109 sends an “abnormal” driver’s mental status signal to the processing device 201 at the moment it is determined that the mental status of the driver may influence safe driving. When step 605 is performed, the processing device 201 starts the alarm system, the automatic driving system, or initiates other safety protocols at block 204.

[0037] FIG. 7 shows a schematic flowchart of a driver physiological characteristic detection analysis 700, according to an exemplary embodiment of the present disclosure. As shown in FIG. 7, the driver enters the cab of the vehicle at step 701. The driver physiological characteristic detection analysis 700 then splits into two branches. The first branch 710 deals with determining the physical status of the driver, and in some embodiments is an electrocardiogram detection including steps 702 through 707, as shown in FIG. 7. The second branch 720 deals with recognizing the identity of the driver, and in some embodiments is a fingerprint detection including steps 711 through 713, as shown in FIG. 7. In some embodiments, the first and second branches 710 and 720 are initiated simultaneously. In some embodiments, the first and second branches 710 and 720 are initiated sequentially.

[0038] Referring now to the first branch 710, the electrocardiogram detection devices 101 are started at step 702. At step 703, the electrocardiogram detection devices 101 capture electrocardiogram signals of the driver. At step 704, the electrocardiogram signals are amplified. At step 705, interference signals are eliminated. At step 706, characteristic signals are captured and waveform characteristics of waves P, Q, R, S and T in the electrocardiogram signals are extracted. At step 707, the electrocardiogram detection devices 101 analyze and compare these characteristic signals with characteristic signals stored in a database of a memory (the memory is the prior art, and therefore is omitted in the figures) and send the comparison information to the processing device 201 for determining whether the driver is qualified.

[0039] Referring now to the second branch 720, the fingerprint detection device 103 is started at step 711. At step 712,

the fingerprint detection device 103 scans and captures fingerprint signals of the driver. At step 713, the fingerprint detection device 103 captures characteristic signals in the fingerprint signals, compares the characteristic signals with fingerprint information in the database, and sends the comparison information to the processing device 201 for determining whether the identity of the driver is qualified. At step 714, the processing device 201 receives the information of the electrocardiogram detection devices 101 and the fingerprint detection device 103. When the two pieces of information simultaneously affirm that the driver is qualified, step 716 is executed, otherwise step 715 is executed. At step 715, the vehicle cannot be started, and at step 716, the vehicle can be started.

[0040] In some embodiments, the first branch 710 and the second branch 720 may both deal with recognizing the identity of the driver, or may both deal with determining the physical status of the driver. When both branches deal with recognizing the identity of the driver, step 714 may consist of comparing the identity information from the electrocardiogram detection devices 101 and the fingerprint detection device 103. When the two pieces of information simultaneously affirm that the identity of the driver is qualified, step 716 is executed, otherwise step 715 is executed.

[0041] FIG. 8 shows a schematic flowchart of a driver physiological characteristic detection analysis 800, according to an exemplary embodiment of the present disclosure. As previously described, the present disclosure not only can determine whether the identity of the driver is qualified, but also determine whether the physical status of the driver is suitable for starting or continuing driving the vehicle through a number of different methods. At step 801, the driver enters the cab of the vehicle. At step 802, the driver’s identity recognition is started, i.e., the flow 700 of recognition as shown in FIG. 7 may be started where both branches deal with recognizing the identity of the driver. At step 803, whether the identity of the driver is qualified is determined. If it is determined to be qualified, step 805 is executed, otherwise, step 804 is executed. At step 804, the vehicle cannot be started. At step 805, the flow 300 of the electrocardiogram determination shown in FIG. 3 is performed. If the cardiac activity of the driver is normal, step 806 is executed, and if the cardiac activity of the driver is abnormal, step 807 is executed.

[0042] At step 806, the flow 400 of the breathing detection shown in FIG. 4 is performed. If the alcohol content of the driver is normal, step 808 is executed. If the alcohol content of the driver is abnormal, step 807 is executed. At step 808, the flow 500 of the temperature detection shown in FIG. 5 is performed. If the body temperature of the driver is normal, step 810 is executed. If the body temperature of the driver is abnormal, step 807 is executed. At step 810, the flow 600 of the sleepiness eye expression detection shown in FIG. 6 is performed. If the mental status of the driver is normal, step 812 is executed. If the mental status of the driver is abnormal, step 807 is executed. At step 812, the driver is allowed to start the vehicle. At step 807, the execution device 203 is started, i.e., the alarm system or the automatic driving system is started.

