US009659500B2

(12) **United States Patent**
Nagda et al.

(10) **Patent No.: US 9,659,500 B2**
(45) **Date of Patent: May 23, 2017**

(54) **SAFETY MONITORING IN SYSTEMS OF MOBILE ASSETS**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 902 days.

(21) Appl. No.: **13/311,411**

(22) Filed: **Dec. 5, 2011**

(65) **Prior Publication Data**

US 2013/0141228 A1 Jun. 6, 2013

(51) **Int. Cl.**
B60Q 1/00 (2006.01)
G08G 1/00 (2006.01)

(52) **U.S. Cl.**
CPC ***G08G 1/205*** (2013.01)

(58) **Field of Classification Search**
CPC G08G 1/205; G08G 1/096; G01C 21/3602; G01C 21/3664; G08B 21/12; G08B 25/002; G08B 25/009
USPC 340/439, 936; 701/124, 29, 33, 83
See application file for complete search history.

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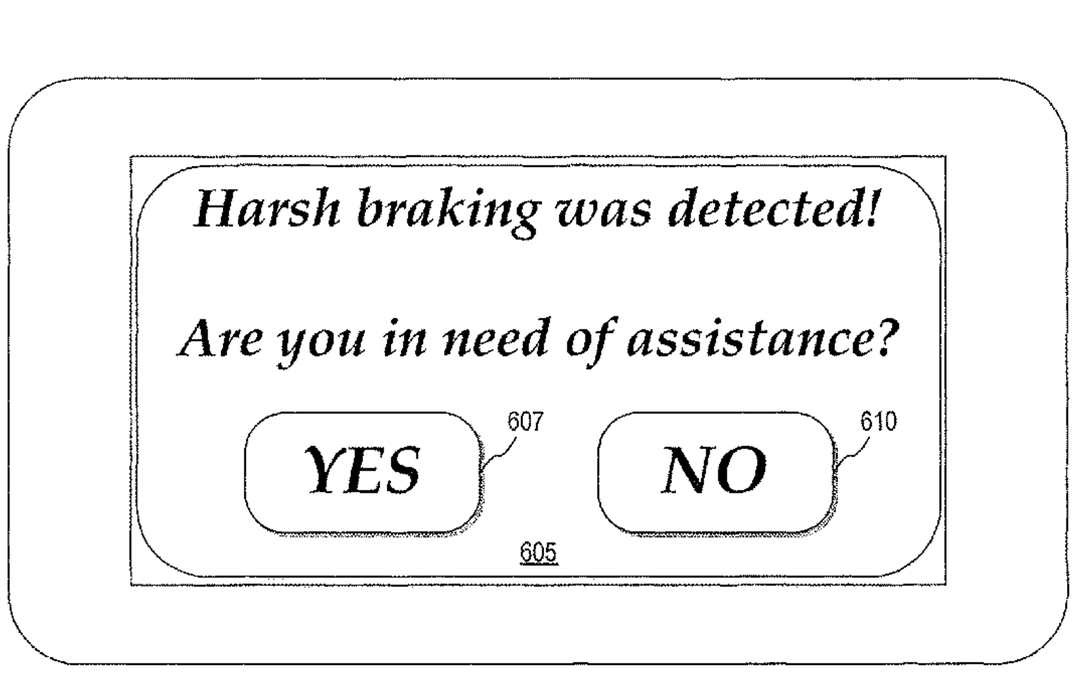
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(57) **ABSTRACT**

Systems and methods for safety monitoring are described. Mobile assets may receive safety monitoring notifications responsive to one or more safety criteria being met. A driver or other user of the mobile asset may be prompted to acknowledge the safety monitoring notification. If the user requests assistance or does not acknowledge the safety monitoring notification, notifications may be communicated to other individuals, e.g. supervisors. In this manner, the safety of, e.g. drivers in a fleet of vehicles may be monitored.

26 Claims, 10 Drawing Sheets



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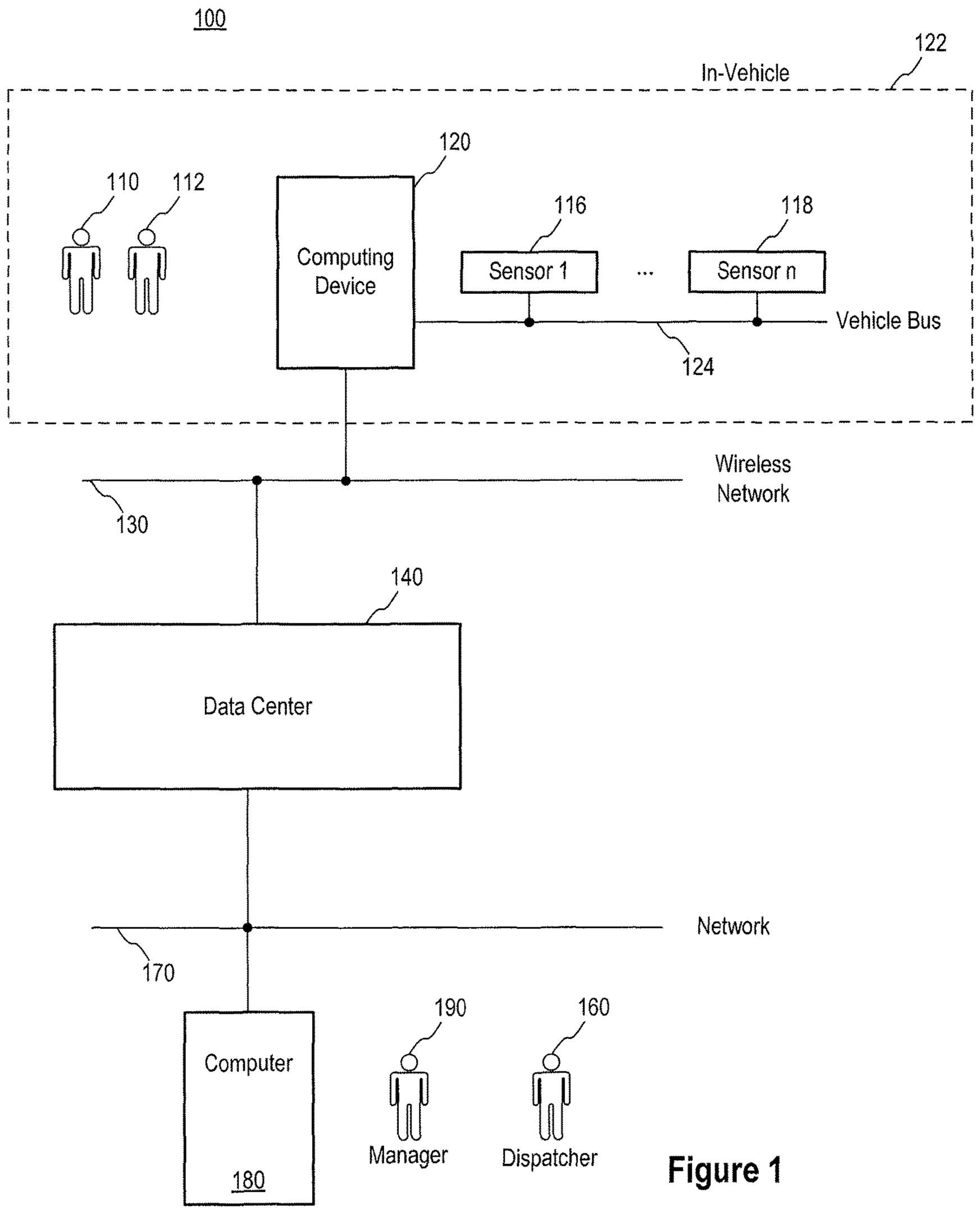

100
In-Vehicle
122
110
112
120
Computing Device
116
Sensor 1
...
118
Sensor n
Vehicle Bus
124
Wireless Network
130
140
Data Center
Network
170
Computer
180
190
Manager
160
Dispatcher

Figure 1

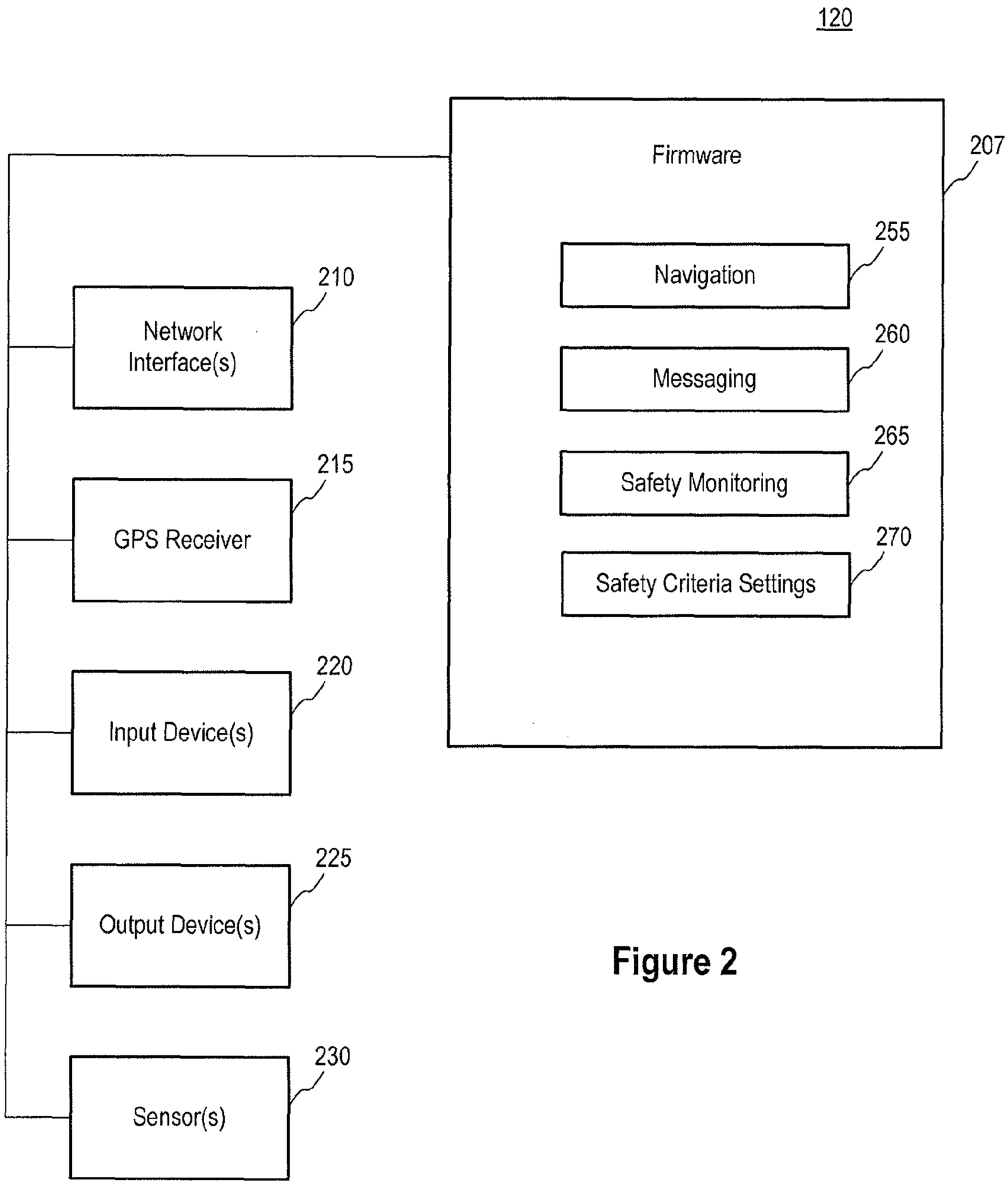

120
Firmware
207
255
Navigation
260
Messaging
265
Safety Monitoring
270
Safety Criteria Settings
Network Interface(s)
210
GPS Receiver
215
Input Device(s)
220
Output Device(s)
225
Sensor(s)
230

