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(54) **Title:** DRIVER ASSISTANCE SYSTEM AND METHOD FOR A MOTOR VEHICLE

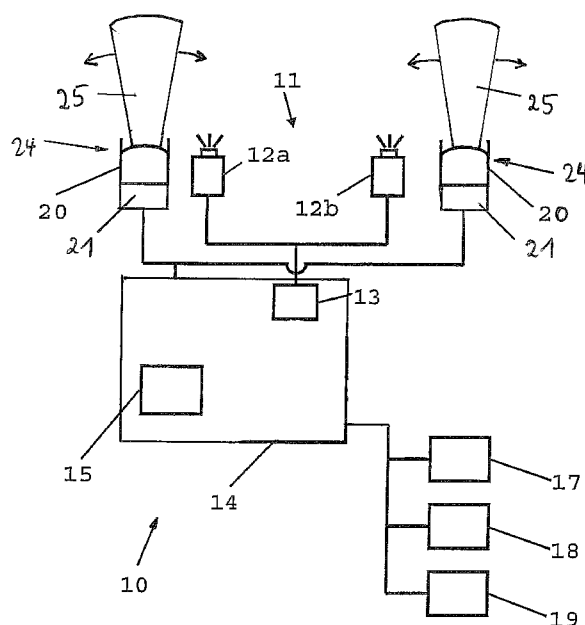


Fig. 1

(57) **Abstract:** A driver assistance system (10) for a motor vehicle comprises an adjustable headlight assembly (24) with adjustable light characteristics, an imaging system (11) adapted to capture images from a region in front of the motor vehicle, and a data processing device (14) adapted to detect an oncoming other motor vehicle by image processing of the images captured by the imaging system (11) and, if an oncoming vehicle is detected, to adjust said headlight assembly (24) to a low light characteristic II suited for passing the oncoming vehicle without dazzling the oncoming driver. The data processing device (14), if an oncoming vehicle is detected, is adapted to perform a pre-adjustment to said headlight assembly (24) before adjusting it to said low light characteristic II, wherein said pre-adjustment comprises a distinguishable change of brightness of the light emitted by the headlight assembly (24) in the direction of the oncoming driver.

Driver assistance system and method for a motor vehicle

5 The invention relates to a driver assistance system for a motor vehicle, comprising an adjustable headlight assembly with adjustable light characteristics, an imaging system adapted to capture images from a region in front of the motor vehicle, and a data processing device adapted to detect an oncoming
10 other motor vehicle by image processing of the images captured by said imaging system and, if an oncoming vehicle is detected, to adjust said headlight assembly to a low light characteristic suited for passing the oncoming vehicle without dazzling the oncoming driver. The invention also relates to a
15 corresponding driver assistance method.

In some countries it is common practice to continue driving with high beam on until one either gets dazzled by the oncoming vehicles headlight, or the oncoming vehicle turns off its
20 own high beam. When a vehicle turns off its high beam, this signals the other vehicle also to turn off its high beam.

Dynamic headlight control systems can adjust the illumination such that it does not dazzle the driver of an oncoming vehicle
25 even though it still illuminates the remaining part of the road and its surroundings. However, this is not always recognized by drivers of an oncoming vehicle; instead it may look as if the high beam is still on. The fact that the beam from the headlight doesn't dazzle might simply be perceived as if
30 the oncoming vehicle is still far away. A driver who does not recognize that the approaching vehicle has dynamic headlight control may then either continue with its own high beam turned on, dazzling the driver of the vehicle with dynamic headlight

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control. Or the oncoming driver may turn off its own high beam in a preemptive action. However, since the oncoming vehicle with dynamic headlight control apparently does not respond to this signal by turning off its high beam, the driver will typically follow up by blinking his high beam, or even turning the high beam on again until the oncoming vehicle responds by turning off the high beam.

The problem underlying the present invention is to provide a driver assistance system and method avoiding the above described difficulties.

The invention solves this problem with the features of the independent claims. When an oncoming vehicle is detected by processing the images from the imaging apparatus, a pre-adjustment of the headlight assembly is performed before adjusting it to the low light characteristic. According to the invention, the pre-adjustment comprises a distinguishable change of brightness of the light emitted by the headlight assembly in the direction of the oncoming driver. Due to the distinguishable pre-adjustment, the driver of the oncoming vehicle can recognize that the ego vehicle has noticed him and is willing to adjust its headlight in reaction to the oncoming vehicle. Therefore, the driver of the oncoming vehicle will not assume that the ego vehicle just continues with high beam on, and consequently will dim-out himself, or in case he already has dimmed out, refrain from blinking his high beam, or even turning on his high beam again.

In a preferred embodiment, the pre-adjustment comprises a perceivable intensity drop or dim-out in the direction of the oncoming driver performed significantly faster than the overall intensity change after detecting the oncoming vehicle to the

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low light characteristic. In particular, the time scale of the intensity drop is preferably below 1 s. Also, the intensity drop is at least 50% of the overall intensity change to the low light characteristic after detecting the oncoming vehicle.

5 The above is based on the finding that the intensity drop in the prior art is often too slow for the oncoming driver to notice. Another reason for the oncoming driver not to notice the change in light intensity may be the use of advanced lightning systems illuminating the area around the oncoming vehicle

10 which may trick the eye of the oncoming driver.