[0043] Moreover, in some embodiments, when the automatic driving system of the vehicle is started, the automatic driving system may carry the driver to the designated place, e.g., a residence or a hospital, according to the determination results of steps 805-810. For example, when the electrocardiogram determination of the driver is abnormal, the driver

can be automatically carried to the hospital. The hospital may be a hospital closest to the accident place or a fixed hospital. During a first driving, the hospital may be set in a system of a console, and may also be modified later. When the breathing, the body temperature or the sleepiness of the driver is detected to be abnormal, the driver can be automatically carried to home. The address of the home may also be set in the system of the console, and may also be modified later.

[0044] FIG. 9 illustrates a simplified computer system, according to an exemplary embodiment of the present disclosure. A computer system 900 as illustrated in FIG. 9 may be incorporated into devices such as a portable electronic device, mobile phone, or other device as described herein. FIG. 9 provides a schematic illustration of one embodiment of a computer system 900 that can perform some or all of the steps of the methods provided by various embodiments. It should be noted that FIG. 9 is meant only to provide a generalized illustration of various components, any or all of which may be utilized as appropriate. FIG. 9, therefore, broadly illustrates how individual system elements may be implemented in a relatively separated or relatively more integrated manner.

[0045] The computer system 900 is shown comprising hardware elements that can be electrically coupled via a bus 905, or may otherwise be in communication, as appropriate. The hardware elements may include one or more processors 910, including without limitation one or more general-purpose processors and/or one or more special-purpose processors such as digital signal processing chips, graphics acceleration processors, and/or the like; one or more input devices 915, which can include without limitation a mouse, a keyboard, a camera, and/or the like; and one or more output devices 920, which can include without limitation a display device, a printer, and/or the like.

[0046] The computer system 900 may further include and/or be in communication with one or more non-transitory storage devices 925, which can comprise, without limitation, local and/or network accessible storage, and/or can include, without limitation, a disk drive, a drive array, an optical storage device, a solid-state storage device, such as a random access memory (“RAM”), and/or a read-only memory (“ROM”), which can be programmable, flash-updateable, and/or the like. Such storage devices may be configured to implement any appropriate data stores, including without limitation, various file systems, database structures, and/or the like.

[0047] The computer system 900 might also include a communications subsystem 930, which can include without limitation a modem, a network card (wireless or wired), an infrared communication device, a wireless communication device, and/or a chipset such as a Bluetooth™ device, an 802.11 device, a WiFi device, a WiMax device, cellular communication facilities, etc., and/or the like. The communications subsystem 930 may include one or more input and/or output communication interfaces to permit data to be exchanged with a network such as the network described below to name one example, other computer systems, television, and/or any other devices described herein. Depending on the desired functionality and/or other implementation concerns, a portable electronic device or similar device may communicate image and/or other information via the communications subsystem 930. In other embodiments, a portable electronic device, e.g. the first electronic device, may be incorporated into the computer system 900, e.g., an electronic device as an input device 915. In some embodiments, the

computer system 900 will further comprise a working memory 935, which can include a RAM or ROM device, as described above.

[0048] The computer system 900 also can include software elements, shown as being currently located within the working memory 935, including an operating system 940, device drivers, executable libraries, and/or other code, such as one or more application programs 945, which may comprise computer programs provided by various embodiments, and/or may be designed to implement methods, and/or configure systems, provided by other embodiments, as described herein. Merely by way of example, one or more procedures described with respect to the methods discussed above, such as those described in relation to FIG. 9, might be implemented as code and/or instructions executable by a computer and/or a processor within a computer; in an aspect, then, such code and/or instructions can be used to configure and/or adapt a general purpose computer or other device to perform one or more operations in accordance with the described methods.