Figure 2

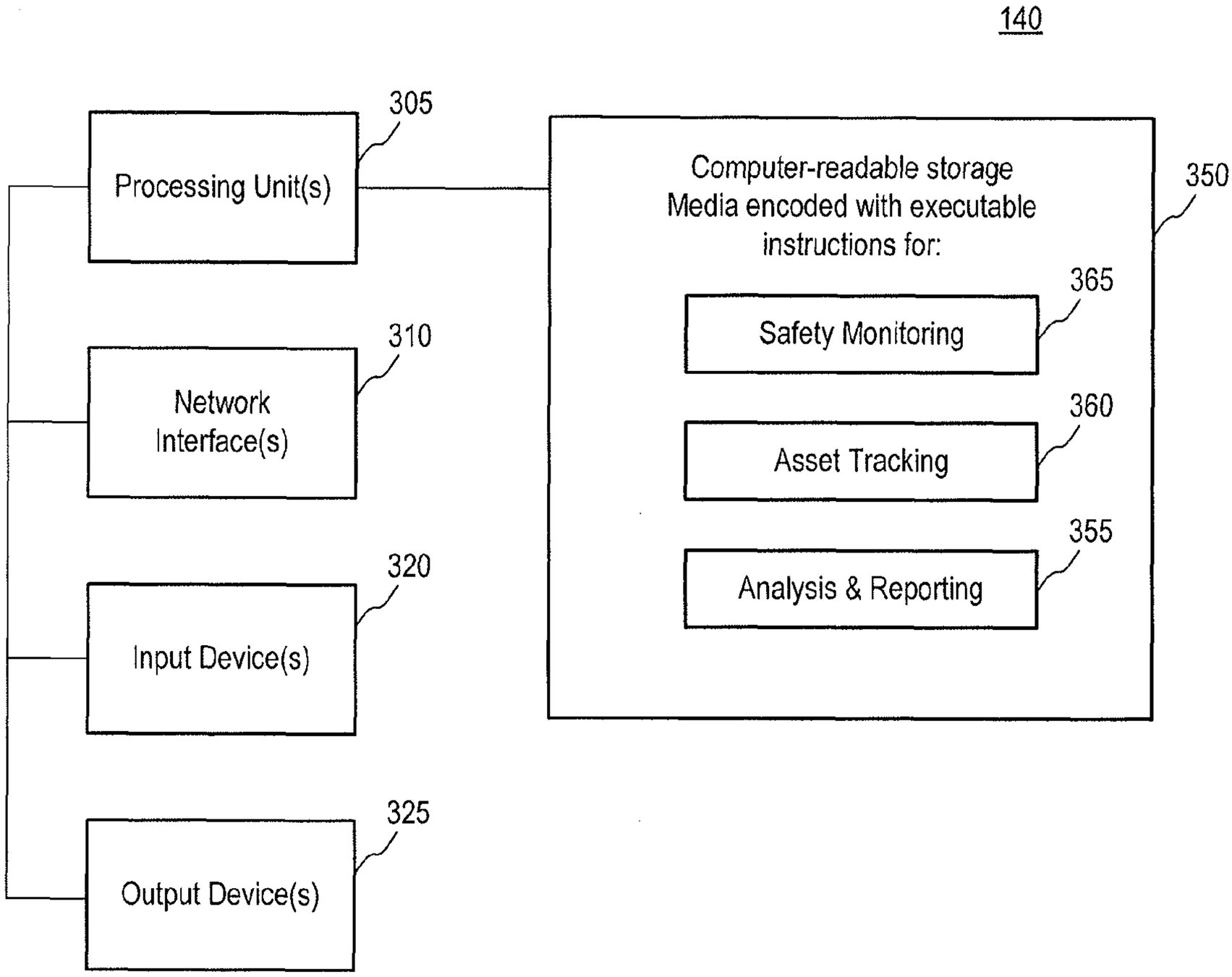

140
Processing Unit(s)
305
Network Interface(s)
310
Input Device(s)
320
Output Device(s)
325
Computer-readable storage Media encoded with executable instructions for:
350
Safety Monitoring
365
Asset Tracking
360
Analysis & Reporting
355

Figure 3

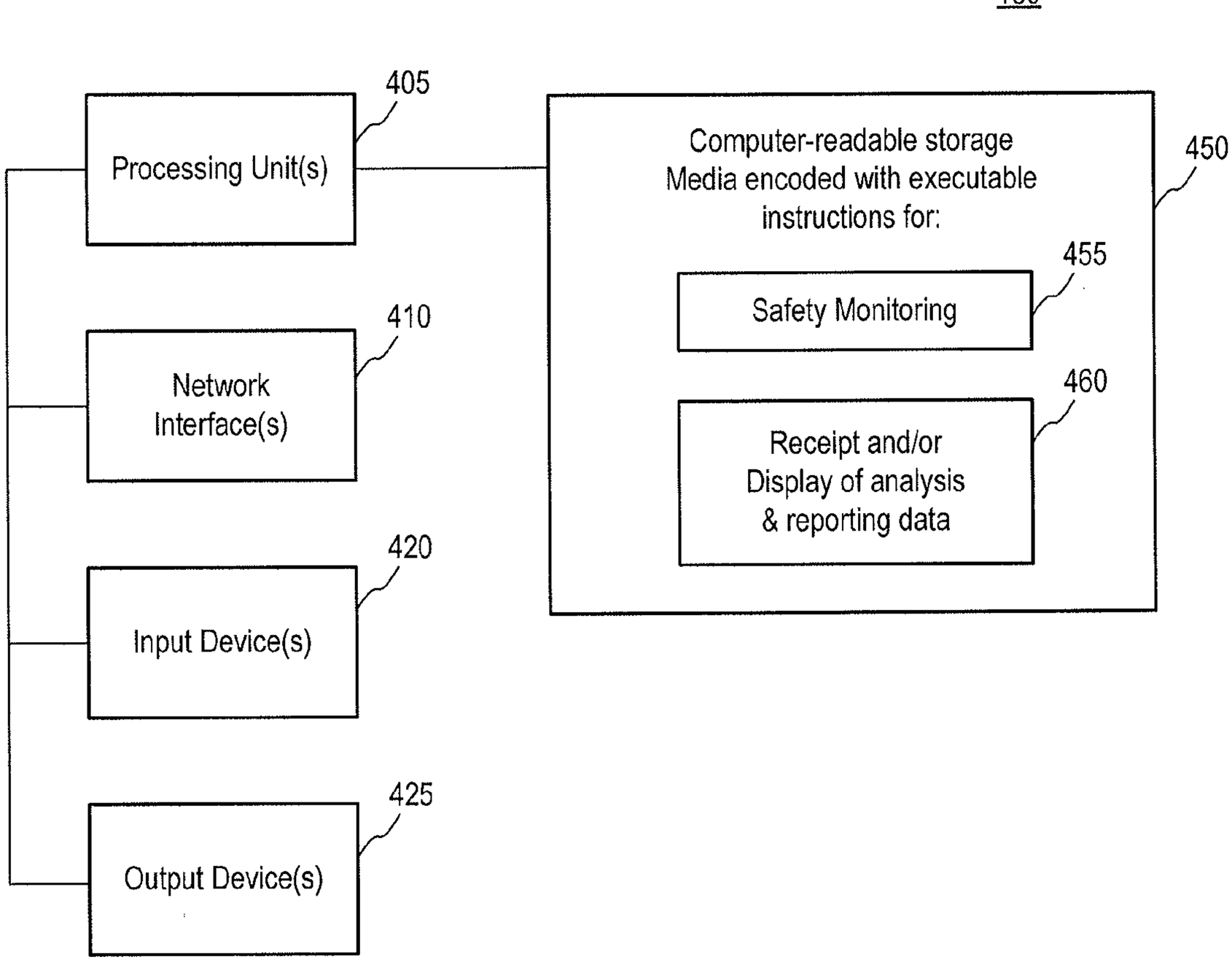

180
Processing Unit(s)
405
Network Interface(s)
410
Input Device(s)
420
Output Device(s)
425
Computer-readable storage Media encoded with executable instructions for:
450
Safety Monitoring
455
Receipt and/or Display of analysis & reporting data
460

Figure 4

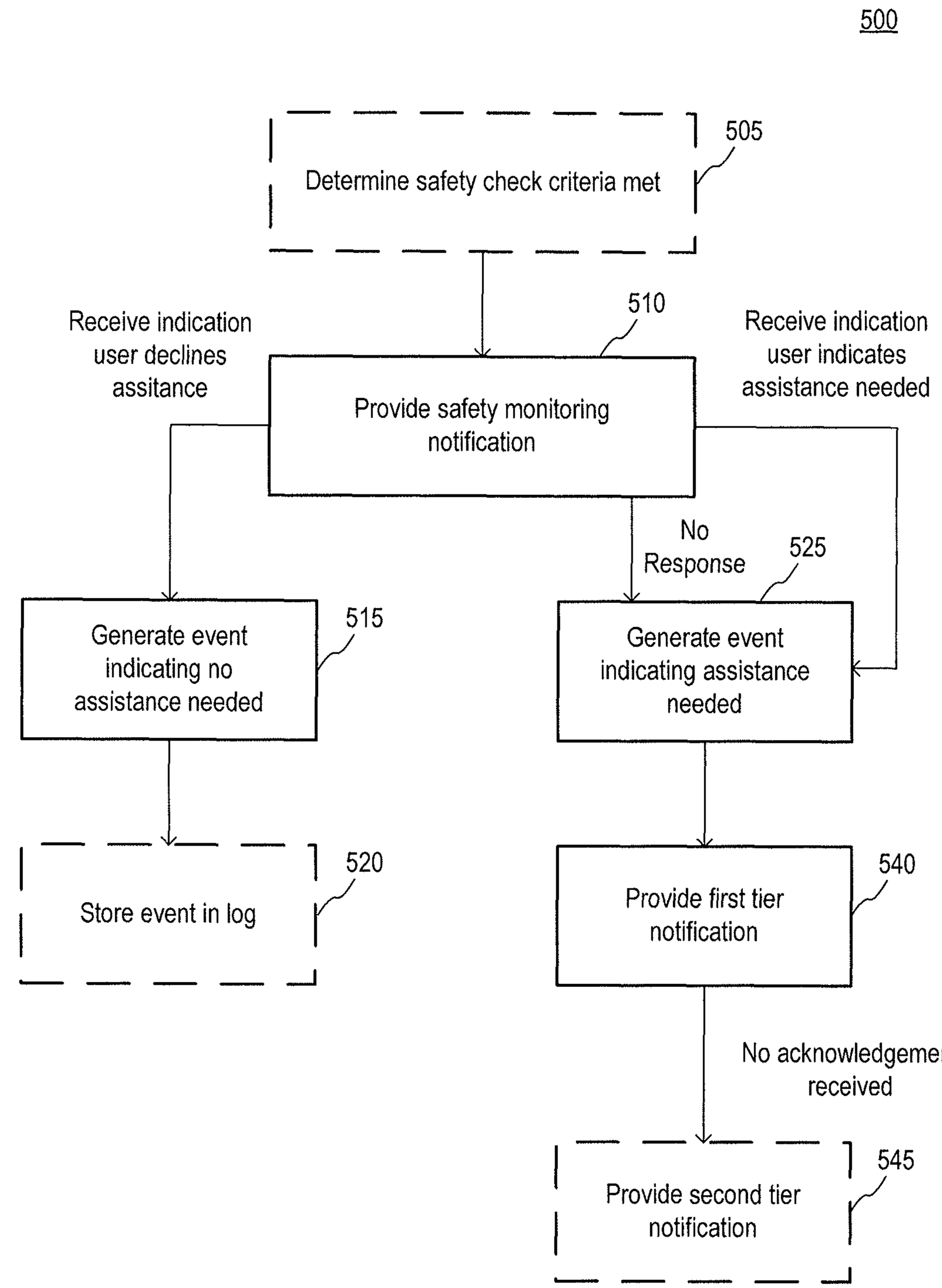

500
505
Determine safety check criteria met
510
Receive indication user declines assitance
Provide safety monitoring notification
Receive indication user indicates assistance needed
No Response
525
515
Generate event indicating no assistance needed
Generate event indicating assistance needed
520
Store event in log
540
Provide first tier notification
No acknowledgement received
545
Provide second tier notification

