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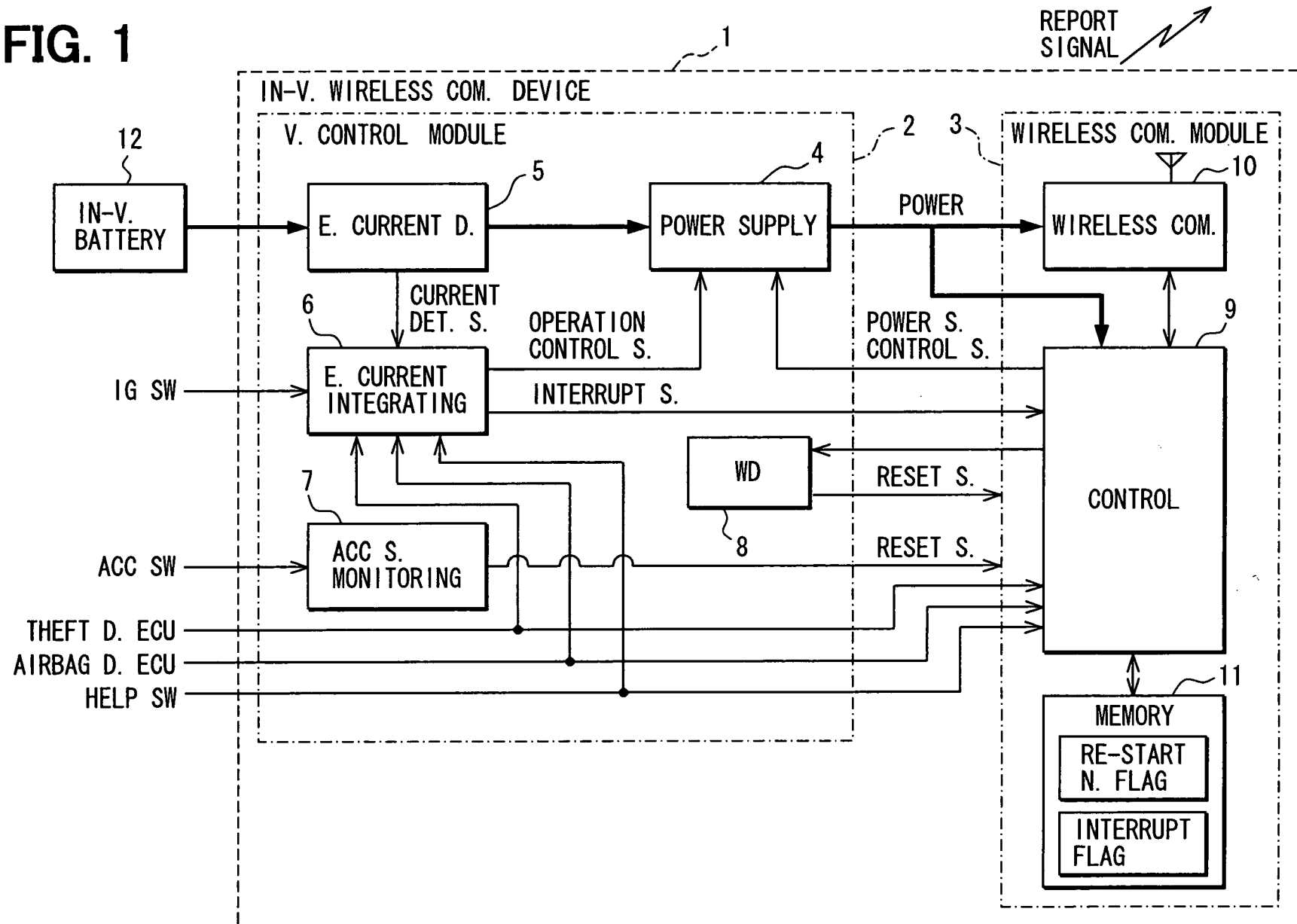
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ABSTRACT OF THE DISCLOSURE

An in-vehicle wireless communications device (1) executes an emergency report operation to transmit an emergency report signal from a wireless communications unit (10) to a wireless communications network. During this emergency report operation, integrated electric currents from an in-vehicle battery (12) to an in-vehicle wireless communications device reach a predetermined value, which generates an interrupt. Even at this time, stopping of an operation power from the in-vehicle battery to the wireless communications unit is suspended until the emergency report operation is normally finished.