Preferably the pre-adjustment of the ego headlight comprises a reduction or dim-out to a distinguishable lower brightness in the direction of the oncoming driver compared to the low light

15 characteristic. Such a dim-out, since it involves a larger brightness reduction than a reduction to the low light characteristic, provides a clear signal to the oncoming driver that the ego vehicle has noticed him and is willing to adjust its headlight in reaction to the oncoming vehicle.

20 In addition or alternatively to a distinguishable dim-out, the pre-adjustment may preferably comprise an increase to a state with a distinguishable higher brightness in the direction of the oncoming driver compared to the low light characteristic.

25 In case such an increase is performed prior to a distinguishable dim-out according to the invention, the following dim-out is more distinguishable.

It is possible to use a distinguishable increase, with a following decrease or dim-out to the low light characteristic.

30 Although in this case the brightness in the direction of the oncoming driver may not fall below the low light characteristic, nevertheless a distinguishable signal is sent to the on-

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coming driver that the ego vehicle has noticed him and is willing to adjust its headlight in reaction to the oncoming vehicle.

5 The pre-adjustment according to the invention can be realized in several manners, as will be described in the following.

In one embodiment, the pre-adjustment comprises a reduction and/or increase of the (total) headlight intensity, or watt-
10 age.

In another embodiment, the pre-adjustment comprises changing the angular distribution of the headlight intensity, for example by moving a light beam or light cone away from the direc-
15 tion of the oncoming driver. A light cone generally refers to a local maximum in the angular distribution of the light intensity. Changing the angular distribution of the light intensity may be preferable over the above mentioned changing of the (total) headlight intensity or wattage, in particular in
20 cases where this is technically not feasible, i.e. where the total headlight intensity is not changeable or dimmable.

The pre-adjustment can also be realized by any suitable combination of the above embodiments, for example by changing the
25 (total) headlight intensity or wattage, in combination with changing the angular distribution of the light intensity.

Normal dynamic headlight functionality should preferably be carried out from the first observation of an oncoming vehicle
30 until potential activation of the distinguishable pre-adjustment. It can be beneficial to postpone a distinguishable pre-adjustment as long as possible. Typically it is not necessary to activate a pre-adjustment until either of the two situa-

tions or conditions described in the following is detected. Preferably the pre-adjustment is made in case dazzling of the ego driver by the oncoming vehicle's headlight is estimated and/or a full dim-out of the oncoming vehicle's headlight is
5 detected. Regarding the first condition, a pre-adjustment is initiated if the headlight or high beam of the oncoming vehicle actually becomes a problem, i.e. when measurements of the headlight intensity from the oncoming vehicle shows that it's about to start dazzling the ego driver.

10

As described above, the pre-adjustment preferably is made dependent on at least one condition of the oncoming vehicle's headlight evaluated by the data processing device. According to this aspect, the pre-adjustment can be tailored to the specific situation and condition of the oncoming vehicle's headlight. If the oncoming vehicle also has a dynamic headlight control, a distinguishable pre-adjustment of the headlights is
15 not required. Since in that case none of the above conditions should be fulfilled, the encounter of the vehicles proceeds without activation of the pre-adjustment procedure.

20

Preferably the headlight assembly is maintained in the pre-adjusted state for a predetermined period of time, and/or until a pre-determined condition, in particular a dim-out performed by the oncoming vehicle, is met. In other words, the headlight assembly is maintained in the pre-adjusted state until the dim-out signal of the ego vehicle can be considered perceived by the oncoming vehicle driver.

25

30 In the following the invention shall be illustrated on the basis of preferred embodiments with reference to the accompanying drawings, wherein:

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Fig. 1 shows a schematic drawing of a driver assistance system according to the invention;

Fig. 2 is a bird's view on a road for illustrating the invention in the case of an oncoming vehicle;

Fig. 3a an intensity diagram over time for illustrating a prior art driver assistance system; and

Figs. 3b-3e intensity diagrams over time for illustrating different embodiments of the invention.

The driver assistance system 10, which is a dynamic headlight control system, is mounted in a motor vehicle and comprises an imaging apparatus 11 for acquiring images of a region surrounding the motor vehicle, for example a region in front of the motor vehicle. Preferably the imaging apparatus 11 comprises one or more optical imaging devices 12a, 12b, in particular cameras, operating in the visible and/or infrared wavelength range, where infrared covers near IR with wavelengths below 5 microns and/or far IR with wavelengths beyond 5 microns. In some embodiments the imaging apparatus 11 comprises a plurality imaging devices 12a, 12b in particular forming a stereo imaging apparatus 11. In other embodiments only one imaging device 12 forming a mono imaging apparatus 11 can be used.

The imaging apparatus 11 is coupled to a data processing device 14 adapted to process the image data received from the imaging apparatus 11. The data processing device 14 may comprise a pre-processing section 13 adapted to control the capture of images by the imaging apparatus 11, receive the electrical signal containing the image information from the imag-

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ing apparatus 11, rectify or warp pairs of left/right images into alignment and/or create disparity or depth images, which per se is known in the art. The image pre-processing section 13 may be realized by a dedicated hardware circuit, for example a Field Programmable Gate Array (FPGA). Alternatively the pre-processing section 13, or part of its functions, can be realized by software in a microprocessor. In the case of a vision system 10 using only one camera 12 the pre-processing section 13 may not be needed.