Figure 5

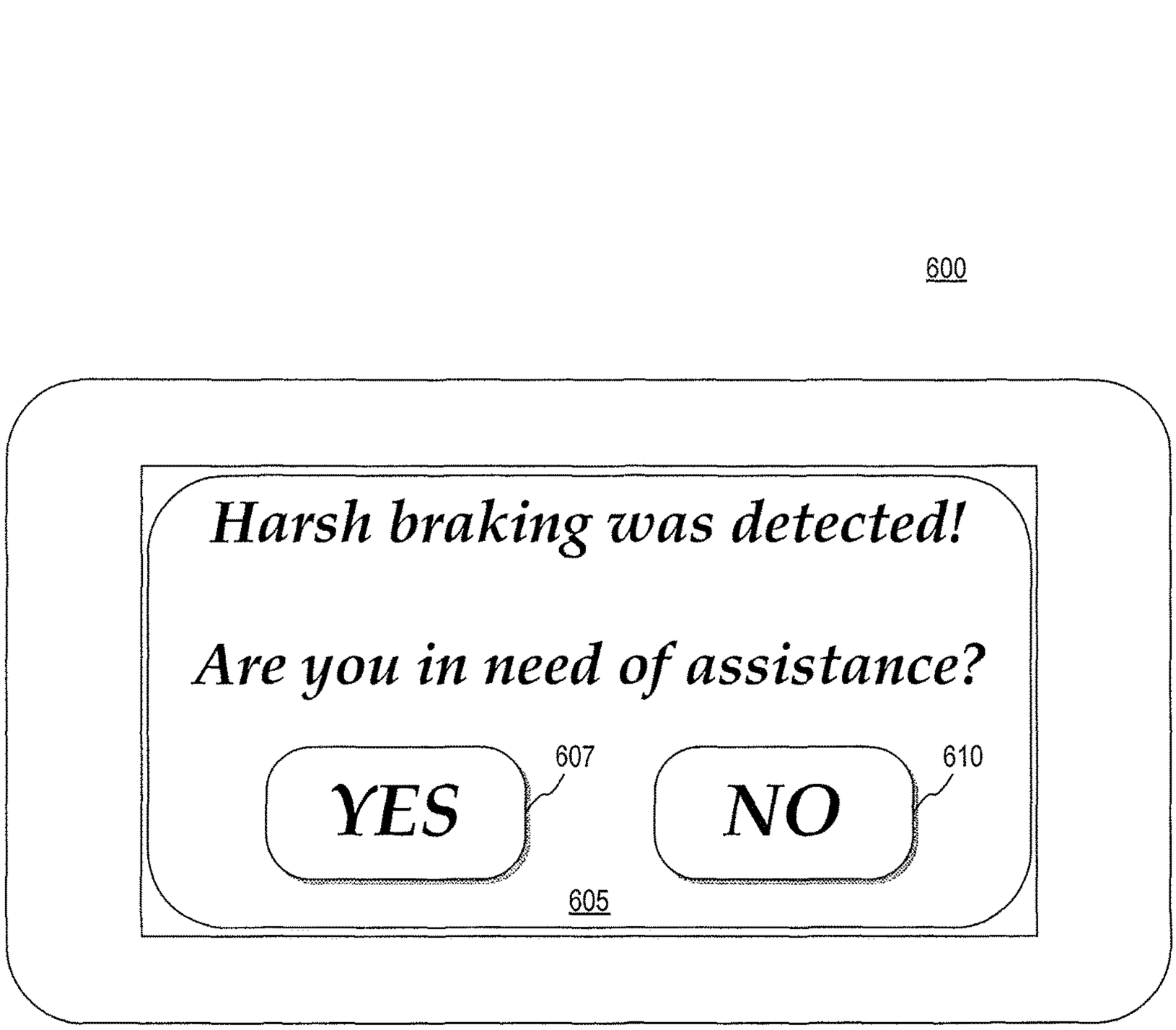

600
Harsh braking was detected!
Are you in need of assistance?
YES
607
NO
610
605

Figure 6

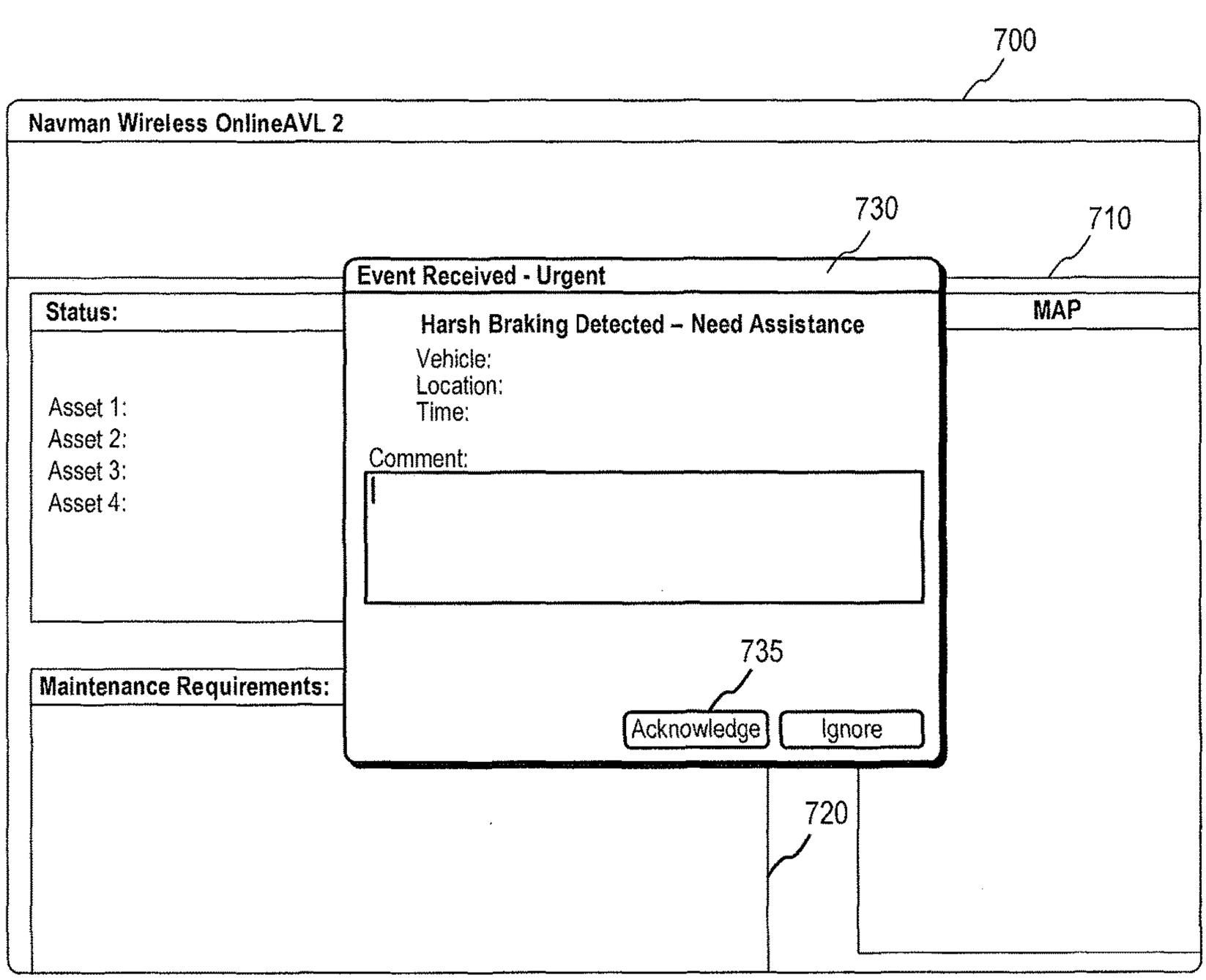

700
Navman Wireless OnlineAVL 2
730
710
Event Received - Urgent
Status:
MAP
Harsh Braking Detected – Need Assistance
Vehicle:
Location:
Time:
Asset 1:
Asset 2:
Asset 3:
Asset 4:
Comment:
735
Maintenance Requirements:
Acknowledge
Ignore
720

