

(19)



(11)

EP 2 626 662 A1

(12)

EUROPEAN PATENT APPLICATION

(43)

Date of publication:
14.08.2013 Bulletin 2013/33

(51)

Int Cl.:
F41H 13/00 (2006.01) B60R 25/04 (2013.01)

(21)

Application number: **12166887.5**

(22)

Date of filing: **04.05.2012**

(84)

Designated Contracting States:
**AL AT BE BG CH CY CZ DE DK EE ES FI FR GB
GR HR HU IE IS IT LI LT LU LV MC MK MT NL NO
PL PT RO RS SE SI SK SM TR**
Designated Extension States:
BA ME

- **White, Jack E.**
Santa Barbara, CA California 93103-1637 (US)
- **Hougo, Vincent C.**
Santa Barbara, CA California 93105 (US)

(30)

Priority: **13.02.2012 US 201213372073**

(71)

Applicant: **Raytheon Company**
Waltham, MA 02451-1449 (US)

(74)

Representative: **Lawrence, John**
Barker Brettell LLP
100 Hagley Road
Edgbaston
Birmingham
B16 8QQ (GB)

(72)

- **Kaufman, Steven L.**
Port Hueneme, CA California 93041-2174 (US)

(54)

Methods and apparatus to disrupt the engine of a vehicle

(57)

Methods and apparatus are disclosed to transmit a range of frequencies (402) targeting a vehicle (10), monitoring performance (404) of an engine of the vehicle, determining (406) a first frequency in the range of frequencies that disrupts operation of the engine, and dwelling on the first frequency to disrupt the engine, reducing power and continuing to dwell at the first frequency to maintain disruption of the engine.

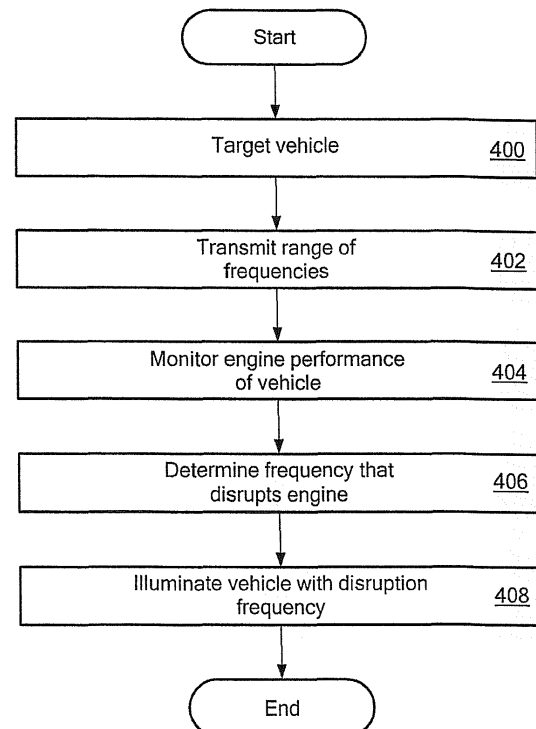


FIG. 4

EP 2 626 662 A1

Description

CROSS REFERENCE TO RELATED APPLICATIONS

[0001] The present application is a continuation-in-part of U.S. Patent Application No. 12/581,087, filed on October 16, 2009, which is incorporated herein by reference.

BACKGROUND

[0002] As is known in the art, there are a variety of techniques to deal with vehicle drivers that do not operate their vehicle safely or have bad intentions. Exemplary techniques include road blocks, barricades, and tack strips. However, these techniques may have limited effectiveness and may present safety issues. For example, obstacles such as barricades, patrol cars, nets, and tack strips on a public road, can create dangerous conditions if vehicle operators escalate the situation. A driver may attempt to go through a roadblock by speeding through barricades. Furthermore, roadblocks typically require the services of law enforcement officers for setup, which requires advance notice and planning. In the event that the vehicle forces its way through the barricade, officers may engage in a dangerous high-speed pursuit.