10

Further image and data processing carried out in the processing device 14 by corresponding software advantageously comprises identification and classification of possible objects surrounding the motor vehicle, such as pedestrians, other vehicles, bicyclists or large animals; tracking over time the position of identified object candidates in the captured images; estimation of a collision probability between the vehicle and a detected object; and/or activation or control of at least one driver assistance means 17 to 19 depending on the result of said collision probability estimation. The driver assistance means 17 to 19 may in particular comprise a display means 17 for displaying information relating to a detected object. However, the invention is not limited to a display means. The driver assistance means 17 to 19 may in addition or alternatively comprise a warning means adapted to provide a collision warning to the driver by suitable optical, acoustical and/or haptical warning signals; one or more restraint systems such as occupant airbags or safety belt tensioners, pedestrian airbags, hood lifters and the like; and/or dynamic vehicle control systems such as brakes or steering means. The processing device 14 preferably has access to, or comprises, a memory means 15.

30

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The data processing device 14 is preferably a digital device which is programmed or programmable and preferably comprises a microprocessor, micro-controller or a digital signal processor (DSP). The data processing device 14, pre-processing section
5 13 and the memory device 15 are preferably realised in an on-board electronic control unit (ECU) and may be connected to the imaging apparatus 11 via a separate cable or a vehicle data bus. In another embodiment the ECU and one or more of the imaging devices 12 can be integrated into a single unit, where
10 a one box solution including the ECU and all imaging devices 12 can be preferred. All steps from imaging, image pre-processing, image processing to possible activation or control of driver assistance device 18 are performed automatically and continuously during driving in real time.

15 The driver assistance system 10 comprises an adjustable headlight assembly 24 with at least one dynamically adjustable headlight 20, here a plurality, for example two, dynamically adjustable headlights 20. Each dynamically adjustable headlight 20 comprises an adjustment device 21 by which it is possible to adjust the corresponding headlight 20 in such a manner that the light beam or light cone 25 emitted by the headlight 20 is moved, here in a lateral direction, alternatively in a vertical direction or any other direction, as indicated
25 by the arrows at the side of the light cones 25. The adjustment device 21 can be adapted to turn the complete headlight unit 20, to block or shield different parts of the light beam 25, to move one or more optical elements within the headlight unit 20, to change optical properties of one or more optical
30 elements within the headlight unit 20, or any other suitable mechanism. The adjustable headlight assembly 24 may be an advanced lighting system, in particular based on LEDs, which can shape the light beam 25 around the oncoming vehicle 33

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without dazzling the oncoming driver 34, which however may trick the eye of the oncoming driver 34.

As will be described in the following in more detail, the adjustment devices 21 for the headlights 20 are controlled during driving by the data processing device 14 on the basis of results obtained from data processing of the images received from the imaging apparatus 11. This is also called dynamic headlight control. Therefore, the data processing device 14 comprises or forms a dynamic headlight control device or controller.

As shown in Figure 2, the ego vehicle 30 with ego driver 31 is driving along a road 32, where on the other lane an oncoming vehicle 33 with an oncoming driver 34 is coming. Before the oncoming vehicle 33 is visible to the ego driver 31, the headlights 20 of the ego vehicle 30 generate a standard light beam 25 which is optimal for illuminating the oncoming road. In some embodiments, the standard light beam 25 may dazzle the oncoming driver 34 during passing of the ego vehicle 30. Typically, the standard light beam 25 is generated by a high beam device of the headlight assembly 20. In other embodiments, the standard light beam 25 may be below the threshold of dazzling the oncoming driver 34 during passing of the ego vehicle 30, which however may be difficult to distinguish by the oncoming driver 34.

An example of dynamic headlight light control of the prior art is shown in Figure 3a. In Figures 3a to 3e, the intensity I of the light generated by the at least one headlight 20 of the headlight assembly 24 of the ego vehicle 30 in the direction d to the oncoming driver 34 (see Figure 2) is depicted over time.

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In Figure 3a, before the oncoming vehicle 33 is visible, the ego vehicle 30 has high beam on. The light intensity I emitted by the at least one headlight 20 of the ego vehicle in the direction of the oncoming driver 34, or in other words the light intensity perceivable by an oncoming driver 34, has the value I_h . At some point in time the high beam assistant of the ego vehicle 30 recognizes the oncoming vehicle 33 and performs a gradual dim-out of the headlight assembly 24 to a low intensity level I_l below the threshold of dazzling the oncoming driver 34 during passing of the ego vehicle 30.

The time t_a marks the time when the adjustment of the headlight assembly 24 starts, i.e. when the change of the beam of the headlight assembly 24 relative to the beam 25 present before detection of the oncoming vehicle 33. The time t_l marks the time when the adjustment of the headlight assembly 24 ends, i.e. when the low intensity level I_l for passing the oncoming vehicle 33 without dazzling the oncoming driver 34 is reached.