Figure 7

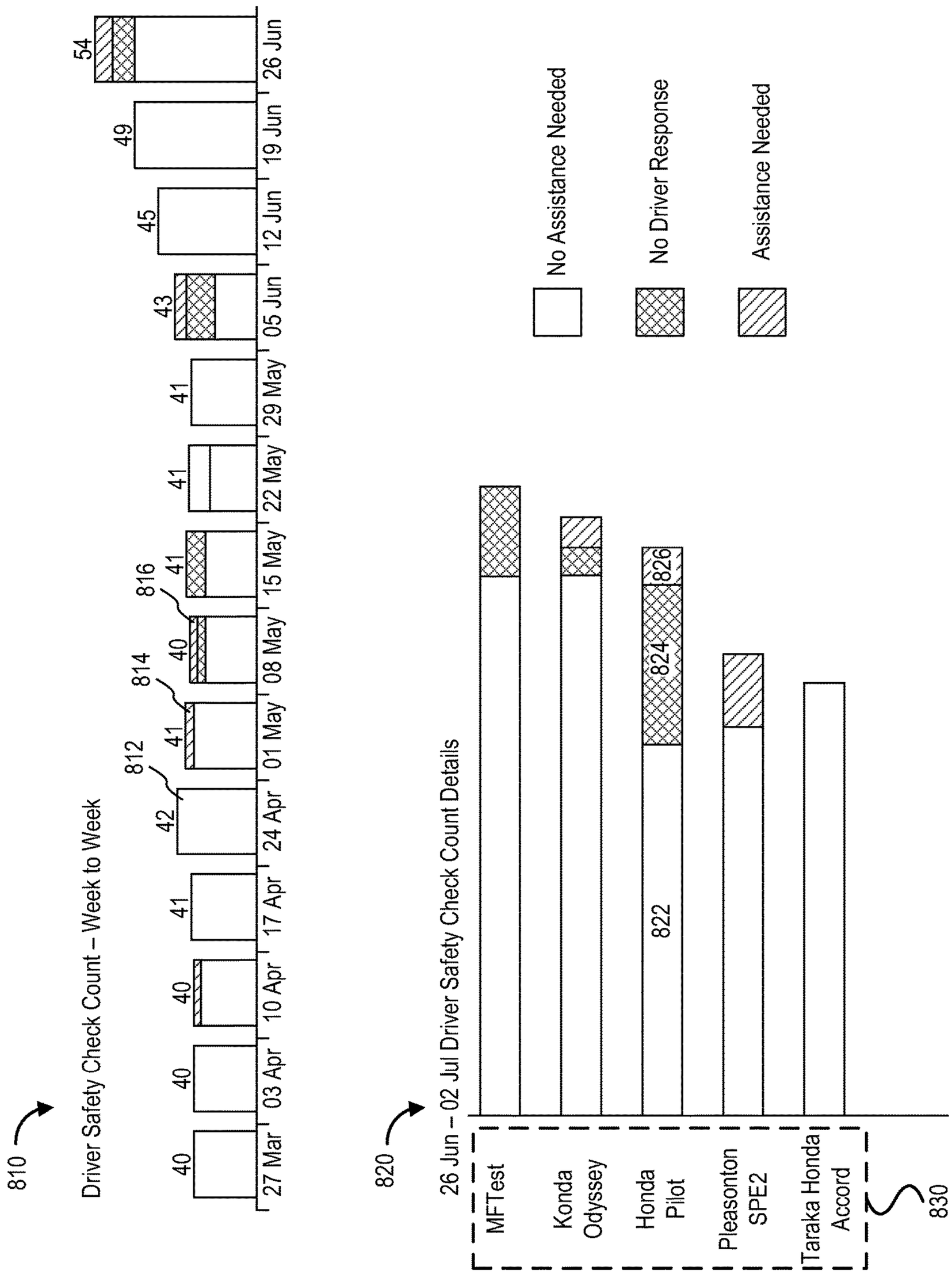

No Assistance Needed
No Driver Response
Assistance Needed
810
Driver Safety Check Count – Week to Week
27 Mar
03 Apr
10 Apr
17 Apr
24 Apr
01 May
08 May
15 May
22 May
29 May
05 Jun
12 Jun
19 Jun
26 Jun
40
40
40
42
41
40
41
41
41
43
45
49
54
812
814
816
820
26 Jun – 02 Jul Driver Safety Check Count Details
822
824
826
830
MFTest
Konda Odyssey
Honda Pilot
Pleasonton SPE2
Taraka Honda Accord

Figure 8

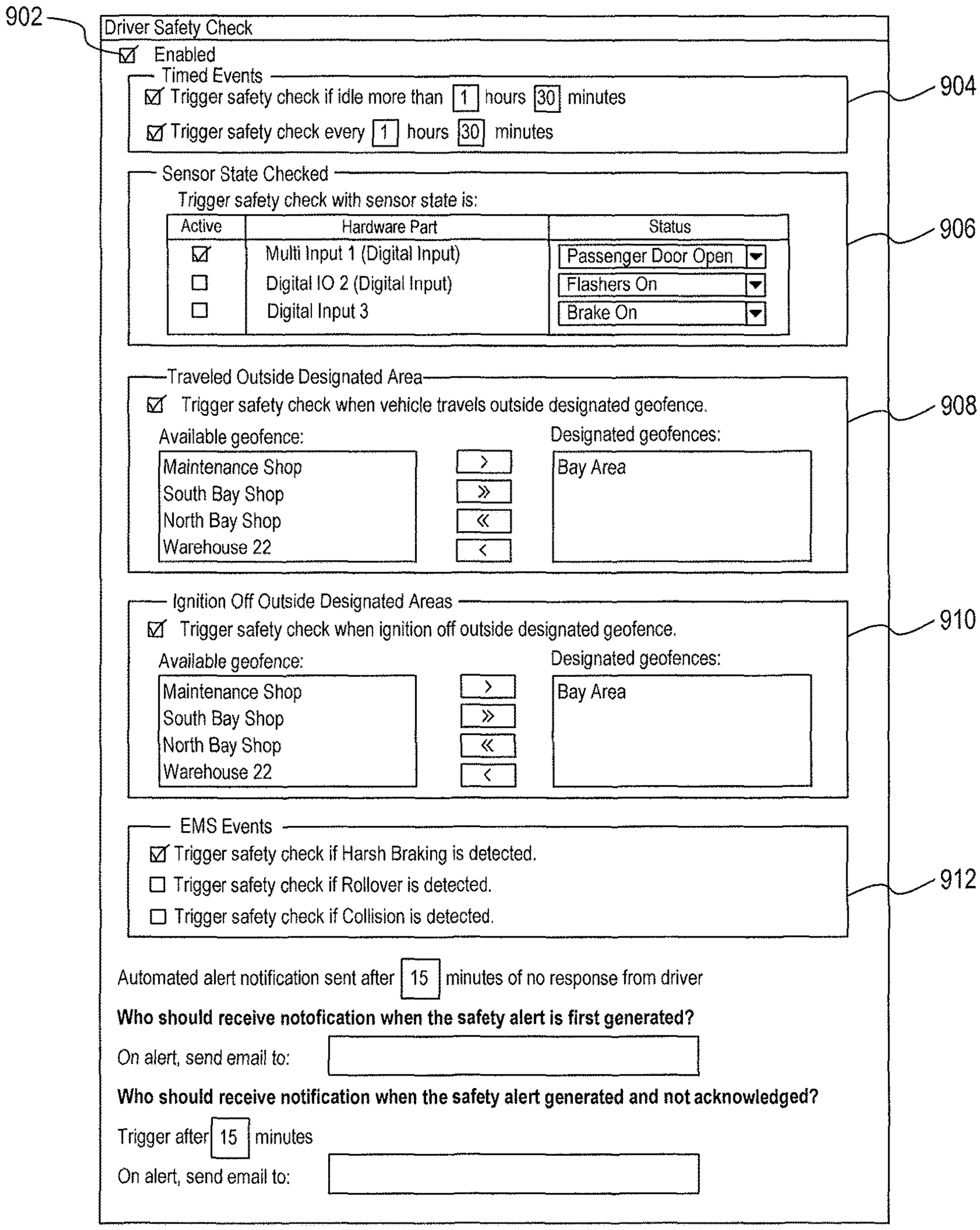

902
Driver Safety Check
Enabled
Timed Events
Trigger safety check if idle more than 1 hours 30 minutes
Trigger safety check every 1 hours 30 minutes
904
Sensor State Checked
Trigger safety check with sensor state is:
Active
Hardware Part
Status
Multi Input 1 (Digital Input)
Passenger Door Open
Digital IO 2 (Digital Input)
Flashers On
Digital Input 3
Brake On
906
Traveled Outside Designated Area
Trigger safety check when vehicle travels outside designated geofence.
Available geofence:
Maintenance Shop
South Bay Shop
North Bay Shop
Warehouse 22
Designated geofences:
Bay Area
908
Ignition Off Outside Designated Areas
Trigger safety check when ignition off outside designated geofence.
Available geofence:
Maintenance Shop
South Bay Shop
North Bay Shop
Warehouse 22
Designated geofences:
Bay Area
910
EMS Events
Trigger safety check if Harsh Braking is detected.
Trigger safety check if Rollover is detected.
Trigger safety check if Collision is detected.
912
Automated alert notification sent after 15 minutes of no response from driver
Who should receive notofication when the safety alert is first generated?
On alert, send email to:
Who should receive notification when the safety alert generated and not acknowledged?
Trigger after 15 minutes
On alert, send email to:

Figure 9

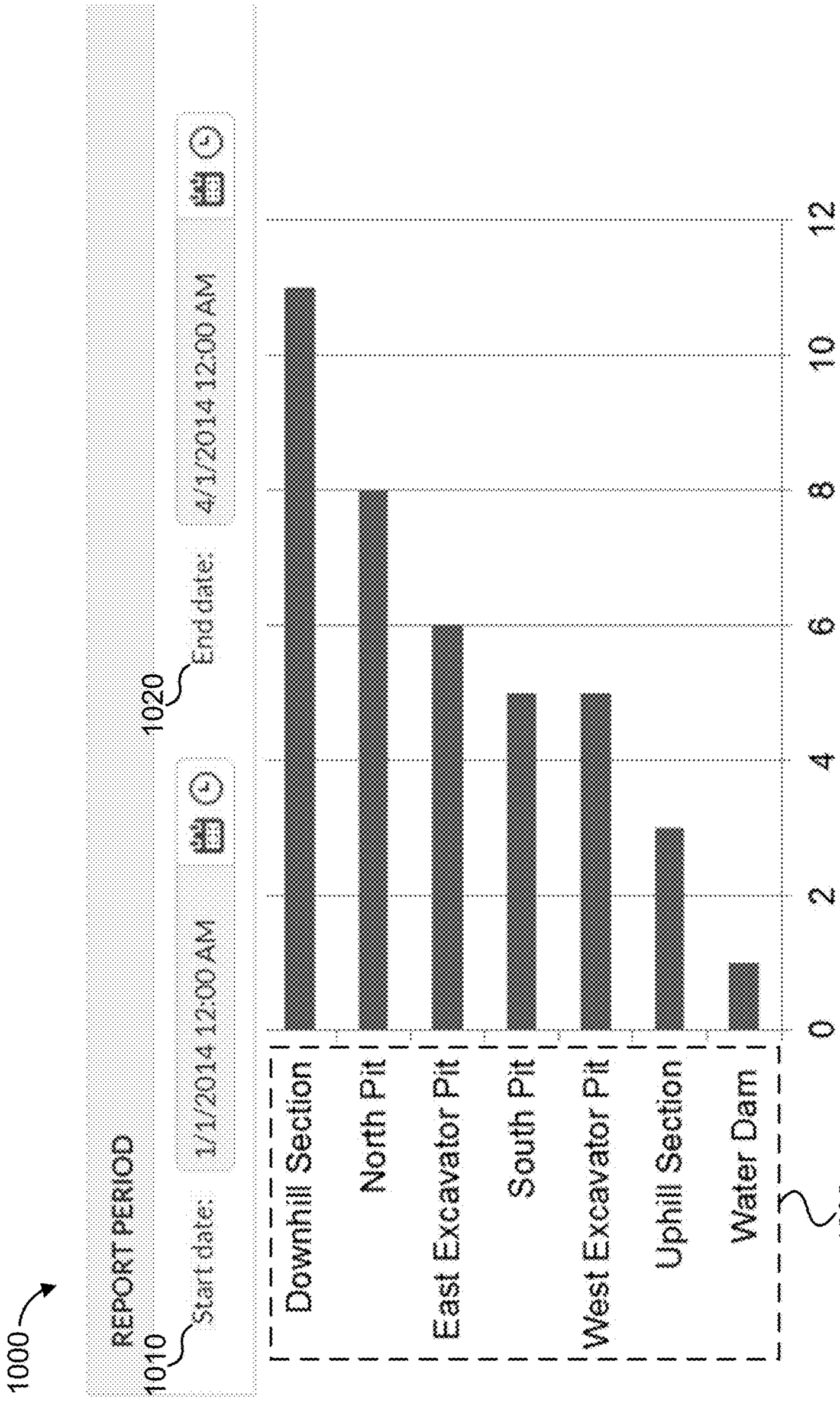

1000
REPORT PERIOD
1010
Start date:
1/1/2014 12:00 AM
End date:
4/1/2014 12:00 AM
1020
Downhill Section
North Pit
East Excavator Pit
South Pit
West Excavator Pit
Uphill Section
Water Dam
1030
0
2
4
6
8
10
12

Figure 10

SAFETY MONITORING IN SYSTEMS OF MOBILE ASSETS

TECHNICAL FIELD

Embodiments of the invention relate generally to in-vehicle navigation or communication systems, including embodiments used in vehicle fleet management systems. Embodiments may include safety monitoring in such systems.