[0049] A set of these instructions and/or code may be stored on a non-transitory computer-readable storage medium, such as the storage device(s) 925 described above. In some cases, the storage medium might be incorporated within a computer system, such as computer system 900. In other embodiments, the storage medium might be separate from a computer system e.g., a removable medium, such as a compact disc, and/or provided in an installation package, such that the storage medium can be used to program, configure, and/or adapt a general purpose computer with the instructions/code stored thereon. These instructions might take the form of executable code, which is executable by the computer system 900 and/or might take the form of source and/or installable code, which, upon compilation and/or installation on the computer system 900 e.g., using any of a variety of generally available compilers, installation programs, compression/decompression utilities, etc., then takes the form of executable code.

[0050] It will be apparent to those skilled in the art that substantial variations may be made in accordance with specific requirements. For example, customized hardware might also be used, and/or particular elements might be implemented in hardware, software including portable software, such as applets, etc., or both. Further, connection to other computing devices such as network input/output devices may be employed.

[0051] As mentioned above, in one aspect, some embodiments may employ a computer system such as the computer system 900 to perform methods in accordance with various embodiments of the technology. According to a set of embodiments, some or all of the procedures of such methods are performed by the computer system 900 in response to processor 910 executing one or more sequences of one or more instructions, which might be incorporated into the operating system 940 and/or other code, such as an application program 945, contained in the working memory 935. Such instructions may be read into the working memory 935 from another computer-readable medium, such as one or more of the storage device(s) 925. Merely by way of example, execution of the sequences of instructions contained in the working memory 935 might cause the processor(s) 910 to perform one or more procedures of the methods described herein. Additionally or alternatively, portions of the methods described herein may be executed through specialized hardware.

[0052] The terms “machine-readable medium” and “computer-readable medium,” as used herein, refer to any medium

that participates in providing data that causes a machine to operate in a specific fashion. In an embodiment implemented using the computer system 900, various computer-readable media might be involved in providing instructions/code to processor(s) 910 for execution and/or might be used to store and/or carry such instructions/code. In many implementations, a computer-readable medium is a physical and/or tangible storage medium. Such a medium may take the form of a non-volatile media or volatile media. Non-volatile media include, for example, optical and/or magnetic disks, such as the storage device(s) 925. Volatile media include, without limitation, dynamic memory, such as the working memory 935.

[0053] Common forms of physical and/or tangible computer-readable media include, for example, a floppy disk, a flexible disk, hard disk, magnetic tape, or any other magnetic medium, a CD-ROM, any other optical medium, punchcards, papertape, any other physical medium with patterns of holes, a RAM, a PROM, EPROM, a FLASH-EPROM, any other memory chip or cartridge, or any other medium from which a computer can read instructions and/or code.

[0054] Various forms of computer-readable media may be involved in carrying one or more sequences of one or more instructions to the processor(s) 910 for execution. Merely by way of example, the instructions may initially be carried on a magnetic disk and/or optical disc of a remote computer. A remote computer might load the instructions into its dynamic memory and send the instructions as signals over a transmission medium to be received and/or executed by the computer system 900.

[0055] The communications subsystem 930 and/or components thereof generally will receive signals, and the bus 905 then might carry the signals and/or the data, instructions, etc. carried by the signals to the working memory 935, from which the processor(s) 910 retrieves and executes the instructions. The instructions received by the working memory 935 may optionally be stored on a non-transitory storage device 925 either before or after execution by the processor(s) 910.

[0056] The methods, systems, and devices discussed above are examples. Various configurations may omit, substitute, or add various procedures or components as appropriate. For instance, in alternative configurations, the methods may be performed in an order different from that described, and/or various stages may be added, omitted, and/or combined. Also, features described with respect to certain configurations may be combined in various other configurations. Different aspects and elements of the configurations may be combined in a similar manner. Also, technology evolves and, thus, many of the elements are examples and do not limit the scope of the disclosure or claims.

[0057] Specific details are given in the description to provide a thorough understanding of exemplary configurations including implementations. However, configurations may be practiced without these specific details. For example, well-known circuits, processes, algorithms, structures, and techniques have been shown without unnecessary detail in order to avoid obscuring the configurations. This description provides example configurations only, and does not limit the scope, applicability, or configurations of the claims. Rather, the preceding description of the configurations will provide those skilled in the art with an enabling description for implementing described techniques. Various changes may be made in the function and arrangement of elements without departing from the spirit or scope of the disclosure.