From Figure 3a it can be seen that the gradual decrease of the headlight intensity in the direction of the oncoming driver is too slow for the oncoming driver 34 to notice, in other words the slope $\Delta I_a / \Delta t = (I_h - I_l) / (t_l - t_a)$ of the headlight adjustment ΔI_a is too small. Even the maximum decrease speed (dashed line in Figure 3b) is only slightly higher than $\Delta I_a / \Delta t$. Furthermore, the difference between the high intensity level I_h and the low intensity level I_l may be small in the case of dynamic headlight light control systems. For the above reasons, the oncoming driver 34 may not recognize that the ego vehicle 30 is actually not dazzling the oncoming driver 34, who may wrongly assume that the ego vehicle 30 is still far away from

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him. In this case, the oncoming driver 34 may either continue with its own high beam turned on, dazzling the ego driver 31, or, if he has already turned off his own high beam, start blinking his high beam, or even turn his high beam on again.

5

In an embodiment of the invention according to Figure 3b, normal dynamic headlight functionality with standard intensity I_s is carried out in the ego vehicle 30, where normal dynamic headlight functionality can in particular be high beam on, or
10 generating a bright light beam below the dazzling threshold. This standard dynamic headlight functionality is maintained from the first observation of the oncoming vehicle 33 (upper position in Figure 2, dashed rectangle) as long as possible, namely until either one of the following conditions is met:
15 the data processing device 14, based on the images provided by the imaging system 11, estimates that the ego driver 31 is dazzled by the headlight of the oncoming vehicle 33; the data processing device 14 detects, based on the images provided by the imaging system 11, a dim-out of the headlight of the on-
20 coming vehicle 33.

When one of the above mentioned conditions is met, the data processing device 14 controls the adjustment device 21 to perform a pre-adjustment of the headlight assembly 24 by performing
25 a fast dim-out ΔI_p to an intensity level I_{p1} in the direction of the oncoming driver which is preferably lower than the intensity level I_l suited for passing the oncoming vehicle 33 without dazzling the oncoming driver 34. The pre-adjustment dim-out 40 is preferably performed by moving the light beam or
30 light pattern generated by the ego headlight assembly 24 from the standard position 25 to a pre-adjustment position, shown dashed in Figure 2, in a direction away from the oncoming ve-

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hicle 33, i.e. away from the other lane, in countries with right-hand traffic for example to the right.

Since the light intensity drop ΔI_p in the direction of the driver from I_s to I_{pl} is performed significantly faster than the conventional adjustment, i.e. $\Delta I_p / \Delta t_p > \Delta I_a / \Delta t_a$, preferably by at least a factor of two, more preferably by at least a factor of three, still more preferably by at least a factor of four, even more preferably by at least a factor of five, the pre-adjustment dim-out ΔI_p is clearly distinguishable by the oncoming driver 34 who will consequently perform a dim-out himself, or, if already performed, refrain from blinking high beam or even turn on high beam again. In other words, an explicit dim-out signal ΔI_p is sent to the oncoming driver 34.

15

In all embodiments of the invention, the dim-out ΔI_p shall be perceivable to the oncoming driver 34. Therefore, in addition to be performed relatively fast (small Δt_p), the intensity drop ΔI_p relative to $\Delta I_a = I_s - I_l$ is preferably at least 50%, more preferably at least 75%, even more preferably at least 100%. The time scale Δt_p of the dim-out or pre-adjustment according to the invention is preferably below 1 s, for example around 0.5 s.

The ego headlight assembly 24 stays in the pre-adjusted state either for a predetermined period of time, and/or until a predetermined condition is met, in particular a dim-out performed by the oncoming vehicle 33 (in the case where the pre-adjustment dim-out was initiated following estimated dazzling of the ego driver 31 by the oncoming vehicle's headlights). In other words, the ego headlight assembly 24 stays in the pre-adjusted state 41 until the dim-out signal ΔI_p of the ego vehicle 30

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can be considered perceived by the oncoming vehicle driver 34. After elapse of predetermined period of time or the pre-determined condition is met, the data processing device 14 controls the adjustment device 21 to perform a slow movement
5 of the headlight assembly 24 in the opposite direction as the dim-out ΔI_p , leading to a smooth raise 42 of the headlight intensity in the direction of the oncoming driver to the intensity level I_l suited for passing the oncoming vehicle 33 without dazzling the oncoming driver 34. The time scale of the
10 raise 42 is slower than the time scale Δt_p of the dim-out, for instance by a factor between 1 and 3.

In the further embodiment of the invention according to Figure 3c, the pre-adjustment procedure comprises, prior to the dim-
15 out ΔI_p , a preferably slower movement of the headlight assembly 24 in the opposite direction as the subsequent dim-out ΔI_p , leading to a smooth raise 43 of the headlight intensity in the direction of the oncoming driver to the intensity level I_{ph} preferably above the standard level I_s . The time scale of
20 the raise 43 is preferably slower than the time scale Δt_p of the dim-out, in particular by a factor between 1 and 3.

The further embodiment of the invention according to Figure 3d combines the embodiments of Figures 3b and 3c by first per-
25 forming a smooth raise 43, then performing the perceivable dim-out ΔI_p , finally performing the smooth raise 42 to the non-dazzling intensity level I_l . In this embodiment, since the pre-adjustment intensity drop ΔI_p in the direction of the oncoming driver 34 can be even higher than in the embodiments of
30 Figures 3b or 3c, the pre-adjustment dim-out ΔI_p is even better perceivable to the oncoming driver 34.