BACKGROUND

The global positioning system (GPS) is a space-based navigation system including a network of orbiting satellites (called NAVSTAR). Although established for military applications by the U.S. Department of Defense, in the 1980s the system was made available for civilian use. When locked onto the signal of at least three satellites, a GPS receiver may calculate a 2D position (latitude and longitude). When locked onto the signal of at least four satellites, a GPS receiver may calculate a 3D position (latitude, longitude and altitude), subject to the accuracy of map information in the receiver and accuracy of the location calculation. The GPS also provides highly accurate timestamps.

When used in a vehicle and once a GPS navigation system has determined its location using signals from the orbiting satellites, the GPS navigation system may display a map and instruct a driver by providing graphical information, as well as via text or speech on how to get to a destination. GPS navigation systems may be used to navigate in unfamiliar areas with reduced risk of getting lost, subject to the accuracy of the location information and maps used by the GPS navigation system. When a driver becomes lost, valuable time is lost and the driver could become late for a delivery, appointment, or arrival at a work site.

Different businesses, such as shipping and distribution companies, cargo systems companies, maintenance, repair and operations (MRO) organizations, service vehicle operators, cable television operators, schools, construction companies, and the like may operate a fleet of mobile assets, such as cars or trucks, which may make use of navigation systems.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a schematic illustration of a system in accordance with an embodiment of the present invention.

FIG. **2** is a schematic illustration of an example computing device arranged in accordance with an embodiment of the present invention.

FIG. **3** is a schematic illustration of a portion of a data center in accordance with an embodiment of the present invention.

FIG. **4** is a schematic illustration of a computer configured for communication with a data center in accordance with an embodiment of the present invention.

FIG. **5** is a flowchart of a method for safety monitoring in accordance with an embodiment of the present invention.

FIG. **6** is a schematic illustration of a computing device displaying a safety monitoring notification in accordance with an embodiment of the present invention.

FIG. **7** is a schematic illustration of an example of a first tier notification in accordance with an embodiment of the present invention.

FIG. **8** is a schematic illustration of graphs that may be generated in accordance with the executable instructions for analysis and reporting **355** of FIG. **3**.

FIG. **9** is a schematic illustration of a user interface for configuration in accordance with an embodiment of the present invention.

FIG. **10** is a schematic illustration of a graph that may be generated in accordance with the executable instructions for analysis and reporting **355** of FIG. **3**.

DETAILED DESCRIPTION

Certain details are set forth below to provide a sufficient understanding of embodiments of the invention. However, it will be clear to one skilled in the art that embodiments of the invention may be practiced without various of these particular details. In some instances, well-known circuits, control signals, timing protocols, software operations, or computer components have not been shown in detail in order to avoid unnecessarily obscuring the described embodiments of the invention.

FIG. **1** is a schematic illustration of a system in accordance with an embodiment of the present invention. The system **100** may include one or more assets (e.g. vehicle **122**), a data center **140**, and a computer **180**. Any number of assets may be included in the system **100**, and may be in communication with the data center **140** over a network, e.g. the wireless network **130** shown in FIG. **1**. One asset, a vehicle **122**, is shown in FIG. **1** as a representative asset. Assets may include any type of vehicle, e.g. a car, truck, motor vehicle (e.g., delivery truck, field service vehicle, school bus, company car, etc.), heavy equipment (e.g., garbage truck, cherry picker, street sweeper, tractor, etc.), or any other type of mobile device, e.g. an airplane or a mobile phone or other mobile computing device.

Vehicle **122** may be operated by driver **110** and optionally co-driver **112**. Each asset in the system **100**, including the vehicle **122**, may be provided with a computing device **120**. Driver **110** and/or co-driver **112** interface with the computing device **120** to communicate with the data center **140**, as will be described further below. The computing device **120** may provide navigation and/or tracking functionality. The computing device **120** may include sensors, as will be described further below, and/or may be in communication with sensors in the asset, such as the vehicle **122**. As shown in FIG. **1**, the computing device **120** is in communication with sensors **116-118**. The sensors **116-118** may include, for example, seat belt sensors that may detect whether seat belts within the vehicle are latched or open, door sensors that may detect whether a particular door, e.g. a passenger or driver door, is open, temperature sensors, fuel level sensors, acceleration or deceleration sensors, timers to log time intervals, e.g., hours on the road, vehicle ignition sensors to indicate if the vehicle ignition is on, door locked/unlocked sensors, airbag deployment sensors, impact/vehicle collision sensors, or vehicle speed and direction sensors. Other sensors may also be used. Sensors **116-118** may be used with control circuitry and actuators (not shown) to control vehicle ignition (e.g., start or turn off engine), adjust temperature in a truck or van, adjust vehicle speed (e.g., slow down), unlock doors, and the like. A vehicle bus **124** may connect sensors **116-118** to computing device **120**. The vehicle bus **124** may be a wireless or wired bus for communicating data, commands, and optionally provide power (e.g., Controller Area Network (CAN) bus, On-Board Diagnostics (OBD-II), J-Bus, power bus, RS-232, RS-422, RS-484, universal serial bus (USB), 1-Wire, custom bus, etc.). Other types of com-

munication interfaces between the computing device **120** and the sensors **116-118** may also be used.

The computing device **120** may include a global positioning system (GPS) receiver, as will be described further below. The computing device **120** may provide navigation system functionality. The computing device **120** may also provide messaging functionality. The computing device **120** generally is configured to communicate information about the driver **110** and/or the vehicle **122** to the data center **140**, and receive information from the data center **140**. For example, the computing device **120** may provide location information about the vehicle **122** to the data center **140**, allowing a dispatcher **160** or manager **190** to be notified of a location of the vehicle **122**, or indeed the location of any of the assets in the system **100**. As will be described further below, in embodiments of the present invention, the computing device **120** may provide safety monitoring functionality. Information about the likely safety of the driver **110** and/or vehicle **122** may be communicated between the computing device **120** and the data center **140** in accordance with embodiments of the present invention.

In embodiments of the present invention, computing device **120** may determine a geographical location of the vehicle **122**, for example using a Global Positioning System (GPS) receiver. In some embodiments, computing device **120** may display a notification, which may be a safety monitoring notification, to the driver **110** and/or co-driver **112** on a display. The safety monitoring notification may be displayed either at a predetermined interval, at a request of a dispatcher or manager, or responsive to a suspected safety incident. The computing device **120** may prompt a user, such as the driver **110** and/or co-driver **112** to acknowledge the safety monitoring notification. As will be described in more detail below, computing device **120** may also provide an acknowledgement, which may be a safety notification acknowledgement, which may be sent to data center **140**. The computing device **120** may also provide an indication a notification has not been acknowledged to the data center **140**.

Information, including, for example, acknowledgements, or indications of lack of acknowledgements, may be sent from the computing device **120** over a wireless network **130** to data center **140**. In some embodiments the computing device **120** and the data center **140** may communicate using messages.

Wireless network **130** may be a local-area network (e.g., Wi-Fi (IEEE 802.11)), and/or wide-area network (e.g., "3G" (i.e., International Mobile Telecommunications-2000 (IMT-2000) (e.g., 3GPP Long Term Evolution (LTE), High-Speed Downlink Packet Access (HSDPA), High-Speed Uplink Packet Access (HSUPA), etc.)), "4G" (e.g., LTE Advanced and WirelessMAN-Advanced), WiMAX (IEEE 802.16m), CDMA2000 (e.g., 1×, 1×RTT, EV-DO Rev. 0, EV-DO Rev. A, and EV-DO Rev. B), global system for mobile communications (GSM) (e.g., general packet radio service (GPRS), and enhanced data rates for GSM evolution (EDGE) or Enhanced GPRS (EGPRS)), integrated digital enhanced network (iDEN), wideband integrated digital enhanced Network (WiDEN), advanced mobile phone system (AMPS), total access communication system (TACS), Extended Total Access Communication System (ETACS), Universal Mobile Telecommunications System (UMTS), and the like). Any other network suitable for communicating between the computing device **120** and the data center **140** may also be used.

The data center **140** may be configured to receive and/or transmit information over wireless network **130**, store information, run applications, and/or provide information to external devices or locations. A dispatcher **160** or other user may utilize data stored at the data center **140** to view locations of assets in the system **100**, and in embodiments of the present invention, may utilize data stored at or communicated to the data center **140** to monitor safety of the vehicle **122** and/or driver **110**, or other assets or users in the system **100**. Data center **140** may also be connected to and transfer data over network **170**. Network **170** may be a wired (e.g., twisted pair, coaxial cable, optical fiber, etc.) and/or wireless (e.g., terrestrial microwave, communications satellites, cellular and PCS systems, wireless LANs, and/or infrared communications) computer network (e.g., the Internet). Although shown as a separate network in FIG. **1**, in some examples, the networks **170** and **130** may be a same network.

Applications **144-148** and **152-156** may store the safety monitoring information provided to the data center **140** by the tracking device and navigation device **120**. As will be described in more detail below, applications **144-148** and **152-156** may analyze safety monitoring information and produce output in various forms and formats for use by supervisor **160** and manager **190**.

Computer **180** may be a workstation, computer, notebook computer, netbook computer, tablet computer, smart phone, PDA, and the like. Generally, computer **180** represents a computer through which a user, such as manager **190**, may communicate with the data center **140**. The computer **180** and/or the data center **140** may be configured to provide data analysis and reporting, which may be queried and/or viewed using the computer **180**.

FIG. **2** is a schematic illustration of an example computing device arranged in accordance with an embodiment of the present invention. The computing device **120** of FIG. **2** may be used in the vehicle **122** of FIG. **1**. The computing device **120** may include firmware **207** that may control operation of various components of the computing device **120**. Instead of firmware **207**, in some examples software may be used to control components of the computing device **120**, in which case one or more processors and computer readable mediums including executable instructions may be provided to perform the below functionalities, and in some examples combinations of firmware and software may be used.

The computing device may also include network interface(s) **210**. For example, the computing device **120** may include one network interface for connecting to the wireless network **130** of FIG. **1**, and another network interface for connecting to the vehicle bus **124** of FIG. **1**. Referring again to FIG. **2**, the computing device **120** may further include a GPS receiver **215**, which may be used to receive GPS signals. The computing device **120** may also include one or more input devices **220** and one or more output devices **225**. Input and output devices may include, for example, a keyboard, mouse, trackball, touchpad, microphone, touch screen, flat panel, electronic ink display, indicator lights, speaker, or the like. The computing device **120** may further include one or more sensors **230**. The sensors **230** may be configured to monitor some aspect of the vehicle **122** of FIG. **1**, and may be in communication with the vehicle bus **124** in some examples. Accordingly, sensors for monitoring performance of the vehicle **122** may be internal or external to the computing device **120**. Settings for the sensors **230** may be provided by the firmware **207** in accordance with configuration settings, as will be described further below.

The firmware **207** may include memory, such as may be one or more volatile memory devices (e.g., RAM, SRAM, etc.), non-volatile memory (e.g., FLASH, EEPROM, etc.),

magnetic media (e.g., hard disk drive), and/or removable media (e.g., compact disc (CD), digital versatile disc (DVD), Blu-ray disc (BD), USB, flash drive, secure digital (SD) memory card, secure digital high capacity (SDHC) memory card, etc.). for the firmware **207** may control components of the computing device **120** to perform navigation **255**, messaging **260**, and safety monitoring **265**. Although shown as a single firmware unit **207** in FIG. **2**, the firmware **207** may be implemented in some examples as combinations of firmware and software.

The computing device **120** may include memory that may store for example, stored messages, routes or other geographical information for use in navigation functionality, or other stored data.