[0003] Other known techniques for stopping vehicles include the use of electromagnetic pulse (EMP) or high power microwaves to disrupt the electronic components of the vehicles. However, the use of EMP to disable a moving vehicle requires high energy levels that are difficult to deploy in the field. Similarly, the use of high power microwaves requires a high power microwave source that is difficult to deploy and package. Furthermore, EMP and high power microwaves may be unsafe for people in the area of application. When high power microwaves or EMPs are used to stop a moving vehicle, microwave radiation is directed toward the vehicle to disable or inhibit electronic components of the vehicle. It is difficult to direct the microwave energy directly against a single vehicle. Thus, when the microwave radiation is adapted to disable a particular vehicle's electronic components, all or many of the vehicles in the vicinity of the targeted vehicle may also be temporarily or permanently disabled. Disabling non-targeted vehicles may become a hazard to law enforcement personnel and public.

SUMMARY

[0004] The present invention provides method and apparatus for disabling a vehicle by disrupting an engine control unit (ECU). In an exemplary embodiment, a receiver is used to monitor engine parameters, such as ignition timing, to detect disruption caused by a particular frequency transmitted by a transmit antenna. The system can dwell on this frequency to disable the vehicle. With this arrangement, a vehicle can be quickly and safely disabled. While exemplary embodiments of the invention

are shown and described in conjunction with particular frequencies, power, vehicles and engine control unit characteristics, it is understood that embodiments of the invention are applicable to applications in which it is desirable to disrupt and/or stop an engine.

[0005] In one aspect of the invention, a system comprises: a transmit antenna, a controller to control frequencies transmitted by the transmit antenna, a receive antenna, and a signal processor to process information from the receive antenna to identify a frequency transmitted by the transmit antenna that disrupts operation of an engine, wherein the controller controls the signal transmitted by the transmit antenna to dwell on the frequency that disrupts the engine.

[0006] In another aspect of the invention, a vehicle checkpoint system comprises: at least one system to disable vehicles, comprising: a transmit antenna, a controller to control frequencies transmitted by the transmit antenna, a receive antenna, and a signal processor to process information from the receive antenna to identify a frequency transmitted by the transmit antenna that disrupts operation of an engine, wherein the controller controls the signal transmitted by the transmit antenna to dwell on the frequency that disrupts the engine.

[0007] In a further aspect of the invention, a method comprises: transmitting a range of frequencies targeting a vehicle, monitoring performance of an engine of the vehicle, determining a first frequency in the range of frequencies that disrupts operation of the engine from the engine performance monitoring, and dwelling on the first frequency to maintain disruption of the engine.

BRIEF DESCRIPTION OF THE DRAWINGS

[0008] The foregoing features of this invention, as well as the invention itself, may be more fully understood from the following description of the drawings in which:

FIG. 1 is a schematic representation of an exemplary vehicle disruption system in accordance with exemplary embodiments of the invention;

FIG. 2 is a schematic representation of a checkpoint having at least one vehicle disruption system;

FIG. 3 is a pictorial representation of a transmit antenna array that can form a part of the system of FIG. 1;

FIG. 4 is a flow diagram showing an exemplary sequence of steps for implementing vehicle disruption in accordance with exemplary embodiments of the invention; and

FIG. 5 is a schematic representation of an exemplary computer that can perform at least of the processing for vehicle disruption.

DETAILED DESCRIPTION

[0009] In general, exemplary embodiments of the invention enable disruption of an engine control unit (ECU) of a vehicle. In one embodiment, a system employs a scanning VHF/UHF signal using RF tones to disrupt the vehicle ECU, detect the disrupting frequency, and dwell on the disrupting frequency to bring the vehicle to a stop. Exemplary embodiments of the system can be located at fixed location, such as a checkpoint, a mobile vehicle, or other platform.

[0010] FIG. 1 shows an exemplary vehicle disruption system 100 in accordance with exemplary embodiments of the invention. The system includes a transmit antenna 102 to transmit a range of frequencies while illuminating a target 10, such as vehicle. A signal controller 104 controls the characteristics of the transmitted signals.

[0011] A receive antenna 106 receives a signal emitted by the internal combustion engine ignition system of the vehicle 10. A signal processor 108 is coupled to the receive antenna 106 and to a control module 110 that controls overall operation of the system. A user interface 112 is coupled to the controller 110 to enable a user to interact with the system.