FIG. 1



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COMPLETE SPECIFICATION

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INVENTION TITLE:

In-vehicle wireless communications device

The following statement is a full description of this invention, including the best method of performing it known to me/us:-

FIELD OF THE INVENTION

The present invention relates to an in-vehicle wireless communications device.

BACKGROUND OF THE INVENTION

An in-vehicle wireless communications device is mounted in a vehicle to transmit a theft report signal to a wireless communications network when a theft detection ECU of the vehicle turns on a theft detection signal indicating that a theft possibly occurs. To be always able to transmit the theft report signal, the in-vehicle wireless communications device is required so that its wireless communications unit be constantly supplied with an operation power. Here, supplying the operation power constantly to the wireless communications unit may cause an in-vehicle battery to be exhausted, for instance, when the vehicle is parked for a long period with the in-vehicle battery being discharged, which poses a problem.

To solve this problem, the Applicant proposed an in-vehicle wireless communications device that is described in Patent Document 1. Here, electric currents from the in-vehicle battery to the in-vehicle wireless communications device are integrated to obtain an integration value. When this integration value reaches a given value, an interrupt is generated to stop supplying the operation power to the wireless communications unit. This helps prevent the in-vehicle battery from being exhausted.

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In this in-vehicle wireless communications device, while a theft report operation that transmits a theft report signal from its wireless communications unit to the wireless communications network, the electric integration value may reach the given value. At this time, the operation power is forcibly stopped even while the theft report operation takes place, which causes another problem not satisfying a user's intention that the theft report operation be normally finished.

- Patent Document 1: JP-2005-255147 A (US 2005/0181837 A1)

SUMMARY OF THE INVENTION

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It is an object of the present invention to provide an in-vehicle wireless communications device capable of properly completing an emergency report operation where a theft report signal is transmitted from a wireless communications unit to a wireless communications network.

15 To achieve the above object, the invention provides an in-vehicle wireless communications device, comprising:

a wireless communications unit for transmitting a signal of an emergency report to a wireless communications network;

a power supply unit for supplying an operation power to the wireless communications unit by using an in-vehicle battery;

20 an electric current integrating unit for
computing an electric current integration value by integrating electric currents from the in-vehicle battery when the in-vehicle battery is discharged and
generating an interrupt when the electric current integration value
25 reaches a predetermined value; and

a control unit for
starting an operation of the emergency report to cause the wireless communications unit to transmit the signal when a start trigger of the operation generates while the wireless communications unit is supplied with the operation
30 power, and

being enabled to cause the power supply unit to stop supplying the

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operation power when the interrupt is generated, wherein

the control unit suspends, while the operation is executed, causing the power supply unit to stop supplying the operation power when the interrupt is generated, and then causes, after the operation is normally finished, the power supply unit to stop supplying the operation power.

Under the above structure, the operation power supply from the in-vehicle battery to the wireless communications unit is not stopped immediately after the interrupt is generated: The operation power supply to the wireless communications unit is secured until the emergency report operation is normally finished. The emergency report that the user requires can be thereby properly executed and completed.

BRIEF DESCRIPTION OF THE DRAWINGS

The above and other objects, features, and advantages of the present invention will become more apparent from the following detailed description made with reference to the accompanying drawings. In the drawings:

FIG. 1 is a functional block diagram of an overall structure of an in-vehicle wireless communications device according to an embodiment of the present invention;

FIG. 2 is a flowchart diagram of an operation of the in-vehicle wireless communications device;

FIG. 3 is a flowchart diagram of another operation of the in-vehicle wireless communications device; and

FIG. 4 is schematic time-basis transitions of an electric current integration value.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

An in-vehicle wireless communications device according to an embodiment of the present invention will be explained with reference to FIGs. 1 to 4. As shown in FIG. 1, an in-vehicle wireless communications device 1 includes a vehicle control module 2 and a wireless communications module 3. The vehicle control module 2 includes a power supply unit 4, an electric current detection unit 5, an electric current integrating unit 6, an accessory (ACC) signal monitoring unit 7, and a watch dog (WD) 8. The wireless communications module 3 includes a control unit 9, a wireless communications unit 10, and a nonvolatile memory 11.