It is to be appreciated that the precise configuration of the computing device **120** is quite flexible, and generally any combination of computer system components that may be used to provide the functionalities described herein may be used. The functionality may be implemented in hardware, firmware, software, or combinations thereof. In some embodiments, the computing device **120** may be implemented using multiple separate devices in communication with one another; e.g. a GPS device may be provided separately from remaining components of the computing device **120**.

The computing device **120** may perform navigation functionality, such as by displaying routes and current position on an output device **225** of a display. Any typical function of a navigation system may be performed by the computing device **120** in some embodiments. The computing device **120** may provide messages to a network interface **210**, for example for transmission to the data center **140** of FIG. **1**. Messages may include, for example, vehicle position, data received from sensors, or safety acknowledgements, or an indication of lack of acknowledgement. for the computing device **120** may receive messages from the data center **140** and process the messages.

The firmware **207** may operate to cause the computing device **120** to display a safety monitoring notification and receive an acknowledgement of the safety monitoring notification or providing an indication the safety monitoring notification was not acknowledged. The firmware **207** may also operate to analyze data received from one or more sensors in the vehicle to identify a potentially hazardous condition, such as but not limited to, deceleration over a threshold (e.g. excessive braking), an unbuckled seat belt during vehicle motion, excessive idle times, or other potentially hazardous conditions. The potentially hazardous condition may be specified by one or more safety criteria settings **270** that may be implemented as configuration settings for the firmware **207**.

Accordingly, the computing device **120** may utilize data from more than one sensor to identify a potentially hazardous condition, which may prompt display of a safety monitoring notification in some embodiments. For example, a seat belt sensor may indicate a seat belt is unbuckled and a speed sensor may indicate the vehicle is in motion, which may result in the display of a safety notification in some examples. Generally, data from one, two, three, four, five, six, or more sensors may be used, and the data combined to determine whether or not a potentially hazardous condition exists.

FIG. **3** is a schematic illustration of a portion of a data center in accordance with an embodiment of the present invention. The data center **140** may be used to implement the data center **140** shown in FIG. **1**. The data center **140** may include one or more processing unit(s) **305**. The processing unit(s) **305** may be one or more processors, such as but not limited to, an x86, SPARC, PowerPC, ARM, or the like. The data center may also include network interface(s) **310**. For example, the data center **140** may include one network interface for connecting to the wireless network **130** of FIG. **1**, and another network interface for connecting to the network **170** of FIG. **1**. Referring again to FIG. **3**, the data center **140** may also include one or more input devices **320** and one or more output devices **325**, examples of which have been described above.

The data center **140** further includes computer-readable storage media **350**. The computer-readable storage media **350** may include firmware and/or memory. The storage may be any of a variety of types of memory or storage media, examples of which have been described above with reference to the computing device **120** of FIG. **2**. The storage media **350**, which may be a single medium or multiple media, may be encoded with executable instructions for performing various functionalities, which will be described further below. The storage media **350** may operate in cooperation with the processing unit(s) **305** to perform the described functionalities. That is, the processing unit(s) may execute the instructions stored in the storage media **350**. Examples of instructions that may be stored on the media **350** include instructions for safety monitory **365**, instructions for asset tracking **360**, and instructions for analysis and reporting **355**. Although shown on a same medium **350** in FIG. **3**, the instructions **355**, **360**, and **365**, may be provided on separate media in some examples.

The data center **140** may include additional storage media in addition to the storage media **350** shown in FIG. **3**. Data may be stored in the additional storage media, and/or in the media **350**, which may include, for example, stored messages, stored sensor data, stored configuration files including safety configuration information, account data, or other information.

It is to be appreciated that the precise configuration of the data center **140** is quite flexible, and generally any combination of computer system components that may be used to provide the functionalities described herein may be used. The functionality may be implemented in hardware, firmware, software, or combinations thereof.

The executable instructions for safety monitoring **365** may include instructions for analyzing received sensor data from one or more of the assets in the system **100** of FIG. **1** to identify a potentially hazardous condition. Examples of sensor data that may be used to identify a potentially hazardous condition have been described above. In other examples, identification of a potentially hazardous condition may be performed by the asset, e.g. by the computing device **120** of FIG. **2**, and the executable instructions for safety monitoring **365** may include instructions for receiving a message from the computing device **120**. The executable instructions for safety monitoring **365** may include instructions for providing a message to an asset, such as the vehicle **122** of FIG. **1**, that prompts a safety monitoring notification to be displayed by the computing device **120**. Such a message may be provided responsive to determining a potentially hazardous condition exists, responsive to a request by a user, or on a routine basis. The executable instructions for safety monitoring **365** may further include instructions for receiving an acknowledgement of a safety monitoring notification from an asset, such as from the vehicle **122**, or for receiving an indication that a safety monitoring notification was not acknowledged.

The executable instructions for asset tracking **360** may including instructions for receiving location information

from multiple vehicles in a system, and storing, displaying, or otherwise utilizing the location information to track the assets in the system. The executable instructions for analysis and reporting **355** may include executable instructions for analyzing various of the data received by the data center **140** and presenting charts, graphs, or other arrangements of the data.

FIG. **4** is a schematic illustration of a computer configured for communication with a data center in accordance with an embodiment of the present invention. The computer **180** may be used to implement the computer **180** shown in FIG. **1**. The computer **180** may include one or more processing unit(s) **405**. The processing unit(s) **405** may be one or more processors, such as but not limited to, those described above with reference to the processing unit(s) **305**. The computer may also include network interface(s) **410**. For example, the computer **180** may include a network interface for connecting to the network **170** of FIG. **1**. Referring again to FIG. **4**, the computer **180** may also include one or more input devices **420** and one or more output devices **425**, examples of which have been described above.

The computer **180** further includes computer-readable storage media **450**. The computer-readable storage media **450** may include firmware and/or memory. The storage may be any of a variety of types of memory or storage media, examples of which have been described above with reference to the computing device of FIG. **2**. The storage media **450**, which may be a single medium or multiple media, may be encoded with executable instructions for performing various functionalities, which will be described further below. The storage media **450** may operate in cooperation with the processing unit(s) **405** to perform the described functionalities. That is, the processing unit(s) may execute the instructions stored in the storage media **450**. Examples of instructions that may be stored on the media **450** include instructions for configuration **455** and instructions for receipt and/or display of analysis and reporting data **460**. Although shown on a same medium **350** in FIG. **3**, the instructions **455** and **460**, may be provided on separate media in some examples.

The computer **180** may include additional storage media in addition to the storage media **450** shown in FIG. **4**. Data may be stored in the additional storage media, and/or in the media **450**, which may include, for example, stored data received from the data center **140**, stored analysis and/or reports, or other data.

It is to be appreciated that the precise configuration of the computer **180** is quite flexible, and generally any combination of computer system components that may be used to provide the functionalities described herein may be used. The functionality may be implemented in hardware, firmware, software, or combinations thereof.

The executable instructions for configuration **455** may include instructions for providing configuration information to the data center **140** and/or computing device **120**. As will be described further below, a user of the computer **180**, such as a manager **190** shown in FIG. **1**, may configure the safety monitoring notifications described herein to determine how and when safety monitoring notifications may be sent. The configuration provided through the computer **180** may be used to configure safety notifications for one or multiple vehicles, for example, for all vehicles associated with a particular account, as will be described further below. Accordingly, the configuration provided through the computer **180** may result in adjustment of the configuration settings of the firmware **207** of the computing device **120** to monitor a particular safety criteria.

The executable instructions for receipt and/or display of analysis and reporting data **460** may include executable instructions for communicating with the data center **140** to request and/or receive data or analysis generated by the data center **140**.

FIG. **5** is a flowchart of a method for safety monitoring in accordance with an embodiment of the present invention. The executable instructions for safety monitoring **365** encoded in storage media at the data center **140** and the firmware **207** of the computing device **120** may perform certain of the acts recited in FIG. **5**. In other examples, t the acts may be performed by other devices.

Referring again to FIG. **5**, the method **500** may begin at block **505** and determine a safety check criteria is met. Examples will be described further below, however in other embodiments no determination may be made, e.g. block **505** may be optional. The computing device **120** may determine a safety check criteria is met in accordance with settings of the firmware **207**. In other embodiments, the data center **140** may determine a safety check criteria is met in accordance with instructions for safety monitoring **365**. Block **510**, provide a safety monitoring notification, may follow block **505**. The safety monitoring notification, examples of which will be described below, may be provided by computing device **120** in some examples, or may be provided by the data center **140** to the computing device **120** in some examples, and may prompt a user to respond to the safety monitoring notification, e.g. by indicating whether or not assistance is needed.

A response may be received that a user has declined assistance and/or that no hazardous condition exists. The response may be provided to the computing device **120**, and in some examples may be provided by the computing device **120** to the data center **140**. Responsive to an indication that the user has declined assistance, the computing device **120**, e.g. the firmware **207**, may generate an event indicating that no assistance is needed in block **515**. The event may be formatted as a standard event in accordance with any messaging technique, may be communicated to the data center **140**, and may be stored by the data center **140** in a log in block **520**.

A response to the safety monitoring notification may be received by the computing device **120** indicating a user has indicated assistance is needed and/or a hazardous condition does exist. Responsive to the indication the user needs assistance, in block **525**, the computing device may generate an event indicating assistance is needed, e.g. using the firmware **207**, which event may be communicated to the data center **140**. Similarly, if no response to the safety monitoring notification is received after a predetermined time period, or an indication is received that the user has not responded to the safety monitoring notification after a predetermined time period, the computing device **120** may generate an event, e.g. using the firmware **207**, indicating assistance is needed in block **525**. The event may be formatted as a standard event in accordance with any messaging technique, and may be communicated to the data center **140**.

Responsive to the event indicating assistance is needed, the data center **140** may provide a first tier notification in block **540**. The first tier notification may require acknowledgement by another user, e.g. a dispatcher or manager. If no response to the first tier notification is received, in block **545**, the data center **140** may provide a second tier notification in some examples.

Having described an overview of a method for safety monitoring in accordance with an embodiment of the present

invention, further examples of various implementations of blocks of the method **500** of FIG. **5** will now be described.

In block **505**, a determination may be made that a safety check criteria is met. The determination may be made by the data center **140**, in which case the executable instructions for safety monitoring **365** may include instructions for determining that a safety check criteria is met. The safety check criteria may be stored in a computer readable storage accessible to the data center **140**, which may, for example, be the computer readable storage **350**. In other examples, the computing device **120** may determine if a safety check criteria is met. The firmware **207** of FIG. **2** may include settings for determining if a safety check criteria is met, and the safety check criteria may be stored in the firmware, e.g. settings **270**.

Any of a variety of criteria may be evaluated in block **505**. Examples include detection of harsh braking (e.g. deceleration above a threshold), detection of a rollover or collision event, excessive idle (e.g. a vehicle ignition is on, but the vehicle has not moved over a threshold distance in a predetermined time period), asset outside of predefined location (e.g. geo-fence), or other criteria. The safety criteria may be stored in the firmware **207** as safety criteria settings **270** accessible to the computing device **120**. Accordingly, the firmware **207** may receive data from one or more sensors, such as the sensors **230** of FIG. **2** and/or the sensors **116-118** of FIG. **1**. When the sensor data indicates a safety criteria has been met, the computing device **120** may generate a safety monitoring notification, in block **510** of FIG. **5** in accordance with the firmware settings. Alternatively or in addition, the firmware **207** provide an indication to the data center **140** that a safety criteria has been met. The act of determining that a safety criteria has been met in block **505** accordingly may involve a comparison of data from one or more sensors to threshold or boundary values, which may also be stored in the firmware safety criteria settings **270** of FIG. **2** or other storage accessible to the computing device **120**. For example, geo-fences defining predetermined geographical areas may be stored and referenced to determine if a vehicle is outside the predetermined geographical area. In some examples, signals from multiple sensors may be used to determine if a safety criteria is met.

