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(54) **MULTIFUNCTIONAL UNIT FOR THE ANALYSIS AND CALIBRATION OF DEVICES AND COMPONENTS OF A VEHICLE**

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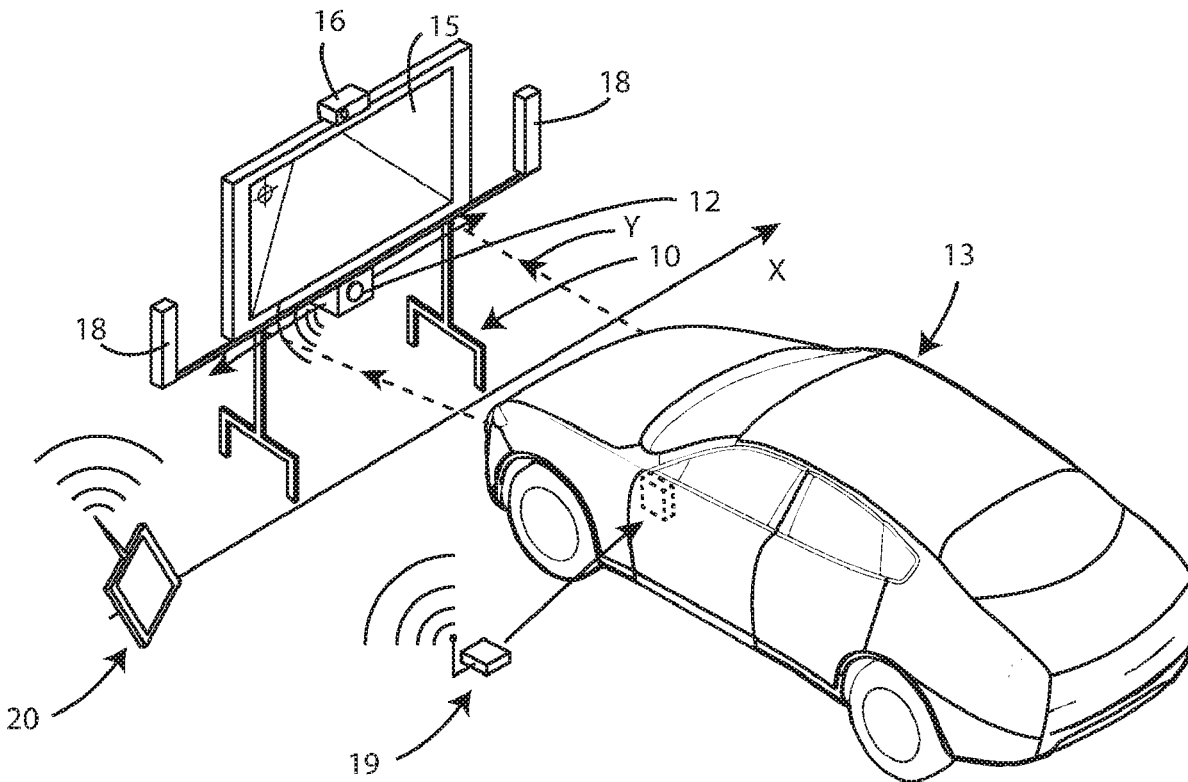