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The further embodiment of Figure 3e relates to a case where the headlight assembly 24 already is in the low intensity state I_l when detecting the oncoming vehicle. Here again, I_l is below the threshold of dazzling the oncoming driver 34 during passing of the ego vehicle 30, which, however, may be difficult to distinguish by the oncoming driver 34. Apart from this, the embodiment corresponds to that of Figure 3d, i.e. first performing a smooth raise 43, then performing the perceivable fast dim-out ΔI_p , finally performing the smooth raise 42 to the non-dazzling intensity level I_l .

Embodiments analogous to those of Figures 3b and 3c but with $I_s = I_l$ are also possible.

Claims:

1. A driver assistance system (10) for a motor vehicle, comprising an adjustable headlight assembly (24) with adjustable light characteristics, an imaging system (11) adapted to capture images from a region in front of the motor vehicle, and a data processing device (14) adapted to detect an oncoming other motor vehicle by image processing of the images captured by said imaging system (11) and, if an oncoming vehicle is detected, to adjust said headlight assembly (24) to a low light characteristic I_l suited for passing the oncoming vehicle without dazzling the oncoming driver, characterized in that said data processing device (14), if an oncoming vehicle is detected, is adapted to perform a pre-adjustment to said headlight assembly (24) before adjusting it to said low light characteristic I_l, wherein said pre-adjustment comprises a distinguishable change of brightness of the light emitted by the headlight assembly (24) in the direction of the oncoming driver.
2. The driver assistance system as claimed in claim 1, characterized in that said pre-adjustment comprises an intensity drop $\Delta I_p / \Delta t_p$ in the direction of the oncoming driver performed significantly faster than the overall intensity change $\Delta I_a / \Delta t_a$ after detecting the oncoming vehicle to said low light characteristic I_l.
3. The driver assistance system as claimed in claim 2, characterized in that the time scale Δt_p of the intensity drop is below 1 s.

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4. The driver assistance system as claimed in claim 2 or 3, characterized in that intensity drop ΔI_p is at least 50% of the overall intensity change $\Delta I_a = I_s - I_l$ after detecting the oncoming vehicle to said low light characteristic I_l .
5
5. The driver assistance system as claimed in any one of the preceding claims, characterized in that said pre-adjustment comprises a reduction or dim-out to a distinguishable lower brightness I_{pl} in the direction of the oncoming driver compared to the low light characteristic I_l .
10
6. The driver assistance system as claimed in any one of the preceding claims, characterized in that said pre-adjustment comprises an increase to a distinguishable higher brightness I_{ph} in the direction of the oncoming driver compared to the low light characteristic.
15
7. The driver assistance system as claimed in any one of the preceding claims, characterized in that said pre-adjustment comprises a reduction and/or increase of the headlight intensity.
20
8. The driver assistance system as claimed in any one of the preceding claims, characterized in that said pre-adjustment comprises changing the angular distribution of the headlight intensity.
25
9. The driver assistance system as claimed in any one of the preceding claims, characterized in that said pre-adjustment comprises a movement of a light beam or light cone away from the direction of the oncoming driver.
30

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10. The driver assistance system as claimed in any one of the preceding claims, characterized in that said pre-adjustment is made dependent on at least one condition of the oncoming vehicle's headlight evaluated by said data processing device.
11. The driver assistance system as claimed in claim 10, characterized in that said condition comprises estimated dazzling of the ego driver by the oncoming vehicle's headlight.
12. The driver assistance system as claimed in claim 10 or 11, characterized in that said condition comprises a dim-out of the oncoming vehicle's headlight.
13. The driver assistance system as claimed in any one of the preceding claims, characterized in that the headlight assembly (24) is maintained in the pre-adjusted state for a predetermined period of time.
14. The driver assistance system as claimed in any one of the preceding claims, characterized in that the headlight assembly (24) is maintained in the pre-adjusted state until a pre-determined condition is met, wherein in particular said condition comprises a dim-out performed by the oncoming vehicle.
15. A driver assistance method for a motor vehicle having an adjustable headlight assembly (24) with adjustable light characteristics, said method comprising capturing images from a region in front of the motor vehicle, detecting an oncoming other motor vehicle by image processing of the captured images and, if an oncoming vehicle is detected,

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adjusting said headlight assembly (24) to a low light
characteristic I1 suited for passing the oncoming vehicle
without dazzling the oncoming driver, characterized by,
if an oncoming vehicle is detected, performing a pre-
5 adjustment to said headlight assembly (24) before adjust-
ing it to said low light characteristic I1, wherein said
pre-adjustment comprises changing the headlight to a dis-
tinguishable different brightness of the light emitted by
the headlight assembly (24) in the direction of the on-
10 coming driver.