[0058] Also, configurations may be described as a process which is depicted as a schematic flowchart or block diagram. Although each may describe the operations as a sequential process, many of the operations can be performed in parallel or concurrently. In addition, the order of the operations may be rearranged. A process may have additional steps not included in the figure. Furthermore, examples of the methods may be implemented by hardware, software, firmware, middleware, microcode, hardware description languages, or any combination thereof. When implemented in software, firmware, middleware, or microcode, the program code or code segments to perform the necessary tasks may be stored in a non-transitory computer-readable medium such as a storage medium. Processors may perform the described tasks.

[0059] Having described several example configurations, various modifications, alternative constructions, and equivalents may be used without departing from the spirit of the disclosure. For example, the above elements may be components of a larger system, wherein other rules may take precedence over or otherwise modify the application of the technology. Also, a number of steps may be undertaken before, during, or after the above elements are considered. Accordingly, the above description does not bind the scope of the claims.

[0060] As used herein and in the appended claims, the singular forms “a”, “an”, and “the” include plural references unless the context clearly dictates otherwise. Thus, for example, reference to “a user” includes a plurality of such users, and reference to “the processor” includes reference to one or more processors and equivalents thereof known to those skilled in the art, and so forth.

[0061] Also, the words “comprise”, “comprising”, “contains”, “containing”, “include”, “including”, and “includes”, when used in this specification and in the following claims, are intended to specify the presence of stated features, integers, components, or steps, but they do not preclude the presence or addition of one or more other features, integers, components, steps, acts, or groups.

What is claimed is:

1. A method for determining whether a driver can operate a vehicle, the method comprising:

determining, at a processor within the vehicle, whether a physical status of the driver is acceptable using a first set of sensors, wherein the physical status of the driver is acceptable when the first set of sensors indicate that the driver has a capacity to operate the vehicle, and wherein the first set of sensors include at least one of the following:

- an electrocardiogram detection component configured to detect a cardiac activity of the driver;
- an alcohol detection component configured to detect a breathing gas of the driver;
- a body temperature detection component configured to detect a body temperature of the driver; and
- a photography component configured to detect an eye expression of the driver;

determining, at the processor within the vehicle, whether the identity of the driver is acceptable using a second set of sensors, wherein the identity of the driver is acceptable when the second set of sensors indicate that the driver is an authorized driver, and wherein the second set of sensors include at least one of the following:

- a fingerprint detection component configured to detect a fingerprint of the driver;

the electrocardiogram detection component configured to detect the cardiac activity of the driver; and the photography component configured to detect an image of the driver; and

determining, at the processor within the vehicle, whether the driver can operate the vehicle based on whether both the physical status of the driver and the identity of the driver are acceptable.

2. The method of claim 1, wherein the physical status of the driver is determined to be unacceptable when the electrocardiogram detection component detects that the cardiac activity of the driver indicates that the likelihood of cardiac arrest of the driver exceeds a certain threshold.

3. The method of claim 2, wherein an electrocardiogram signal is extracted from the cardiac activity of the driver, and wherein the P wave, Q wave, R wave, S wave, and T wave are extracted from the electrocardiogram signal.

4. The method of claim 1, wherein the physical status of the driver is determined to be unacceptable when the alcohol detection component detects that the breathing gas of the driver indicates that the blood alcohol content of the driver exceeds a certain threshold.

5. The method of claim 1, wherein the physical status of the driver is determined to be unacceptable when the body temperature detection component detects that the body temperature of the driver is above or below certain thresholds.

6. The method of claim 1, wherein the physical status of the driver is determined to be unacceptable when the photography component detects that the eye expression of the driver indicates that the likelihood of drowsiness exceeds a certain threshold.

7. The method of claim 1, wherein the identity of the driver is determined to be acceptable when the fingerprint detection component detects that the fingerprint of the driver matches a fingerprint stored in a server of acceptable driver fingerprints.

8. The method of claim 1, wherein the identity of the driver is determined to be acceptable when the electrocardiogram detection component detects that the cardiac activity of the driver matches a cardiac activity stored in a server of acceptable driver cardiac activities.

9. The method of claim 1, further comprising:
activating, at the processor within the vehicle, an alarm system when it is determined that the identity of the driver is unacceptable.