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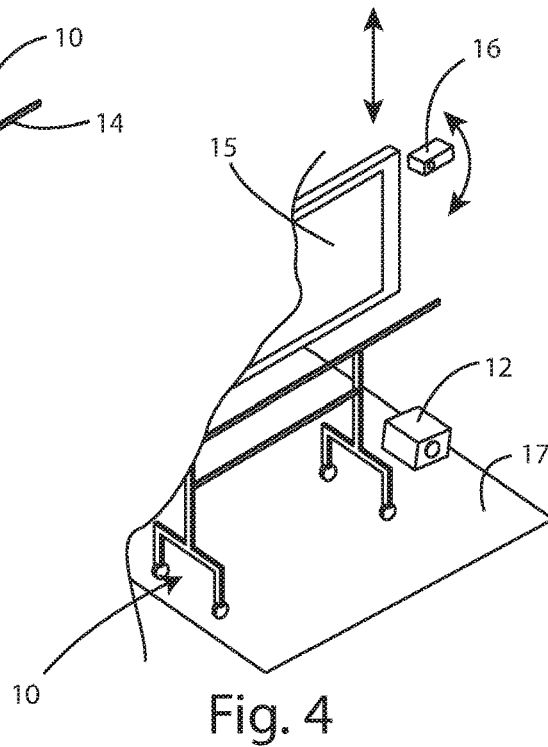
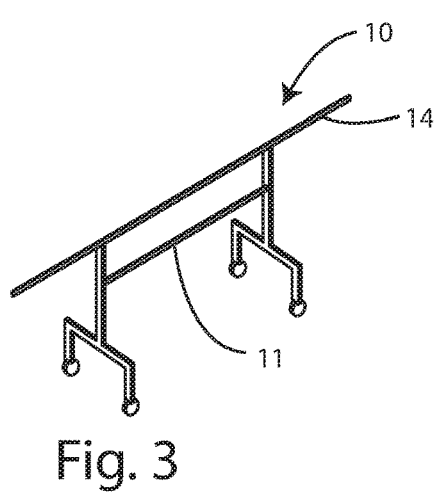
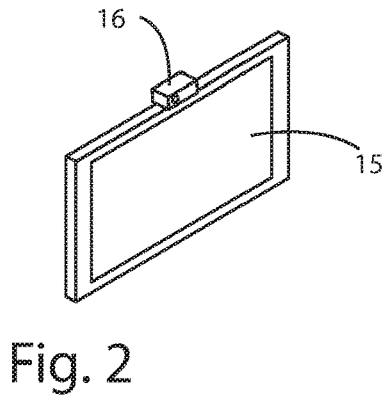
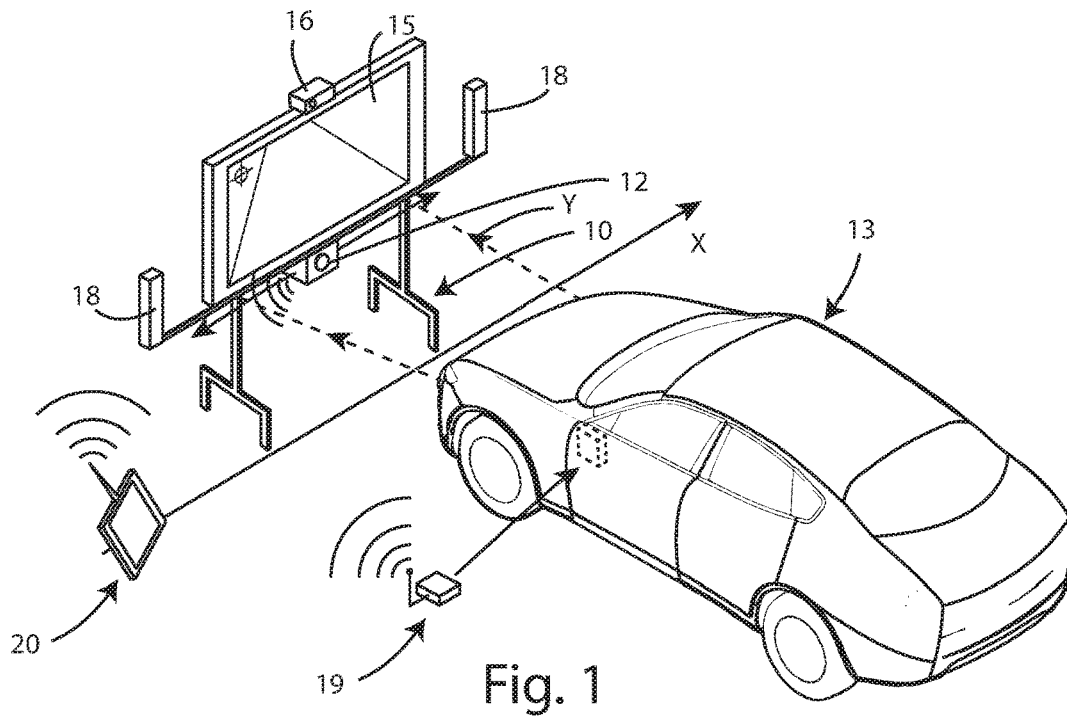
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(57) **ABSTRACT**