The power supply unit 4 supplies the control unit 9 and the wireless communications unit 10 with their operation power that is battery power provided from an in-vehicle battery 12 via the electric current detection unit 5. The control unit 9 runs based on the operation power to control an operation of the wireless communications unit 10. For instance, the control unit 9 performs a theft report operation, an airbag report operation, or a help report operation. In the theft report operation, when a theft detection signal indicating possible

theft from a theft detection ECU is turned on, a theft report signal is transmitted from the wireless communications unit 10 to the wireless communications network. In the airbag report operation, when an airbag detection signal indicating expansion of an airbag from an airbag detection ECU is turned on, an airbag report signal is transmitted from the wireless communications unit 10 to the wireless communications network. In the help report operation, when a help detection signal indicating user's manipulating of a help switch from a help switch is turned on, a help report signal is transmitted from the wireless communications unit 10 to the wireless communications network.

In this embodiment, turning on of the theft detection signal, the airbag detection signal, or the help detection signal corresponds to a start trigger for an emergency report operation. Further, the theft report signal, the airbag report signal, or the help report signal corresponds to an emergency report signal. Further, the theft report operation, the airbag report operation, or the help report operation corresponds to an emergency report operation.

The electric current detection unit 5 turns on an electric current detection signal when electric currents are supplied from the in-vehicle battery 12. The electric current integrating unit 6 determines whether the in-vehicle battery 12 is being discharged or in a discharged state by determining whether an ignition signal from an ignition (IG) switch is turned off. When determining that the electric current detection signal is turned on while the in-vehicle battery 12 is being discharged, the electric current integrating unit 6 computes an integration value by integrating electric currents from the in-vehicle battery 12 to the electric current detection unit 5 as a consumed electric current of the in-

vehicle wireless communications device 1. Further, the electric current integrating unit 6 compares the computed integration value with a predetermined value and turns on an interrupt signal when the computed integration value reaches the predetermined value.

5 When the interrupt signal from the electric current integrating unit 6 is turned on, the control unit 9 turns off a power supply control signal. When the power supply control signal from the control unit 9 is turned off, the power supply unit 4 thereby stops the supply of the operation power to the control unit 9 and the wireless communications unit 10. Further, the electric current
0 integrating unit 6 turns on an operation control signal when the ignition signal from the ignition switch is turned on. When the operation control signal from the electric current integrating unit 6 is turned on, the power supply unit 4 starts or re-starts the supply of the operation power to the control unit 9 and the wireless communications unit 10.

5 The accessory signal monitoring unit 7 turns on a reset signal when the accessory signal from the accessory switch is turned on. The watch dog 8 receives a state monitoring signal from the control unit 9 periodically while the control unit 9 normally operates: The watch dog 8 turns on a reset signal when the state signal is not periodically received from the control unit 9. The control
20 unit 9 or the wireless communications module 3 executes a reset operation when the reset signal from the accessory signal monitoring unit 7 or from the watch dog 8 is turned on.

The nonvolatile memory 11 stores Re-start Necessity Flag and Interrupt Flag. Re-start Necessity Flag indicates necessity for re-start of an

emergency report operation: Interrupt Flag indicates occurrence of an interrupt. The control unit 9 sets Re-start Necessity Flag when starting or re-starting an emergency report operation: The control unit 9 sets Interrupt Flag only when an interrupt is generated in the electric current integrating unit 6 while the control unit 9 executes an emergency report operation.

Next, an operation of the above structure will be explained with reference to FIGs. 2 to 4. The flowcharts in FIGs. 2, 3 are executed by the control unit 9. Here, in an initial state where no interrupt is generated in the electric current integrating unit 6, neither of Re-start Necessity Flag and Interrupt Flag are set. An emergency report operation will be explained by referring to a theft report operation, where the control unit 9 transmits a theft report signal from the wireless communications unit 10 to the wireless communications network when the theft detection ECU detects possibility of theft while the vehicle is being parked.