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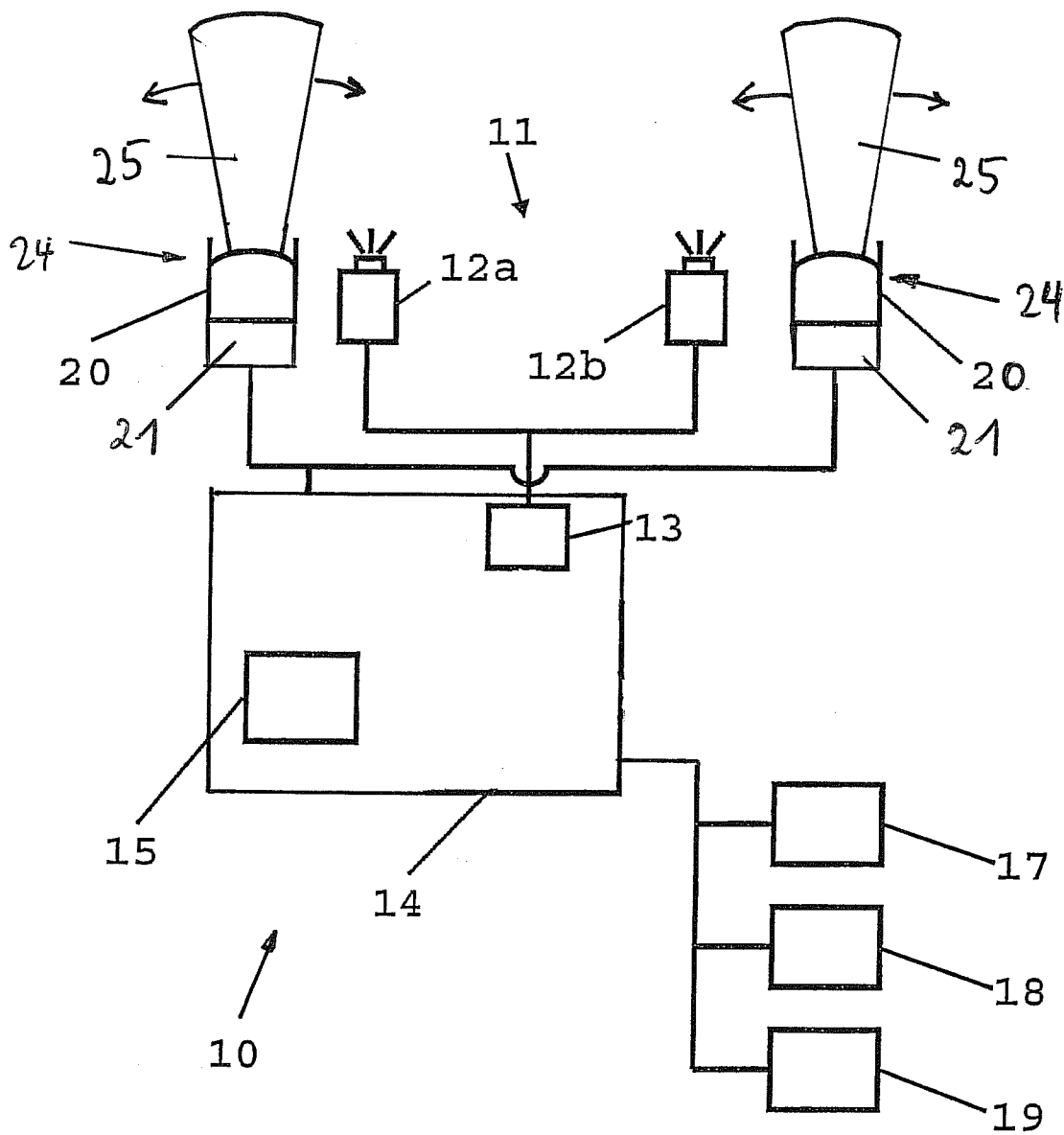