A multifunctional unit for the analysis and calibration of devices and components of a vehicle and, in particular, of a motor vehicle (13), comprising a movable trolley (10) of support; above the trolley (10) there is a base (14), which carries a screen or panel (15), at the top of which a video projector (16) is placed, suitable for projection of the calibration panels used in driver assistance systems of vehicles.





**MULTIFUNCTIONAL UNIT FOR THE  
ANALYSIS AND CALIBRATION OF DEVICES  
AND COMPONENTS OF A VEHICLE**

[0001] The present invention refers generally to a multifunctional unit for the analysis and calibration of devices and components present in a vehicle and, in particular, in a motor vehicle.

[0002] More specifically, the invention relates to a multifunctional unit, which allows solving the problem of replacement, activation, control and calibration of advanced driver assistance systems (A.D.A.S); some specific systems are listed below, as a non-limiting example:

[0003] optical groups of a vehicle, in particular for those of a digital type; driver assistance cameras;

[0004] radar for the dynamic management of the speed of a cruise based on the distance from the vehicle ahead;

[0005] infrared sensors to aid parking;

[0006] systems to modulate vehicle speed based on traffic conditions;

[0007] vehicle assisted braking systems to avoid collisions in case of carelessness;

[0008] systems to correct the trajectory of the vehicle if it deviates from the lane.

[0009] The multifunctional unit provides the dialogue with the electronic systems, responsible for the control of the functions listed above through a wireless connection with a device connected to the OBD diagnostic port of the vehicle; this is to allow a dialogue, in the operating phase, between the multifunctional unit and the onboard electronic systems.

[0010] The multifunction unit is also equipped with a removable display module to proceed with greater convenience to the adjustments to be made.

[0011] Till now headlight beam setter devices are known to control the orientation and light intensity of the headlights of a motor vehicle.

[0012] A headlight beam setter device essentially comprises a height-adjustable optical group and mounted on a vertical translatable support, which is aligned with the headlight of the motor vehicle, so as to receive the collimated light beam coming from the headlight, without introducing any distortion during the procedures of translation of the support and/or alignment of the optical group.

[0013] The above said optical group is formed by a series of lenses suitably shaped in a way to focus the light beam of all types of headlights.

[0014] The vertical support brings to its top a mirror or a laser alignment system, which allows the alignment of the device with the longitudinal axis of the motor vehicle.

[0015] In particular, in recent times, with the development of Xenon headlights and LED headlights have spread, however, optics particularly sophisticated and optical groups of digital type and for the functional verification of the latter, it is necessary the use of a camera, which frames and digitally processes the obtained image, in order to filter the bright halos around the beam and define a precise direction.

[0016] In practice, the light beam coming from the headlight of the motor vehicle is directed, through a suitable optical preparation path, towards a digital camera integrated in the headlight beam setter module available to the user and the image processed in a specific way and in graphic format shows the exact pointing position and the shape of the light beam, which can then be verified and possibly regulated.

[0017] The orientation of the vehicle headlight can thus be directed to the correct pointing position.

[0018] In most cases, the headlight beam setter devices also include a measuring device of the light beam intensity emitted from both the low beam headlight and high beam headlight of the motor vehicle.

[0019] However, the aforesaid devices are designed only for the control and the passive regulation of the headlights, without the possibility of communicating with the control units of the new intelligent optical systems.

[0020] This lack of communication prevents a headlight of the type described above from carrying out and completing the adjustment operation correctly.

[0021] Furthermore, these systems are aimed solely at the vehicle lighting system and not at other driving support systems.

[0022] In fact, for the latter, today it is necessary to use other equipment for a complete control of the whole instrumentation of driving aid of the vehicle.

[0023] In particular, it is necessary to use other equipment and other methods for recalibrating the driver assistance systems listed above (the so-called A.D.A.S. systems).

[0024] The object of the present invention is therefore to provide a multifunctional unit for the analysis and calibration of devices and components of a vehicle and in particular of a motor vehicle, which allows to perform various operations of regulation and control of the various systems present in the present vehicles, such as, among others, digital optical group and vehicle driver assistance systems (ADAS systems), using a single multi-purpose structure.

[0025] Another object of the present invention is to provide a multifunctional unit for the analysis and calibration of devices and components of a vehicle, which is able to communicate with the vehicle electronic systems to guarantee a simplification of the repair activities, replacement and regulation, for example of optical groups, cameras, radar and infrared and other sensors; the dialogue with the vehicle takes place through an interface inserted in the OBD socket and connected wirelessly to the multifunctional system, so as to allow the reading of useful data (e.g. tire pressure, steering position, etc.) to the adjustments in progress and to allow the activation of special functions necessary to make the adjustments themselves (e.g. switching on a specific area of the LED matrix of the vehicle headlights, activation of the configuration and learning procedure, etc.).

[0026] A further object of the present invention is to provide a multifunctional unit for the analysis and calibration of devices and components of a vehicle, which allows proceeding more comfortably to the adjustments to be made, by means of a mobile display unit with wireless connection.

[0027] These and other objects are achieved by a multifunctional unit for the analysis and calibration of devices and components of a vehicle and, in particular, of a motor vehicle, according to the attached claim 1; other detailed features of the multifunctional analysis and calibration unit are included in the dependent claims.