The flowchart starts under a state where the control unit 9 is supplied with the operation power from the power supply unit 4 in the in-vehicle wireless communications device 1. The control unit 9 determines whether Re-start Necessity Flag is set or whether re-start of an emergency report operation is necessary (Step S1). Here, in the initial state, since Re-start Necessity Flag is not set, the control unit 9 determines that Re-start Necessity Flag is not set (Step S1: NO). The control unit 9 then determines whether Interrupt Flag is set or whether the control unit 9 itself is executing an emergency report operation when an interrupt is generated in the electric current integrating unit 6 (Step S2).

Here, in the initial state, since Interrupt Flag is not set, the control unit 9 determines that Interrupt Flag is not set (Step S2: NO). The control unit 9 then determines whether a start trigger for an emergency report operation occurs (Step S3). When determining that no start trigger occurs (Step S3: NO), the control unit 9 determines whether an emergency report operation is being executed (Step S4). When determining that an emergency report operation is not being executed (Step S4: NO), the control unit 9 deletes Re-start Necessity Flag (Step S5) if Necessity Flag is previously set. The control unit 9 determines whether an interrupt is generated in the electric current integrating unit 6 (Step S6) and determines whether a reset or temporary power stop occurs (Step S7).

Further, in this embodiment, when the control unit 9 determines that a start trigger for a theft report operation occurs by determining that a theft detection signal from the theft detection ECU is turned on (Step S3: YES), the control unit 9 starts a theft report operation to transmit a theft report signal from the wireless communications unit 10 to the wireless communications network (Step S8). Then, Re-start Necessity Flag is set (Step S9).

Further, while the ignition switch is turned off, the electric current integrating unit 6 computes the electric current integration value by integrating electric currents from the in-vehicle battery 12 to the electric current detection unit 5 as a consumed electric current. When determining that the integration value reaches the predetermined value, the electric current integrating unit 6 turns on the interrupt signal. When the control unit 9 thereby determines that an interrupt is generated in the electric current integrating unit 6 (Step S6: YES),

the control unit 9 then determines whether a theft report operation is being executed (Step S10).

In a case that the interrupt is generated without occurring of a start trigger for a theft report operation, the control unit 9 determines that an theft report operation is not being executed (Step S10: NO), turning off the power supply control signal to cause the power supply unit 4 to stop supplying the operation power to the wireless communications unit 10 (Step S11). The sequence of the flowchart is thereby ended.

In contrast, in a case that the interrupt occurs after a theft report operation is started due to occurrence of a start trigger for the theft report operation, the control unit 9 determines that the theft report operation is being executed (Step S10: YES), then setting Interrupt Flag (Step S12). Next, the control unit 9 determines whether the theft report operation is normally finished up to the predetermined final procedure (Step S13) and then determines whether a reset or temporary power stop occurs (Step S14).

When determining that the theft report operation is normally finished (Step S13: YES), the control unit 9 deletes settings of Interrupt Flag (Step S15) and Re-start Necessity Flag (Step S16), then turning off the power supply control signal to cause the power supply unit 4 to stop supplying the operation power (Step S11). The sequence of the flowchart thereby ends.

As explained in the above, the in-vehicle wireless communications device 1 performs as follows: Even when the electric current integration value reaches the predetermined value during the execution of the theft report operation and an interrupt thereby occurs, the stop of supplying the operation

power from the in-vehicle battery 12 to the wireless communications unit 10 is deferred or suspended until the theft report operation is normally finished. That is, after the theft report operation is normally finished, supplying the operation power is stopped.

5 In contrast, with a reset occurring due to turning on of the reset signal from the ACC signal monitoring unit 7 or watch dog 8 or with the supply of the operation power from the power supply unit 4 temporarily stopping before the normal finish of the theft report operation, the control unit 9 returns to Step S1.

0 Next, after returning to Step S1, the control unit 9 determines again whether Re-start Necessity Flag is set or whether the theft report operation is required to be re-started. Here, Re-start Necessity Flag is previously set: the control unit 9 determines that the theft report operation is required to be re-started (Step S1: YES), then re-starting the theft report operation (Step S17)
5 and setting Re-start Necessity Flag (Step S18). The control unit 9 further determines again whether Interrupt Flag is previously set (Step S2).