[0012] In general, signals emitted by the engine correspond to the vehicle ignition timing and other characteristics that factor in to frequency susceptibility of the internal combustion engine. The signal processor 108 analyzes the received information and determines scan and dwell tones that can be transmitted by the transmit antenna 102 to initiate disruption and eventual default of the ECU controlling the ignition timing of the internal combustion engine. In general, the signal controller 104 controls scan and dwell signal transmission over a defined frequency range to determine the optimally disruptive frequency tone by monitoring the ignition response. Continued signal transmission at the frequency of susceptibility results in ECU default until the signal is removed.

[0013] In one embodiment, a selected area is radiated for one or more specific vehicles. Since the transmitted frequency corresponds to engine timing for a specific vehicle, the system can disrupt a targeted vehicle in the midst of several vehicles without affecting the non-targeted vehicles. With an array for the transmission, the beam width can be narrow or wide depending on the application.

[0014] It is understood that with feedback from engine operation, it can be determined what frequency is effective to disrupt the engine ECU. It is believed that signals are coupling into the ECU through its wiring harness to cause the disruptive effect. It is believed that the disruptions are temporary because the communication between the ECU and sensors are 'jammed'.

[0015] By disrupting the vehicle ECU, the engine will stop in milliseconds. The ECU can go into a default mode in seconds, thereby requiring much less power (e.g., 8 dB) to maintain disruption to the ECU and prevent the engine from restarting. Upon removal of the disrupting

signal, the ECU can regain normal functionality without damage.

[0016] The closed loop feedback determines the most disruptive frequency tone to produce an ECU default. In addition, this results in an inability of the ECU to reacquire at a much lower power level. The disruptive dwell tone may be modulated to reduce the power level compared with a continuous wave transmitted tone.

[0017] It has been found that most ECUs have susceptible frequencies that fall within VHF and UHF bands. In one embodiment, a transmitter includes a power combined GaN Amplifier for provide CW power in the order of 170 kW for ECU disruption at about 100m and for 10m about 17W.

[0018] In one embodiment shown in FIG. 2, a series of vehicle disruption systems 200a-N are distributed along a vehicle pathway 20. The distributed systems are synchronized by a remote receiver/processor to focus the energy at a target vehicle/ECU 10. With this arrangement, higher levels of energy are present at the target 20 to minimize energy levels in the area in the pathway vicinity. In one embodiment, a single receive antenna monitors engine operation of a targeted vehicle. This arrangement is well suited for vehicle checkpoints, such as border crossings.

[0019] In an exemplary embodiment, vehicle disruption systems are hidden and/or camouflaged. An aggressive vehicle can be disabled from a hidden disruption system. An operator of the vehicle may not even be aware that the vehicle has been targeted for disruption.

[0020] It should be noted that no a priori information is required by exemplary embodiments of a vehicle disruption system. The system 100 illuminates the vehicle over a range of frequencies, monitors a response of the vehicle engine, and identifies the frequency of the signal that disrupts operation of the vehicle ECU.

[0021] It is understood that embodiments of an inventive vehicle disruption system can be used for any vehicle having electronic ignition control. Exemplary vehicles include automobiles, motorcycles, boats, armored vehicles, snowmachines, and the like.

[0022] A variety of suitable antennas can be used. In one particular embodiment, a transmit antenna comprises a series of antennas identified as Part No. FRF-110A from First RF corporation in Boulder, CO. In one embodiment shown in FIG. 3, the antennas are arranged in a 3 x 4 lattice on a mobile platform shown as a truck. In one embodiment, the receive antenna is an omni operating at frequencies higher than those of the transmit antenna.

[0023] FIG. 4 shows an exemplary sequence of steps for providing vehicle disruption in accordance with exemplary embodiments of the invention. In step 400, an object of interest, such as a vehicle, is targeted. The target is illuminated by transmitting signals in a range of frequencies in step 402. During illumination of the vehicle, in step 404 a receive antenna monitors operation of the engine, such as ignition timing. In step 406, the information from the receive antenna is used to detect disruption of engine

operation due to the signals from the transmit antenna. More particularly, the system analyzes operation of the engine to identify the specific frequency that produces the most disruption. It is understood that transmit and receive operations are coordinated in a known manner. In step 408, the signal of maximum disruption is transmitted by the transmit antenna to disable the vehicle. Once the vehicle is disabled, the power level can be decreased to a level that prevents restart of the engine.