[0028] The aforementioned objects and advantages will result to a greater extent from the following description, relating to a preferred embodiment of the multifunctional unit of analysis and calibration, which is the object of the present invention, provided by way of example and by way of non-limiting example, and from the attached drawings, also supplied as indicative and illustrative, but not limitative, in which:

[0029] FIG. 1 is a perspective view of a multifunctional unit for the analysis and calibration of devices and components of a vehicle, in use, according to the present invention;

[0030] FIGS. 2, 3 and 4 are a series of perspective views of some components of the multi-functional unit of FIG. 1, according to the present invention.

[0031] With reference to the aforementioned figures, the multifunctional unit according to the invention consists of a movable trolley 10, such that, it can be positioned around a vehicle or motor vehicle 13 frontally placed to the trolley 10, which may have a guide 11 supporting a headlight beam setter device 12 (such that the headlight beam setter device can be easily installed and removed); in the case in which the guide 11 and the headlight beam setter device 12 are used, the aforementioned headlight beam setter 12 is able to translate according to a direction (axis X) transverse with respect to the direction (Y axis) of pointing of the headlight of the vehicle.

[0032] In other embodiments of the invention, the guide 11 can also support a reflecting element for the electromagnetic waves, which can replace or be combined with the headlight beam setter device 12.

[0033] The movable trolley 10 has a system of pointing and alignment to the vehicle known per se (such as a laser alignment system), in a way that the headlight beam setter device 12 and/or the reflecting element, if present, are adjustable and positionable along the X-axis and the pointing system can be aligned along the Y axis with the left and right headlights of the vehicle 13.

[0034] In practice, the laser alignment system makes it possible to adjust and position the movable trolley 10 and, optionally, the headlight beam setter device 12; in this way, when the headlight beam setter 12 is present, the aforementioned headlight beam setter 12 and the trolley 10 are aligned with each other and form a known and defined angle with the vehicle or motor vehicle 13.

[0035] This makes it possible to align the entire integral structure with the self-propelled trolley 10 and, in this way, all the objects applied to the trolley 10 may have a defined and verified geometrical position, relative to the rear, front or lateral parts of the vehicle or motor vehicle 13.

[0036] A base 14 is positioned above the trolley 10, which supports a screen or panel 15, at the top of which a video projector 16 is placed, suitable for projecting the calibration tables of the cameras used in the driver assistance systems of the various vehicles and, in general, of all the systems that need "target panels".

[0037] In particular, the video projector 16 is of the short-range type with vertically adjustable and angularly adjustable arrangement on at least two positions, so as to project such calibration tables onto screen 15 of the trolley 10 and/or on the floor 17.

[0038] The trolley 10 also allows the assembly, in a lateral position, of elements 18 of activation, reference and calibration for the regulation and control of Advanced Driver Assistance Systems (A.D.A.S. systems), such as radar, infra-red sensors, etc.

[0039] The headlight beam setter device 12, if present, can also be connected to the onboard electronic systems of the vehicle 13 by means of an OBD device 19, installed on board of the vehicle in the OBD diagnostic socket present in the vehicles, which is able to generate univocal data of identification of the vehicle or motor vehicle 13 to be transmitted externally and which is provided with a con-

figurative multiprotocol communication system for bi-directional communication with the electronic systems (control units) installed on board the vehicle or motor vehicle 13.

[0040] In particular, the OBD device 19 consents to realize a functional dialogue between the headlight beam setter 12 and the electronic headlight control units of the motor vehicle 13, in order to activate the procedures envisaged for the necessary adjustments.

[0041] The connection of the headlight beam setter 12 with the onboard electronic systems therefore enables the headlight beam setter 12 to receive specific information necessary to ensure the correct regulation of the optical groups of the vehicle, such as, for example, by way of example, but not limiting, tire pressure, steering position, battery voltage, etc; in this way, it is possible, for example, to adjust the orientation of the headlight of the motor vehicle 13 automatically, quickly and safely, under ideal conditions.

[0042] Still according to the present invention, the headlight beam setter 12 can be equipped with a portable display unit 20 which, at rest, is housed in the headlight beam setter itself, meanwhile, operationally, it can be removed and taken near the engine compartment of the vehicle 13 to proceed more comfortably to the regulations to be made; in this way, in fact, one can have an eye on the effect of the adjustments made on the generation of the light image produced by the headlights of the vehicle 13 and shown on the unit 20.

[0043] This opportunity makes it easier and more comfortable, thanks to the mobility of the display unit, all the adjustments and controls of the other A.D.A.S. systems, which are carried out from the passenger compartment of the vehicle 13 and in the driving position.