At this time, Interrupt Flag is previously set: the control unit 9 determines that Interrupt Flag is previously set (Step S2: YES), then deleting the setting of Interrupt Flag (Step S19). The sequence then returns to Steps
20 S6, S7, the sequence subsequent to Steps S6, S7 is repeatedly executed.

Based on the above explained flowchart, the in-vehicle wireless communications device 1 performs as follows, with reference to FIG. 4: When electric currents from the in-vehicle battery 12 to the in-vehicle wireless communications device 1 reaches the predetermined value during the execution

of a theft report operation, an interrupt is generated (refer to "t1"). Here, regardless of occurrence of the interrupt, the stop of supplying the operation power to the wireless communications unit 10 is suspended. Further, even when a reset or a temporary power stop occurs with the interrupt generated, the theft report operation is re-started (refer to "t2") and the stop of supplying the operation power is suspended until the theft report operation is finished (refer to "t3").

The flowchart is explained by referring to a theft report operation for the control unit 9 to transmit a theft report signal from the wireless communications unit 10 to the wireless communications network based on that the theft detection ECU detects the possibility of theft while the relevant vehicle is being parked. Alternatively, the flowchart can be executed when an airbag detection ECU expands the airbag or a user manipulates the help switch while the ignition signal is turned off because of occurrence of a vehicle accident.

That is, even when the electric current integration value reaches the predetermined value during the execution of the airbag report operation or the help report operation and an interrupt is thereby generated, the stop of supplying the operation power from the in-vehicle battery 12 to the wireless communications unit 10 is deferred or suspended until the corresponding report operation is normally finished. That is, after the airbag report operation or help report operation is normally finished, the stop of supplying the operation power is executed.

Further, the in-vehicle wireless communications device 1 performs as follows: When an electric current integration value from the in-vehicle

battery 12 to the in-vehicle wireless communications device 1 reaches the predetermined value during the execution of the airbag or help report operation, an interrupt is generated. Here, regardless of occurrence of the interrupt, the stop of supplying the operation power to the wireless communications unit 10 is suspended. Yet further, when a reset or a temporary power stop occurs with the interrupt generated, the airbag or help report operation is re-started and the stop of supplying the operation power is suspended until the airbag or help report operation is finished.

According to the above structure, the supply of the operation power from the in-vehicle battery 12 to the wireless communications unit 10 is not stopped immediately after the interrupt is generated, so the operation power to the wireless communications unit 10 is secured until an emergency report operation is normally finished. The emergency report that the user requires is properly executed and completed.

Further, also even when the reset or temporary power stop occurs with the interrupt generated before the emergency report operation is normally finished, the operation power to the wireless communications unit 10 is not immediately stopped until the emergency report operation is normally finished. Similarly, the emergency report that the user requires is properly executed and completed.

The present invention is not limited to the above embodiment: modification or extension can be made as follows: Determining whether the in-vehicle battery is being discharged can be made based on an input state of an accessory signal in stead of the ignition signal. Namely, when the accessory

signal is turned off, the in-vehicle battery can be determined to be being discharged.

In the emergency report operation, any report signal indicating an emergency state other than the theft report signal, airbag report signal, or help report signal can be transmitted to the wireless communications network.

The steps in the above explained flowcharts may be constructed as means or units in the program executed by the control unit 9 of the in-vehicle wireless communications device 1.

It will be obvious to those skilled in the art that various changes may be made in the above-described embodiments of the present invention. However, the scope of the present invention should be determined by the following claims.

Throughout this specification and the claims which follow, unless the context requires otherwise, the word "comprise", and variations such as "comprises" and "comprising", will be understood to imply the inclusion of a stated integer or step or group of integers or steps but not the exclusion of any other integer or step or group of integers or steps.

The reference to any prior art in this specification is not, and should not be taken as, an acknowledgement or any form of suggestion that that prior art forms part of the common general knowledge in Australia.

THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. An in-vehicle wireless communications device, comprising:

a wireless communications unit for transmitting a signal of an emergency report to a wireless communications network;

a power supply unit for supplying an operation power to the wireless communications unit by using an in-vehicle battery;

an electric current integrating unit for

computing an electric current integration value by integrating electric currents from the in-vehicle battery when the in-vehicle battery is discharged and

generating an interrupt when the electric current integration value reaches a predetermined value; and

a control unit for

starting an operation of the emergency report to cause the wireless communications unit to transmit the signal when a start trigger of the operation generates while the wireless communications unit is supplied with the operation power, and

being enabled to cause the power supply unit to stop supplying the operation power when the interrupt is generated, wherein

the control unit suspends, while the operation is executed, causing the power supply unit to stop supplying the operation power when the interrupt is generated, and then causes, after the operation is normally finished, the power supply unit to stop supplying the operation power.