In some examples, no determination of sensor signals meeting a particular safety criteria is made. Instead, a safety monitoring notification may be provided in block **510** of FIG. **5** at predetermined time intervals, or at a request of a user of the data center **140** and/or computer **180** of FIG. **1**, e.g. a dispatcher **160** or manager **190**. The firmware **207** of FIG. **2** may specify an interval for providing safety monitoring notifications or may include instructions for providing a safety monitoring notification responsive to an external request. Examples of intervals for providing safety monitoring notifications include every hour, every two hours, every three hours, twice a day, or once a day, although other intervals may be used.

In block **510**, a safety monitoring notification may be provided. The safety monitoring notification may be provided by the computing device **120** in accordance with the firmware **207** of FIG. **2**, or may be provided by the data center **140** in accordance with the executable instructions for safety monitoring **365** of FIG. **3**. The safety monitoring notification may take any of a variety of forms. The safety monitoring notification may be a visual notification displayed on a display of the computing device **120**. The safety monitoring notification may additionally or instead include an audio notification provided by speakers of the computing device **120**. The safety monitoring notification may also prompt a user to acknowledge the safety notification by, e.g. displaying response buttons, displaying response instructions, or playing audio instructions for a particular response from a user. An indication that a safety notification has been generated may also be provided to the data center **140**.

FIG. **6** is a schematic illustration of a computing device displaying a safety monitoring notification in accordance with an embodiment of the present invention. The computing device **600** may be used to implement the computing device **120** of FIG. **1**. The computing device **600** includes a touchscreen display, which may during normal use display a current location of a vehicle and/or navigation instructions in accordance with the firmware for navigation **255** of FIG. **2**. When a safety monitoring notification is provided, for example, by the firmware **207** in accordance with the safety criteria settings **270**, the safety notification **605** may be displayed on the touchscreen display, as shown in FIG. **6**. The safety notification **605** may include an identification of the safety criteria that was met, if applicable (e.g. harsh braking was detected). The safety notification **605** may also include a prompt for response (e.g. Are you in need of assistance) and a mechanism for response (e.g. Yes button **607** and No button **610**, which may represent different regions of a touch screen). In the example of FIG. **6**, a user, e.g. a driver, may respond to the safety notification by touching the touchscreen in the location of the buttons **607** or **610**. In other examples, other user input devices, e.g. a keyboard or mouse, may be used to respond to the safety notification. For example, the computing device **600** may include a physical button that may be pressed by a user (e.g. a driver) to respond to the safety notification. In other examples, an identity of the user may be confirmed prior to accepting a response to the safety notification (e.g. by requiring a password, biometric input, or other identity verifying measure).

The firmware **207** may be configured to suspend another activity of the computing device **120** responsive to generation or receipt of a safety notification. For example, the computing device **120** may display the safety notification **605** of FIG. **6** over the typically-displayed navigation interface, and may prevent access to the navigation information (e.g. typically-displayed map or position indicator) until the safety notification **605** is acknowledged.

Referring back to FIG. **5**, if an indication is received that a user declines assistance the computing device **120** may generate an event indicating no assistance is needed in block **515**. In the example of FIG. **6**, when a user presses the No button **610**, the computing device **600** may generate an event for messaging to the data center indicating no assistance is needed.

If an indication is received that a user requires assistance, the computing device **120** may generate an event indicating assistance is required in block **525**. Similarly, if no response to the safety monitoring notification is received after a predetermined amount of time, the computing device may generate an event indicating assistance is required in block **525**. Although shown as the same block, these events may be different in some examples to provide an indication whether the safety monitoring notification was affirmatively acknowledged or no acknowledgement was received. The event may be an electronic message that is formatted in accordance with an event-based messaging protocol, and the event may be communicated from the computing device **120** to the data center **140** over the network **130** shown in FIG. **1**. The event may include other information, including but not limited to, an identification of the asset (e.g. vehicle), an identification of the driver, information regarding the asset

(e.g. vehicle type, make, model), time, date, related safety criteria, vehicle location, or combinations thereof.

Events as described herein may include a variety of information, including current time, time of response, asset velocity, asset identifier, user (e.g. driver) identifier (associated with the asset), event type (e.g. initial event in response to user response, initial event in response to a lack of user acknowledgement, or user indicated no assistance needed).

Referring back to FIG. **5**, responsive to receipt of the event indicating no assistance is needed, the data center may store the event in a log in block **520**. In other examples, no action may be taken responsive to the event indicating assistance is not needed. Responsive to receipt of the event indicating assistance is needed (or that the safety monitoring notification was not acknowledged), the data center may provide a first tier notification in block **540**. The first tier notification may take any of a variety of forms, including display of a notification on a display of the data center (e.g. an output device **325** of FIG. **3**) or communication of the notification and display of the notification on a display of another computer (e.g. an output device **425** of FIG. **4**). The first tier notification may include an email, telephone call, SMS message, or other communication to predetermined individuals or devices, and may be provided in accordance with the executable instructions for safety monitoring **365** of FIG. **3**. The particular form and distribution list for a first tier notification may be stored in storage accessible to the data center **140**, such as the storage media **350**.

FIG. **7** is a schematic illustration of an example of a first tier notification in accordance with an embodiment of the present invention. A display **700** may be implemented as one of the output devices **425** of the computer **180** of FIG. **4** or as one of the output devices **325** of the data center **140** of FIG. **3**. During normal operation, the display may display status related to assets in the system **100** of FIG. **1**. For example, the display **700** may show a map or list indicating a position of multiple vehicles in the system in a region **710** shown in FIG. **7**. Region **720** may show a list of requirements of vehicles the system, maintenance requirements in the example shown in FIG. **7**, but other requirements may be displayed, e.g. scheduling or status information. Accordingly, during normal operation, a user (e.g. a manager or a dispatcher) may utilize the data center **140** and/or the computer **180** to view information received from assets in the system **100**.

On receipt of an event indicating assistance needed, or an event indicating a safety notification had not been acknowledged, a notification **730** may be displayed on the display **700**. The notification may display a safety condition prompting the notification (e.g. harsh braking detected), and may display an indication that a user had requested assistance (or an indication of failure to acknowledge a safety monitoring notification). Other information related to the event may also be displayed, as shown in FIG. **7**, where a vehicle identification is included, a location of the vehicle, and a time. The notification **730** is provided as a 'pop-up' window in accordance with the executable instructions for safety monitoring **455** of the computer **180** and the executable instructions for safety monitoring **365** of the data center **140**. Accordingly, a manager, dispatcher, or other user of the display **700** will be interrupted by the notification **730**. The notification includes a prompt to acknowledge the notification, e.g. 'Acknowledge' button **735**. The notification **730** also provides a region of receipt of a comment from the user. In this manner, a user of the display **700** may be alerted to a potentially hazardous situation occurring at one of the assets in a system. The user may take appropriate action, such as by trying other mechanisms to contact a driver or other person associated with the asset, contacting emergency personnel, or the like. While a pop-up notification is shown in FIG. **7**, other forms of notification may be used, such as, but not limited to, email, SMS message, telephone call, or combinations thereof.

When a user responds to the notification **730** by, for example, clicking the acknowledge button **735** with a mouse or utilizing some other input device to acknowledge the notification, the acknowledgement may be communicated to the data center **140**. If a user fails to acknowledge the notification **730** within a predetermined amount of time, a second tier notification may be provided, as shown in block **545** of FIG. **5**. The second tier notification may be provided to a different device or user than the first tier notification, such as a manger, shift supervisor, director, or other personnel. Alternatively or in addition, the second tier notification may be provided in a different form, such as by interrupting a running process on the device to which it is transmitted, or a cellular telephone call, page, SMS text message or the like. The form and destination of the second tier notification may be determined by the data center **140** in accordance with settings stored in storage accessible to the data center **140**.

In this manner, dispatchers, managers, or other personnel managing a fleet of assets may be able to asses the safety of their assets by directly obtaining information with drivers or other users associated with the assets. As described above, computing devices associated with a fleet of assets may generate and communicate events to a data center or other centralized location. As user may then access the stored events, for example over the web or other network. This often may be one of the best ways to information about safety, because it may come from a person who is directly observing the conditions around the asset, and can provide feedback about whether or not assistance is needed. Of course, if the situation is so hazardous, or injuries have occurred, feedback from a user may not be possible, and notifications may nonetheless be generated to alert someone at, e.g. a dispatch center. For example, worker safety may be of concern to managers of vehicles that may be working in hazardous conditions, e.g. a construction site or a mine. While it may be helpful to be monitoring the location and sensor signals from the various assets in a fleet, it may be particularly advantageous in some cases to hear from the worker directly that they do not require assistance. Accordingly, embodiments of the present invention may advantageously receive direct information from operators or other users of assets in fleet as to their safety condition.

Having described embodiments of safety monitoring notifications and first and second tier notifications above, examples of analysis and reporting that may be provided will now be described. As has been described above, drivers or other users associated with assets in a fleet may be prompted by a safety monitoring notification to respond that they either do or do not require assistance. Responsive events may be returned to a central data center from multiple assets within the system. Accordingly, the data center, such as the data center **140** of FIG. **1** may be receiving information about the conditions at a variety of assets, and may receive notifications when the driver or other user may require assistance. Over time and across assets, it may be useful to analyze this received data.

Accordingly, as mentioned above, the data center may include executable instructions for analysis and reporting **355**. Information included in events received from assets in a system may be stored in a log or other format in storage

accessible to the data center **140**, which may be the computer-readable storage **350** of FIG. **3**, or other storage may be used. The executable instructions for analysis and reporting may include instructions for presenting the data in various forms, including a frequency of incidents according to vehicle type, driver or other user, location, time of day, time of year, or the like. A user of the data center **140**, e.g. the dispatcher shown in FIG. **1**, or a user of the computer **180**, e.g. a manager shown in FIG. **1**, may review the data or query the data using the data center **140** or the computer **180**. For example, the executable instructions for receipt and/or display of analysis and reporting data **460** may include instructions for receiving a data query and communicating the data query to the data center **140**, receiving returned analysis data, and displaying it on an output device **425** of the computer **180**.

In this manner, a manager may be able to readily identify particular users, assets, locations, or times that give rise to an unusual number of safety incidents, and may be able to take an appropriate remedial action. FIG. **8** is a schematic illustration of graphs that may be generated in accordance with the executable instructions for analysis and reporting **355** of FIG. **3**. The graphs may be displayed on an output device **325** of the data center **140** or may be displayed on an output device **425** of the computer **180** of FIG. **4**.

Referring again to FIG. **8**, graph **810** illustrates a number of safety monitoring notifications that were sent each week. Each bar illustrates a number of notifications where no assistance was needed, e.g. portion **812**, a number of notifications where no driver response was received, e.g. portion **814**, and a number of notifications where assistance was needed, if applicable, e.g. portion **816**. In this manner, a manager may be able to identify a particularly problematic week or other interval of time.

Graph **820** illustrates safety monitoring notifications provided to each of a variety of vehicle types **830**. Each bar illustrates a number of notifications where no assistance was needed (e.g. portion **822**), a number of notifications where no driver response was received (e.g. portion **824**), and a number of notifications where assistance was needed (e.g. portion **826**), each as applicable. In this manner, a manager may be able to identify a particularly problematic vehicle type of vehicle types **830**. Graph **820** may also illustrate a frequency of assistance requests across categories in addition to vehicle types **830**, such as different users, different locations, and the like.