[0024] It is understood that engine operating characteristics can be stored in a database, as described in U.S. Patent Application No. 12,581,087, which is incorporated herein by reference.

[0025] Referring to FIG. 5, a computer includes a processor 502, a volatile memory 504, an output device 505, a non-volatile memory 506 (e.g., hard disk), and a graphical user interface (GUI) 508 (e.g., a mouse, a keyboard, a display, for example). The non-volatile memory 506 stores computer instructions 512, an operating system 516 and data 518, for example. In one example, the computer instructions 512 are executed by the processor 502 out of volatile memory 504 to perform all or part of the processing described above. An article 519 can comprise a machine-readable medium that stores executable instructions causing a machine to perform any portion of the processing described herein.

[0026] Processing is not limited to use with the hardware and software described herein and may find applicability in any computing or processing environment and with any type of machine or set of machines that is capable of running a computer program. Processing may be implemented in hardware, software, or a combination of the two. Processing may be implemented in computer programs executed on programmable computers/machines that each includes a processor, a storage medium or other article of manufacture that is readable by the processor (including volatile and non-volatile memory and/or storage elements), at least one input device, and one or more output devices. Programs may be implemented in a high level procedural or object-oriented programming language to communicate with a computer system. However, the programs may be implemented in assembly or machine language. The language may be a compiled or an interpreted language and it may be deployed in any form, including as a stand-alone program or as a module, component, subroutine, or other unit suitable for use in a computing environment. A computer program may be deployed to be executed on one computer or on multiple computers at one site or distributed across multiple sites and interconnected by a communication network. A computer program may be stored on a storage medium or device (e.g., CD-ROM, hard disk, or magnetic diskette) that is readable by a general or special purpose programmable computer for configuring and operating the computer when the storage medium or device is read by the computer to perform processing.

[0027] Having described exemplary embodiments of the invention, it will now become apparent to one of or-

dinary skill in the art that other embodiments incorporating their concepts may also be used. The embodiments contained herein should not be limited to disclosed embodiments but rather should be limited only by the spirit and scope of the appended claims. All publications and references cited herein are expressly incorporated herein by reference in their entirety.

10 Claims

1. A system, comprising:

a transmit antenna;
a controller to control frequencies transmitted by the transmit antenna;
a receive antenna; and
a signal processor to process information from the receive antenna to identify a frequency transmitted by the transmit antenna that disrupts operation of an engine of a vehicle, wherein the controller controls the signal transmitted by the transmit antenna to dwell on the frequency that disrupts the engine.

2. The system according to claim 1, wherein a range of frequencies for transmission by the transmit antenna range in specific region of the VHF/UHF bands.

3. The system according to claim 1 or claim 2, wherein the information from the receive antenna includes ignition timing.

4. The system according to claim 1 or any preceding claim, wherein the dwell frequency disrupts operation of an engine control unit (ECU) coupled to the engine.

5. The system according to claim 1 or any preceding claim, wherein the transmit antenna comprises an array.

6. The system according to claim 1 or any preceding claim, wherein the system is mounted on a vehicle.

7. The system according to claim 1 or any preceding claim, further including a vehicle checkpoint.

8. The system of claim 7 wherein the vehicle checkpoint comprises at least one system to disable vehicles which has the transmit antenna, controller, receive antenna, and signal processor of claim 1

9. A vehicle checkpoint system, comprising:

at least one system to disable vehicles, comprising:

- a transmit antenna;
 - a controller to control frequencies transmitted by the transmit antenna;
 - a receive antenna; and
 - a signal processor to process information from the receive antenna to identify a frequency transmitted by the transmit antenna that disrupts operation of an engine, wherein the controller controls the signal transmitted by the transmit antenna to dwell on the frequency that disrupts the engine. 5 10
10. The system according to claim 8 or claim 9, wherein the at least one system to disable vehicles is hidden. 15
11. A method, comprising:
- transmitting a range of frequencies targeting a vehicle;
 - monitoring performance of an engine of the vehicle; 20
 - determining a first frequency in the range of frequencies that disrupts operation of the engine from the engine performance monitoring; and
 - dwelling on the first frequency to maintain disruption of the engine. 25
12. The method according to claim 11, wherein the vehicle comprises or more of an automobile, a truck, a boat, a helicopter, and/or snowmobile. 30
13. The method according to claim 11 or claim 12, further including reducing a power of the first frequency after the engine is disabled to a level that prevents engine restart. 35
14. The method according to claim 11, or claim 12, or claim 13, further including monitoring the vehicles at a vehicle checkpoint. 40
15. The method according to claim 11, or any of claims 12 to 14, wherein a range of frequencies for transmission by the transmit antenna range in specific regions of the VHF /UHF bands. 45
16. The method according to claim 11, or any of claims 12 to 15, wherein the information from the receive antenna includes ignition timing.
17. The method according to claim 11, or any of claims 12 to 16, wherein the dwell frequency disrupts operation of an engine control unit (ECU) coupled to the engine. 50 55