Fig. 1

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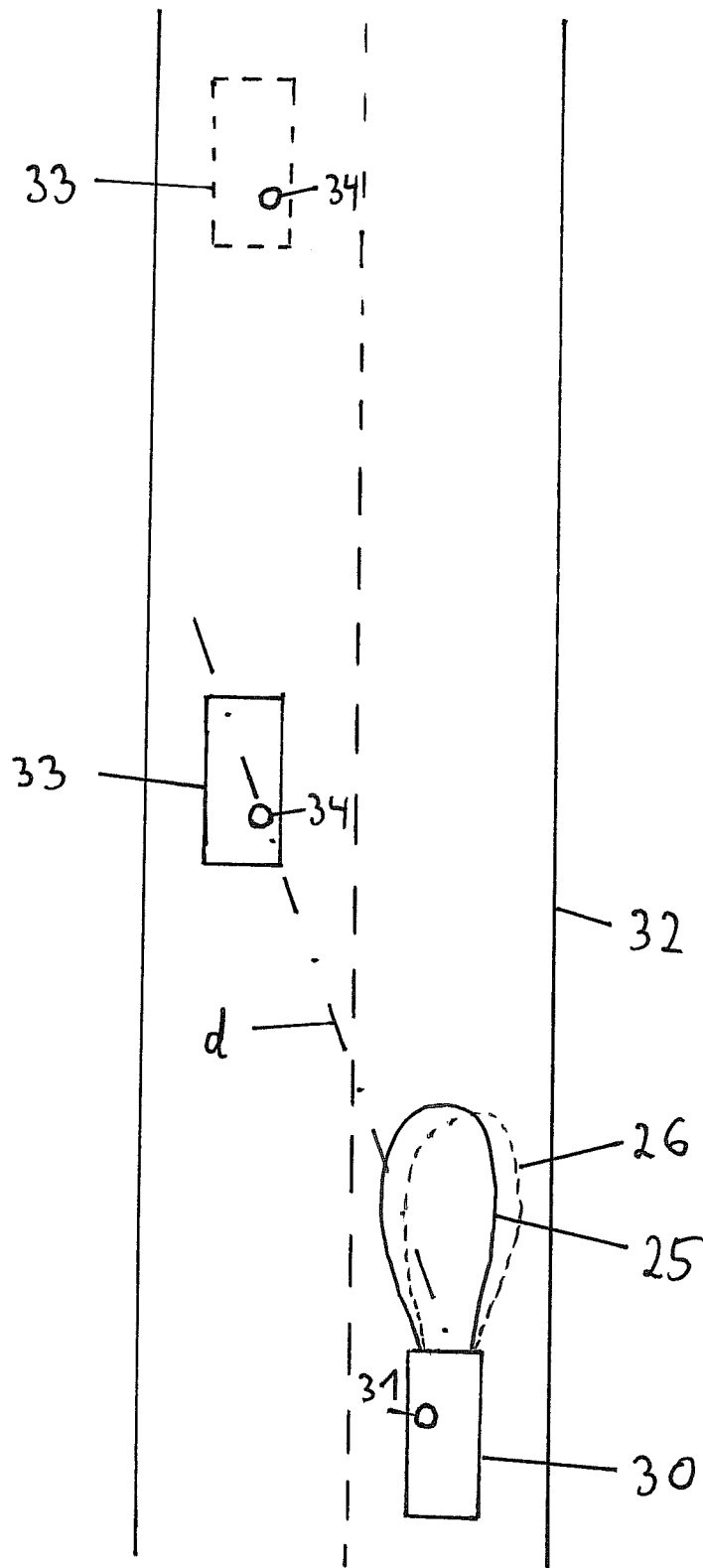