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2. The in-vehicle wireless communications device of Claim 1, wherein
even in a case where a reset or a temporary power stop generates while
the operation is executed,
the control unit suspends, while the operation is executed, causing the
5 power supply unit to stop supplying the operation power when the interrupt is
generated, and then causes, after the operation is normally finished, the power
supply unit to stop supplying the operation power.
3. An in-vehicle wireless communications device of claim 1 substantially as
10 hereinbefore described, with reference to the accompanying drawings.

FIG. 1

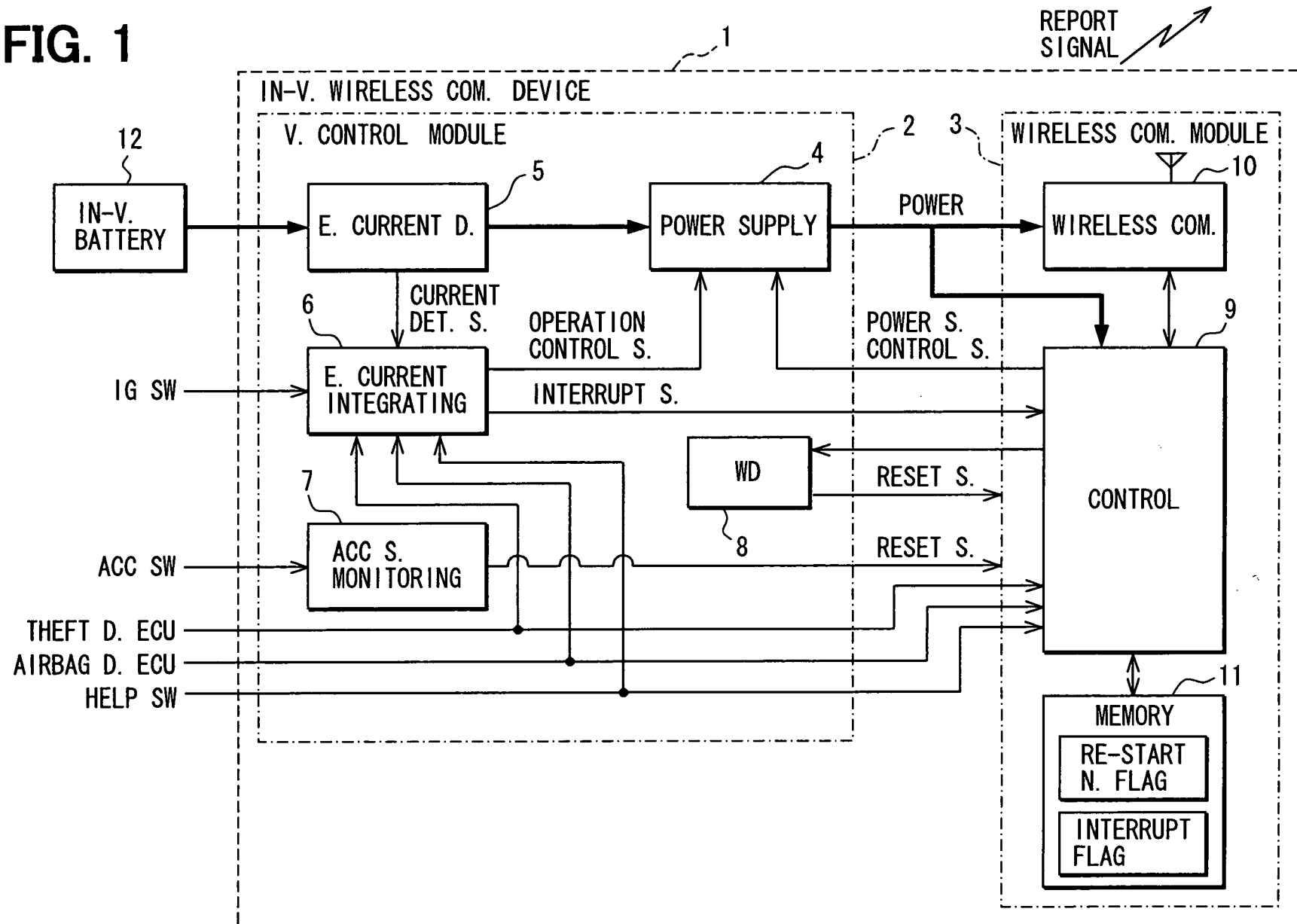


FIG. 2

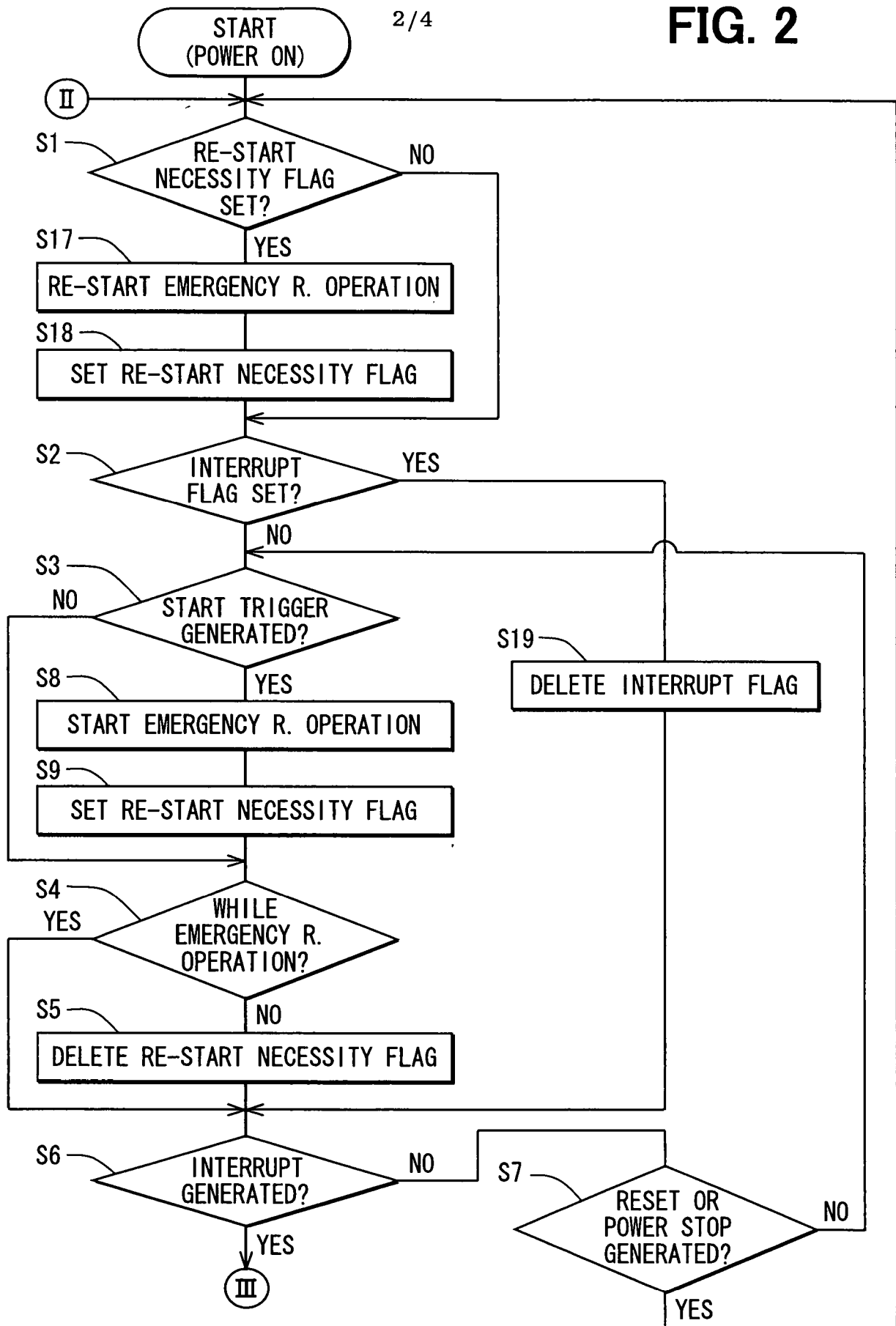


FIG. 3

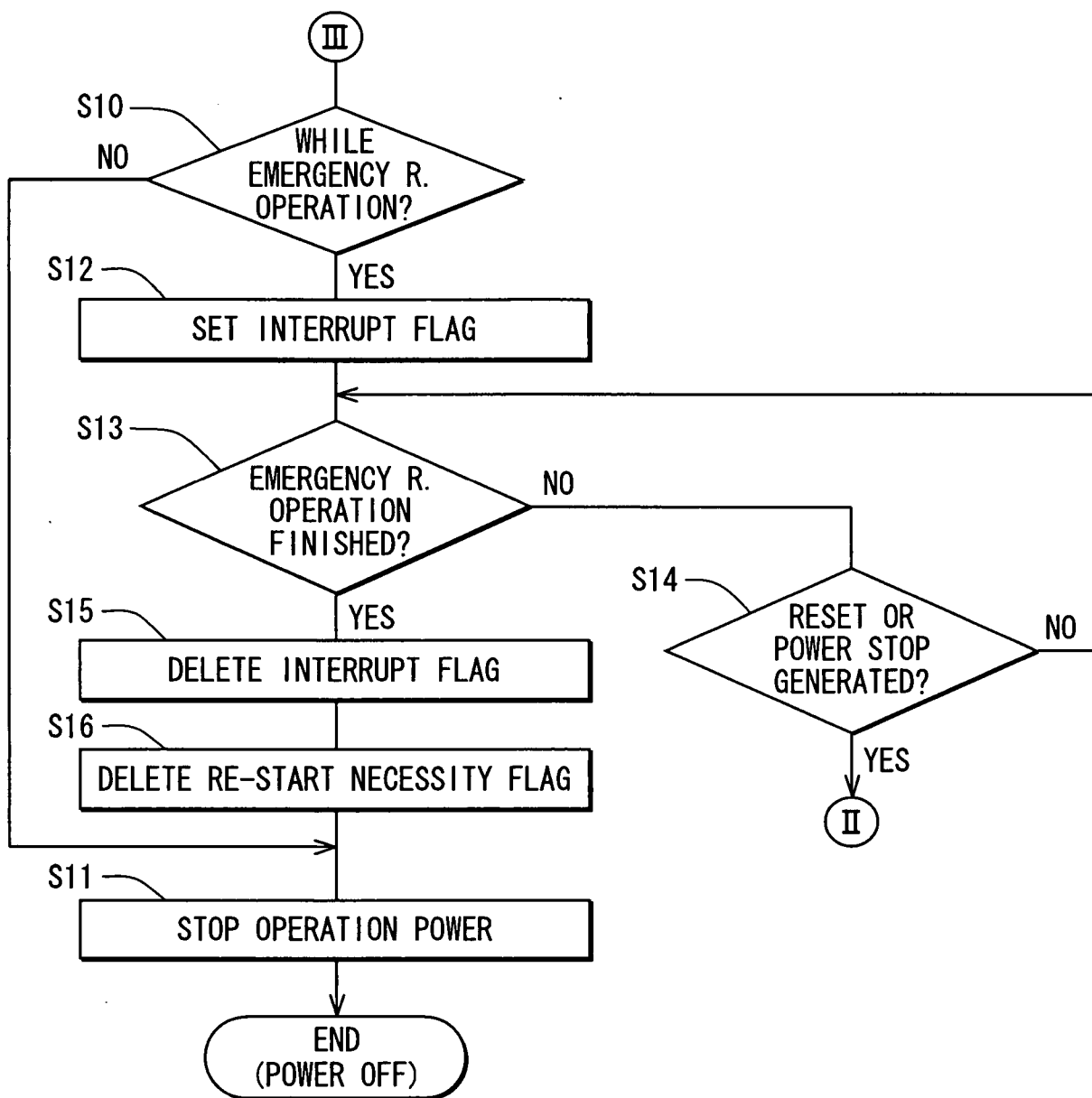


FIG. 4