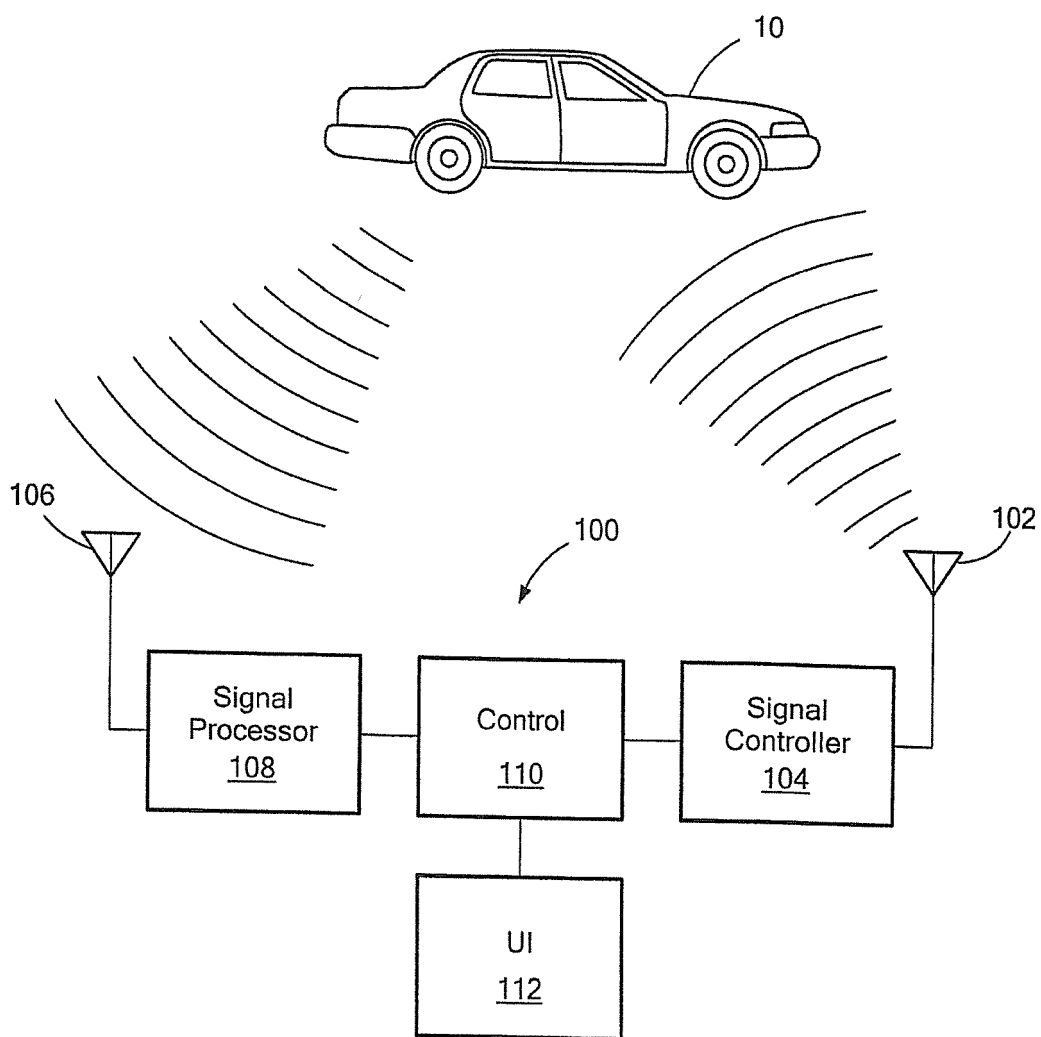


FIG. 1

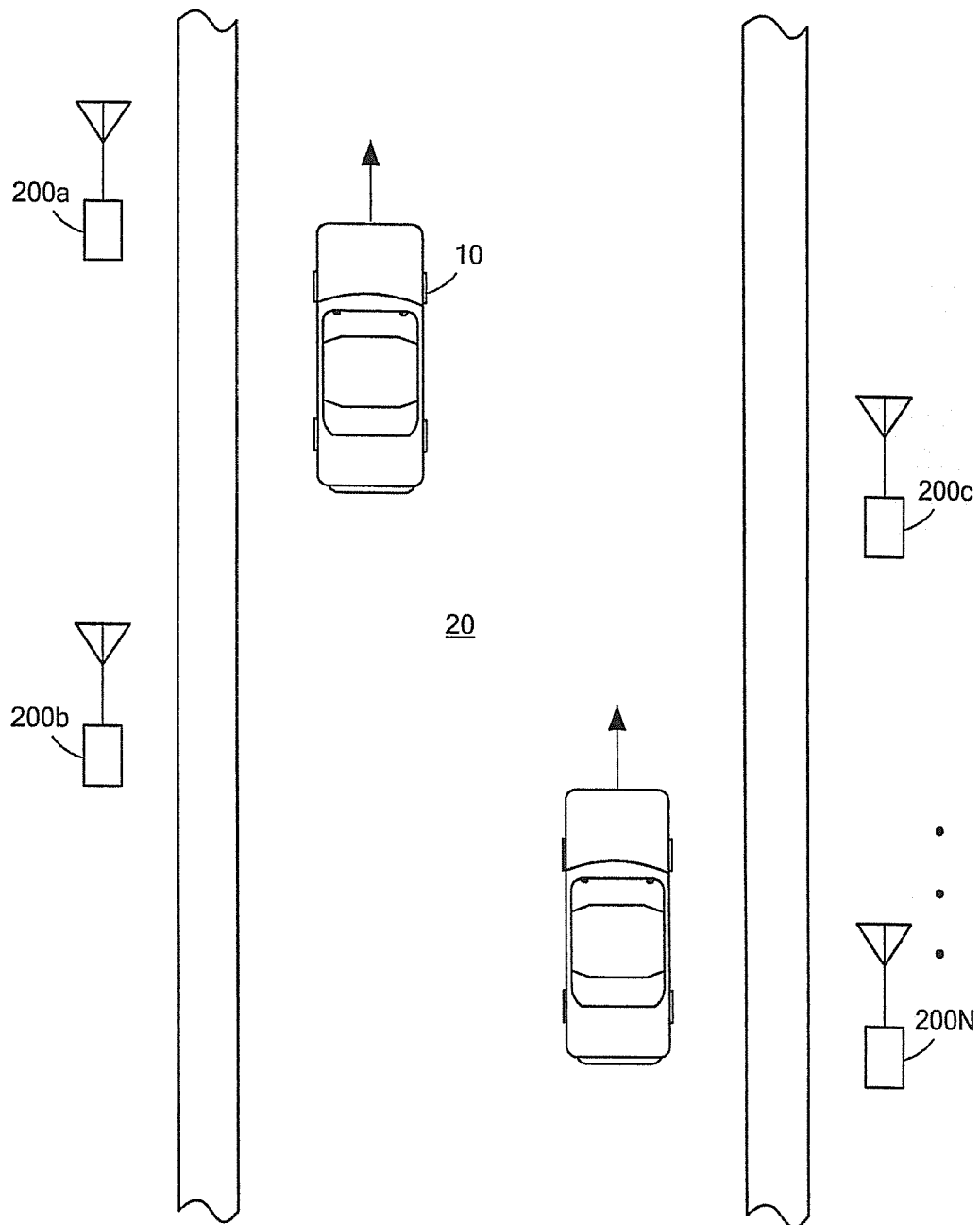


FIG. 2

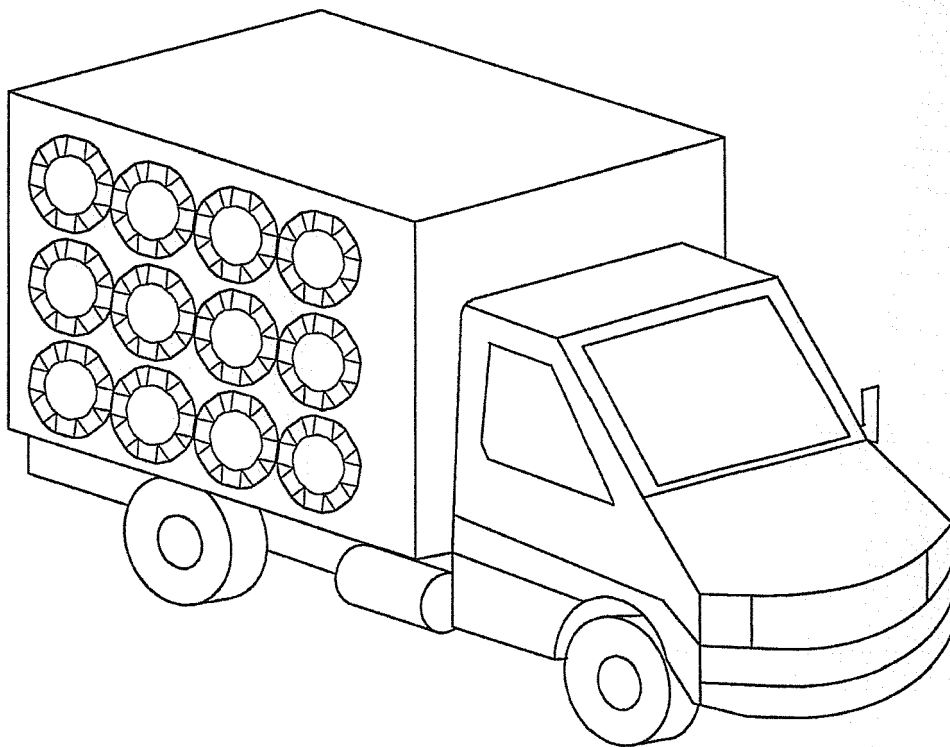


FIG. 3

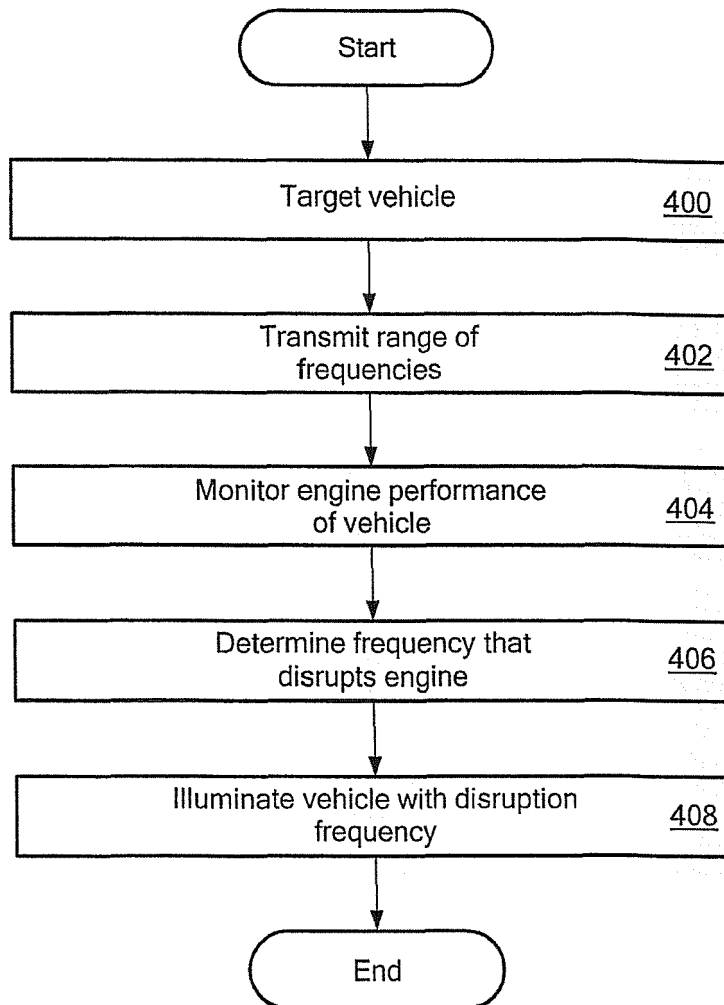


FIG. 4

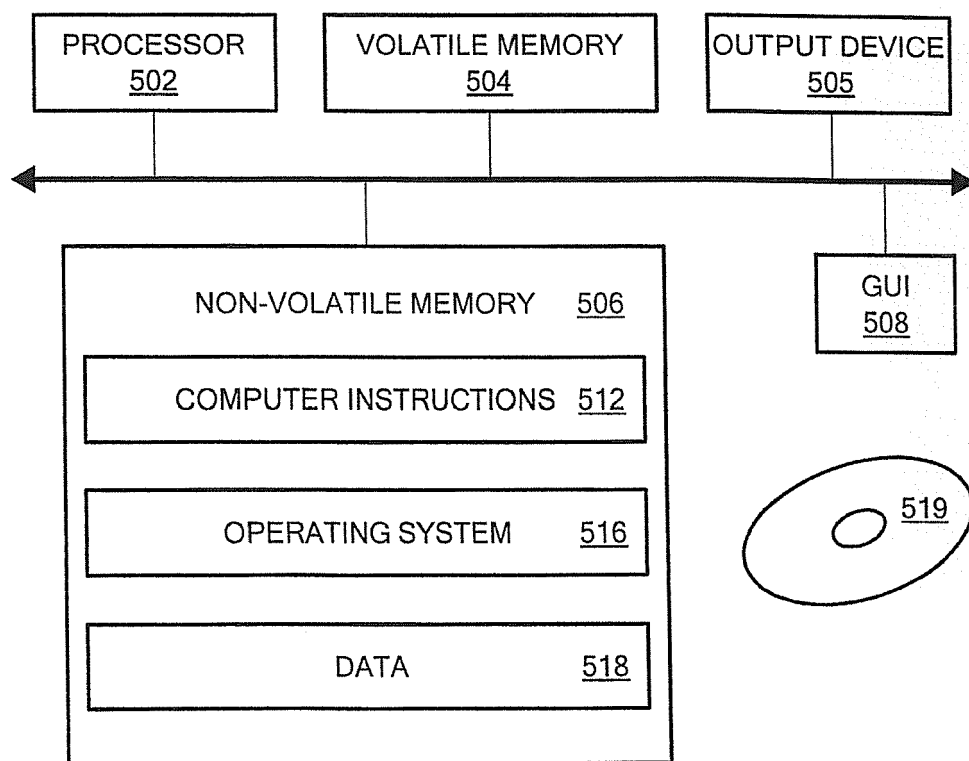


FIG. 5



EUROPEAN SEARCH REPORT

Application Number
EP 12 16 6887

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (IPC)