By way of non-limiting example, FIG. **10** is a schematic illustration of a graph **1000** showing a frequency of safety monitoring notifications—a number of safety monitoring notifications that were sent in a time period (e.g., a time interval beginning at start date (and time) **1010** and ending at end date (and time) **1020**). Each bar illustrates a number of notifications received at a respective location of locations **1030**. In this manner, a manager may be able to identify a particularly problematic location.

Accordingly, analysis and reporting functions have been described that may present data stored in a location accessible to a data center to a user. As has been described above, the data center may receive messages from a plurality of assets within a system, such as vehicles. The data center may receive messages pertaining to the acknowledgement of a safety monitoring notification or lack thereof. Accordingly, the analysis and reporting functions may allow for an assessment of the relative safety of different assets, locations, users, or the like.

Having described analysis and reporting functionalities according to embodiments of the present invention, configuration functionalities will now be described that may be included in examples of systems and methods described herein.

As described above, recall a computing device **120** may provide a safety monitoring notification responsive to one or more safety criteria being satisfied. Embodiments of the present invention may allow for configuration (e.g. selection of those safety criteria) by a manager or other user using one or more of data center **140** (FIG. **3**) and computer **180** (FIG. **4**). The particular configuration of safety criteria may then be communicated to multiple assets within a particular fleet, such that the safety criteria being monitored and/or the frequency of safety monitoring notifications is configurable and may in some embodiments be dynamically changed by a manager or other user using one or more of data center **140** (FIG. **3**) and computer **180** (FIG. **4**).

The computer **180** of FIGS. **1** and **4** may including executable instructions for configuration **455**. Alternatively or in addition, the data center **140** may also include executable instructions for configuration (not shown in FIG. **3**). FIG. **9** is a schematic illustration of a user interface for configuration in accordance with an embodiment of the present invention. The user interface **900** may be displayed on a display device, for example an output device **425** of the computer **180** of FIG. **4** of the output device **325** of the data center of FIG. **3**. The user interface **900** may allow a user to select any number of configurations for the safety monitoring functionalities, examples of which are shown in FIG. **9**.

Safety monitoring may be enabled by selecting checkbox **902**. In this manner, a user may elect to have safety monitoring for all or portions of assets in a particular fleet. It may be desirable to sometimes disable safety monitoring to not send safety monitoring notifications an avoid bothering a driver or other user with unnecessary safety monitoring notifications. A user may configure timed safety monitoring criteria in region **904**, sensor-triggered safety monitoring criteria in region **906**, location-related safety monitoring criteria in region **908**, and a combination safety monitoring criteria in region **910**, and emergency safety monitoring criteria in region **912**.

The region **904** may allow a user to configure timed safety monitoring notifications, by specifying an interval for a timed safety check (e.g. every 1 hour 30 minutes as shown in FIG. **9**), or a timed safety check for when a particular sensor value has been at a state for a threshold time (e.g. ignition off for more than 1 hour 30 minutes as shown in FIG. **9**). The region **906** may allow a user to configure sensor-related safety monitoring criteria, by having the computing device generate a safety monitoring notification when particular sensors have a particular status. As shown in the region **906**, a list of hardware ports and their associated status may be listed, allowing a user to select a combination of sensors and their associated status desired to trigger a safety monitoring notification. In the example shown in FIG. **9**, a passenger door sensor has been selected, and will trigger a safety monitoring notification when the passenger door is open. Other example sensors shown, which may be used individually or in combination to generate a safety monitoring notification, include a flasher sensor and a brake sensor.

The region **908** may allow a user to configure location-related safety criteria, e.g. if an asset travels outside a predefined geographic location (e.g. a geofence). A particular geographic location may be selected and the user can indicate a safety monitoring notification should be generated if the asset is outside the area. In the example of FIG. **9**, a safety monitoring notification would be triggered if a vehicle

was outside the area defined as the 'Bay Area'. The region **910** may allow a user to configure a combination sensor and location safety monitoring criteria. In particular, a user may enable triggering of a safety monitoring notification when the ignition is off outside of a particular geographic location. In the example of FIG. **9**, a safety monitoring notification would be triggered if a vehicle sensor indicated the vehicle ignition was off and the vehicle was outside the predetermined location defined as the 'Bay Area'.

The region **912** may allow a user to configure emergency-related safety monitoring criteria. As shown in FIG. **9**, examples of emergency-related safety monitoring criteria include harsh breaking (e.g. through detection of deceleration above a threshold amount and/or for longer than a threshold time period), rollover detection (e.g. through accelerometer sensor readings), and collision detection (e.g. through deceleration detection).

The user interface **900** may also include a region for configuring a time for a user to respond to a safety monitoring notification before an event is generated and communicated to the data center reporting the lack of acknowledgement. In FIG. **9**, the time selected is 15 minutes, however, other time periods may also be used. The user interface **900** may also include a region for specifying the type and distribution list for the first and second tier notifications described above. Moreover, a time for response to the first tier notification may be configured that specifies the amount of time between sending the first and second tier notifications. In the example of FIG. **9**, this time is 15 minutes, although other time periods may be selected. Although shown in a single user interface **900** in FIG. **9**, the different regions shown may be divided between multiple screens in some examples, and not all regions may be included in every embodiment.

Once a user has made selections in the desired regions of the user interface **900**, the selections may be communicated to the data center **140** of FIGS. **1** and **3** and/or the computing device **120** of FIG. **2**. The information provided may be then or simultaneously provided to the computing devices of one or more assets in a fleet, e.g. all assets included in an account associated with the user may receive the configuration selections. The notification settings may be stored storage accessible to the data center **140** for use in providing first and second tier notifications as described above. The safety criteria settings may be stored in storage accessible to the computing device **120** and/or the firmware **207** for use in evaluating safety criteria and generating safety monitoring notifications as described above. In this manner, the configuration of the safety monitoring functionality described herein is functional and may be altered by a user.

From the foregoing it will be appreciated that, although specific embodiments of the invention have been described herein for purposes of illustration, various modifications may be made without deviating from the spirit and scope of the invention.

What is claimed is:

1. An apparatus for providing safety monitoring notifications comprising:

a GPS receiver; and

firmware configured, at least in part, to:

evaluate safety criteria, the safety criteria including at least movement less than a threshold distance in a predetermined time period while an ignition is on;

provide a safety monitoring notification responsive to the safety criteria being satisfied;

generate a first event message indicating assistance is requested in response to receiving a first input from the user, the first input responsive to the safety monitoring notification and indicating assistance is requested; and

generate a second event message indicating that no assistance is requested in response to receiving a second input from the user, the second input responsive to the safety monitoring notification and indicating no assistance is requested;

cause transmission of the first event message or the second event message to a data center.

2. The apparatus of claim **1**, wherein the apparatus is configured to provide the first event message to the data center over a network.

3. The apparatus of claim **1**, wherein the safety criteria includes include a sensor state, and the apparatus of claim **1** further comprising at least one processing unit configured to receive a sensor signal indicative of the sensor state.

4. The apparatus of claim **1**, wherein the safety criteria include a combination of sensor signals.

5. The apparatus of claim **1**, wherein said provide a safety monitoring notification comprises display the safety monitoring notification on a display.

6. The apparatus of claim **5**, wherein said display comprises a touchscreen, and wherein the first input is received in response to the user touching a predetermined location of the touchscreen.

7. The apparatus of claim **5**, wherein the apparatus further comprises a button, and wherein the first input is received in response to the user pressing the button.

8. The apparatus of claim **5**, wherein the firmware is further configured to cause the apparatus to generate a third event responsive to a lack of response to the safety monitoring notification.

9. The apparatus of claim **1**, wherein the safety criteria further include at least one of harsh braking, a rollover, a collision, and being outside a predefined location.

10. The apparatus of claim **1**, wherein said first event comprises a message including a present location of the apparatus.

11. A method for monitoring a plurality of mobile assets, wherein individual ones of the mobile assets include a computing device, the computing device providing safety notifications and receiving input from a user responsive to the safety notifications, the method comprising:

receiving an event message responsive to safety notifications from individual ones of the mobile assets, the event message indicating assistance is requested in response to the computing device receiving a first input from the user indicating that assistance is requested, and indicating no assistance is requested in response to the computing device receiving a second input from the user indicating that no assistance is requested, the event message including an identification of the respective asset providing the event message, the safety notifications being responsive to evaluation of safety criteria, the safety criteria including at least movement less than a threshold distance in a predetermined time period while an ignition is on;

storing the event messages in electronic storage;

providing information regarding assistance requests across different types of assets based, at least in part, on the stored event messages.

12. The method according to claim **11**, wherein the information regarding assistance requests comprises a graph illustrating a frequency of the assistance requests.

13. The method according to claim **11**, wherein the assets comprise vehicles and wherein the types comprise respective makes of the vehicles.

14. The method according to claim 11, wherein the event message further comprises an identification of a user associated with the asset, and wherein the information regarding assistance requests comprises a graph illustrating a frequency of assistance requests across different users using at least the stored event messages.

15. The method according to claim 14, wherein the assets comprise vehicles and wherein the users comprise drivers of the respective vehicles.

16. The method according to claim 11, wherein the event message further comprise a location associated with the asset at a time a respective event message was generated, and wherein information regarding assistance requests comprises a graph illustrating a frequency of assistance requests across different locations based, at least in part, on stored event messages.

17. The method according to claim 11, wherein the event message is received from the mobile assets over a wireless network.

18. The method according to claim 11, further comprising:

providing a first tier notification responsive to receipt of the event message indicating assistance was requested.

19. The method according to claim 18, wherein the first tier notification comprises a pop-up window notification.

20. The method according to claim 18, further comprising providing a second tier notification responsive to a failure to receive an acknowledgement of the first tier notification.

21. A method comprising:

determining, by a computing device associated with a vehicle, if a safety check criteria is met;

providing a safety monitoring notification to a user via an output device of the computing device associated with the vehicle, responsive to a determination the safety check criteria is met, the safety criteria including at least deceleration above a first threshold for a period of time exceeding a second threshold, and movement less than a threshold distance in a predetermined time period while an ignition is on;

in response to receiving a first input from the user declining assistance, generating a first event message indicating no assistance is requested, the first input being responsive to the safety monitoring notification, and

storing the first event in a log;

in response to receiving a second input from the user requesting assistance, generating a second event message indicating assistance is requested, the second input being responsive to the safety monitoring notification, and

providing a first tier notification responsive to the second event indicating assistance is needed;

in response to no response from the user to the safety monitoring notification being received after a predetermined time, generating a third event message indicating assistance is needed, and

providing a notification responsive to the third event message indicating assistance is needed; and

in response to no response to the first tier notification being received after a predetermined time, providing a second tier notification.

22. The apparatus of claim 9, wherein the harsh braking includes deceleration above a threshold rate, and the predefined location includes a geo-fence.

23. The method of claim 11, wherein the safety criteria further include at least one of harsh braking, a rollover, a collision, and being outside a predefined location.

24. The method of claim 21, wherein the safety criteria further include at least one of harsh braking, a rollover, a collision, and being outside a predefined location.

25. The method of claim 23, wherein the harsh braking includes deceleration above a threshold rate and the predefined location includes a geo-fence.

26. The method of claim 24, wherein the harsh braking includes deceleration above a threshold rate and the predefined location includes a geo-fence.

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