10. The method of claim 1, further comprising:
activating, at the processor within the vehicle, an automatic driving system when it is determined that the physical status of the driver is unacceptable.

11. A system configured to determine whether a driver can operate a vehicle, the system comprising a processor configured to perform operations comprising:
determining, at a processor within the vehicle, whether a physical status of the driver is acceptable using a first set of sensors, wherein the physical status of the driver is acceptable when the first set of sensors indicate that the driver has a capacity to operate the vehicle, and wherein the first set of sensors include at least one of the following:
an electrocardiogram detection component configured to detect a cardiac activity of the driver;
an alcohol detection component configured to detect a breathing gas of the driver;
a body temperature detection component configured to detect a body temperature of the driver; and

a photography component configured to detect an eye expression of the driver;
determining, at the processor within the vehicle, whether the identity of the driver is acceptable using a second set of sensors, wherein the identity of the driver is acceptable when the second set of sensors indicate that the driver is an authorized driver, and wherein the second set of sensors include at least one of the following:
a fingerprint detection component configured to detect a fingerprint of the driver;
the electrocardiogram detection component configured to detect the cardiac activity of the driver; and
the photography component configured to detect an image of the driver; and
determining, at the processor within the vehicle, whether the driver can operate the vehicle based on whether both the physical status of the driver and the identity of the driver are acceptable.

12. The system of claim 11, wherein the physical status of the driver is determined to be unacceptable when the electrocardiogram detection component detects that the cardiac activity of the driver indicates that the likelihood of cardiac arrest of the driver exceeds a certain threshold.

13. The system of claim 12, wherein an electrocardiogram signal is extracted from the cardiac activity of the driver, and wherein the P wave, Q wave, R wave, S wave, and T wave are extracted from the electrocardiogram signal.

14. The system of claim 11, wherein the physical status of the driver is determined to be unacceptable when the alcohol detection component detects that the breathing gas of the driver indicates that the blood alcohol content of the driver exceeds a certain threshold.

15. The system of claim 11, wherein the physical status of the driver is determined to be unacceptable when the body temperature detection component detects that the body temperature of the driver is above or below certain thresholds.

16. The system of claim 11, wherein the physical status of the driver is determined to be unacceptable when the photography component detects that the eye expression of the driver indicates that the likelihood of drowsiness exceeds a certain threshold.

17. The system of claim 11, wherein the identity of the driver is determined to be acceptable when the fingerprint detection component detects that the fingerprint of the driver matches a fingerprint stored in a server of acceptable driver fingerprints.

18. The system of claim 11, wherein the identity of the driver is determined to be acceptable when the electrocardiogram detection component detects that the cardiac activity of the driver matches a cardiac activity stored in a server of acceptable driver cardiac activities.

19. The system of claim 11, wherein the processor is further configured to perform operations further comprising:
activating an alarm system when it is determined that the identity of the driver is unacceptable.

20. A method for determining whether a driver can operate a vehicle, the method comprising:
determining, at a processor within the vehicle, whether a physical status of the driver is acceptable using a first set of sensors, wherein the physical status of the driver is acceptable when the first set of sensors indicate that the driver has a capacity to operate the vehicle, and wherein the first set of sensors include at least one of the following:

an electrocardiogram detection component configured to detect a cardiac activity of the driver;
an alcohol detection component configured to detect a breathing gas of the driver;
a body temperature detection component configured to detect a body temperature of the driver; and
a photography component configured to detect an eye expression of the driver;
determining, at the processor within the vehicle, whether the driver can operate the vehicle based on whether the physical status of the driver is acceptable.

* * * * *

专利名称(译)	识别车辆驾驶员并确定驾驶员是否可以启动车辆的方法		
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摘要(译)

提供了用于通过基于驾驶员的身体状态和驾驶员的身份是否可接受来确定驾驶员是否可以操作车辆来增加车辆安全性的系统和方法。第一组传感器可以确定驾驶员的身体状态。第一组传感器可包括心电图检测组件，酒精检测组件，体温检测组件和摄影组件等。第二组传感器可以确定驾驶员的身份。第二组传感器可以是指纹检测组件，心电图检测组件和摄影组件等。当确定驾驶员的身体状态是不可接受的时，该方法可以包括激活自动驾驶系统。