Fig. 2

Fig. 3a

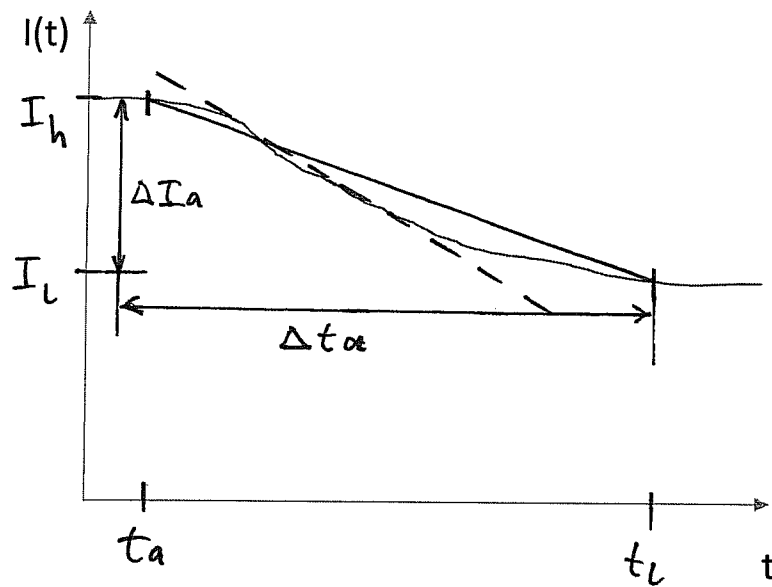


Fig. 3b

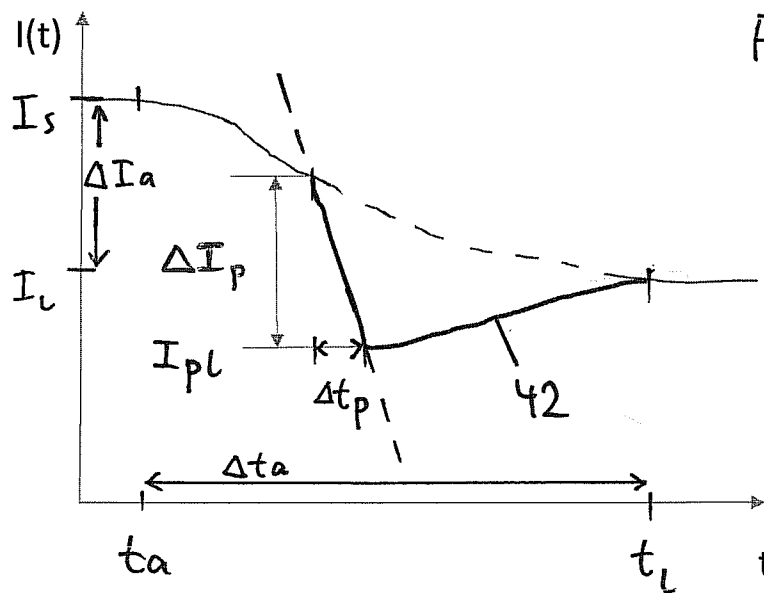


Fig. 3c

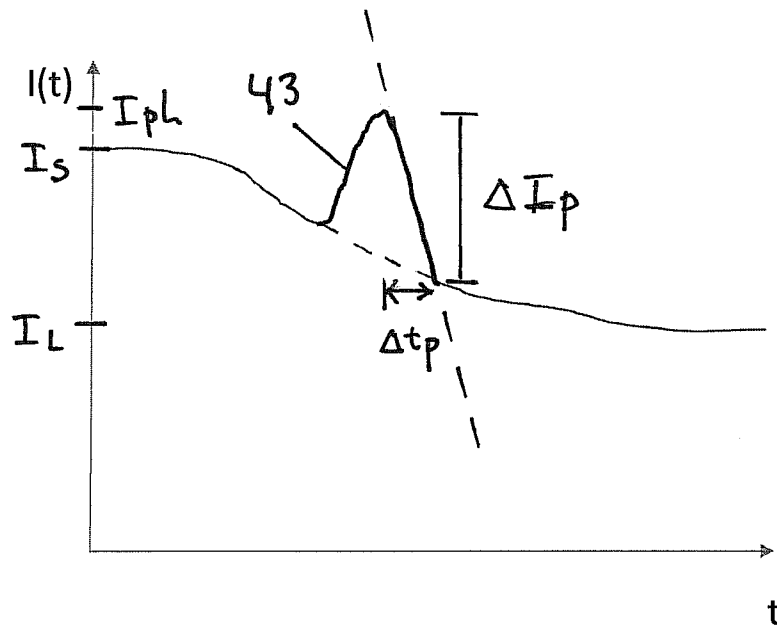
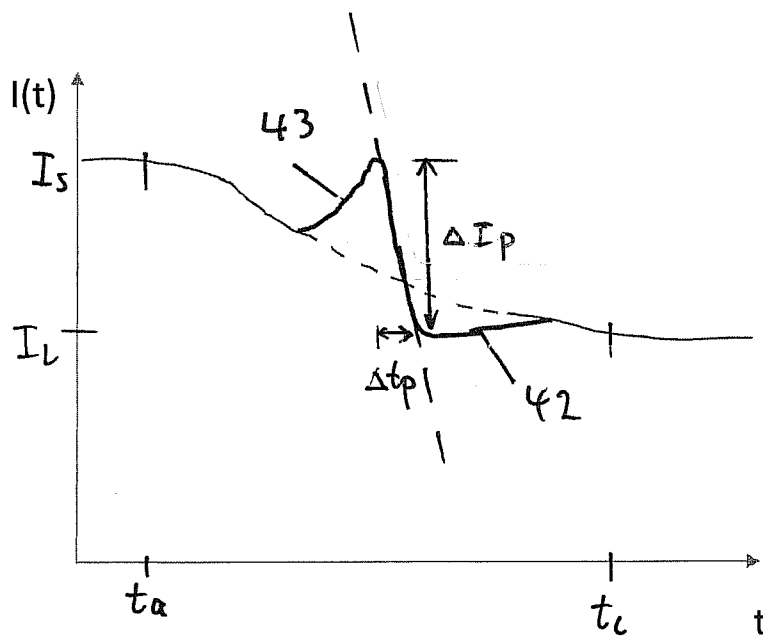


Fig. 3d



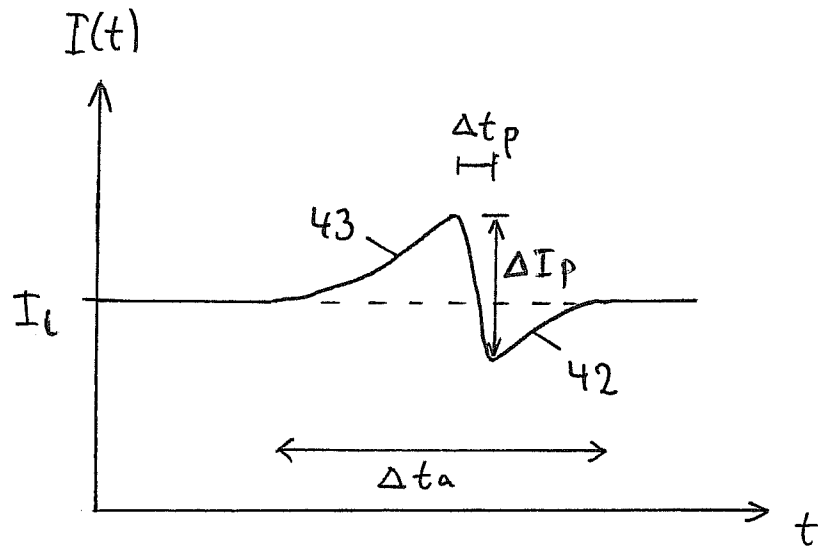


Fig. 3e

INTERNATIONAL SEARCH REPORT

International application No
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A. CLASSIFICATION OF SUBJECT MATTER
INV. B60Q1/14 B60Q1/50
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
B60Q

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	EP 2 100 771 A2 (KOITO MFG CO LTD [JP]) 16 September 2009 (2009-09-16) paragraphs [0009], [0027], [0028], [0030]; figures 1-11 -----	1,7-9, 14,15
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Further documents are listed in the continuation of Box C.



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