[0044] Thus, using the OBD 19 device, a two-way functional communication takes place between the portable display unit 20 and/or the headlight beam setter device 12 and the electronic control units of the A.D.A.S. systems. in general and in particular of the digital optical groups of the vehicle, in order to activate the procedures required for the necessary adjustments and to ensure a correct configuration, control and regulation procedure of the A.D.A.S. on the vehicle based on additional support parameters such as, for example, vehicle tire pressure, vehicle steering position, battery voltage, etc.

[0045] Moreover, according to the invention, the video projector 16 allows to simulate road dynamics, at least for what concerns the functions driven by the cameras of the motor vehicle 13; in practice, the projector 16 allows to project simulation images, such as a video on road or an animation, in order to verify that the alert systems work (for example, for the identification of a passer-by, for the recognition of road signs, etc.).

[0046] By virtue of the foregoing, it is understood that the multifunctional unit for the analysis and calibration of devices and components of a vehicle, which is the object of the present invention, achieves the objects and realizes the advantages mentioned.

[0047] Finally, it is clear that many other variations may be made to the multifunctional unit in question, without departing from the principles of novelty inherent in the inventive idea expressed herein, as it is clear that, in the practical implementation of the invention, the materials, the shapes and the dimensions of the illustrated details may be any according to the requirements and replaced with other technically equivalent ones.

1. Multifunctional unit for the analysis and calibration of devices and components of a vehicle and, in particular, of a motor vehicle (13), comprising a moveable trolley (10) of support, characterized in that, a base (14) is placed above said trolley (10), which carries a screen or panel (15), at the top of which a video projector (16) is placed, suitable for projecting simulation images and/or graphic images representing panels of calibration used for the regulation and control of driver assistance systems.

2. Multifunction unit as in claim 1, characterized in that said movable trolley (10) is devoid of a guide (11), placed parallel to said base (14), for the support of a headlight beam setter device (12) and/or of a reflecting element for the electromagnetic waves, adapted to translate in a direction (X) transverse to the direction (Y) for pointing the headlights of a vehicle placed frontally to said movable trolley (10).

3. Multifunctional unit according to claim 1, characterized in that said movable trolley (10) has a guide (11) for supporting a headlight beam setter device (12) and/or an element reflecting the electromagnetic waves, which is capable of translating in a direction (X) transverse to the direction (Y) of pointing of the headlights of a vehicle placed frontally to said movable trolley (10) and that, above said guide (11) of support, a base is placed (14), which carries a screen or panel (15), at the top of which a video projector (16) is placed, suitable for the projection of images of simulation and/or graphic images representing calibration panels used for regulation and control of advanced driver assistance systems ADAS.

4. Multi-functional unit as in at least one of the previous claims, characterized in that said video projector (16) is short-range with adjustable disposition on at least two positions, so as to project said calibration panels on said screen (15) of the trolley (10) and/or on the ground or on a floor (17).

5. Multifunctional unit according to at least one of the previous claims, characterized in that said headlight beam setter device (12) has a pointing and alignment system to

said vehicle, such as a laser alignment system, which allows adjusting and position said headlight beam setter device (12) and said movable trolley (10), so that they are aligned with each other and forming a known and defined angle with said vehicle.

6. Multifunction unit as in at least one of the previous claims, characterized in that said trolley (10) has lateral fixing systems which support the installation of elements (18) of activation, reference and calibration for the regulation and control of advanced driver assistance systems ADAS, such as radar and/or infrared sensors.

7. Multifunctional unit as in at least one of the previous claims, characterized in that it uses a portable display unit (20) which, when at rest, is housed in the headlight beam setter device (12), meanwhile operationally, it can be removed and carried near the vehicle to proceed, in a quick and simplified way, to the adjusting to be made, thus displaying directly on said unit (20) the effect of the adjustments made.

8. Multifunctional unit as in at least one of the previous claims, characterized in that said portable display unit (20) and/or said headlight beam setter device (12) can be connected to the vehicle electronic systems by means of an OBD device (19).), installed on board of the vehicle in a specific OBD diagnostic socket, so as to allow a two-way functional dialogue between said portable display unit (20) and/or said headlight beam setter device (12) and the electronic control units of the A.D.A.S systems in general and in particular of the digital optical groups of the vehicle, in order to activate the procedures envisaged for the necessary adjustments and to guarantee a correct configuration, control and regulation procedure of said A.D.A.S on the vehicle based on additional support parameters, such as, for example, vehicle tire pressure, vehicle steering position and/or battery voltage.

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