X	WO 2011/046777 A1 (RAYTHEON CO [US]; HOUGO VINCENT C [US]; WHITE JACK E [US]) 21 April 2011 (2011-04-21)	1-4,6-10	INV. F41H13/00 B60R25/04
Y	* paragraphs [0006], [0025], [0026], [0028], [0029], [0031], [0032], [0039]; figures 1a,1b *	5,11-17	
Y	----- US 2008/223641 A1 (ELSON JOHN TODD [US]) 18 September 2008 (2008-09-18)	5,11-17	
A	* paragraphs [0021], [0023], [0024], [0026] - [0031]; figure 1 *	1-4,6-10	
A	----- US 5 907 290 A (TURNER TODD M [US] ET AL) 25 May 1999 (1999-05-25) * column 1, line 63 - column 2, line 13; figure 1 *	1-17	

			TECHNICAL FIELDS SEARCHED (IPC)
			B60R F41H
The present search report has been drawn up for all claims			
Place of search The Hague		Date of completion of the search 10 July 2013	Examiner Seide, Stephan
CATEGORY OF CITED DOCUMENTS X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document			

2

EPO FORM 1503 03.02 (P04C01)

**ANNEX TO THE EUROPEAN SEARCH REPORT
ON EUROPEAN PATENT APPLICATION NO.**

EP 12 16 6887

This annex lists the patent family members relating to the patent documents cited in the above-mentioned European search report.
The members are as contained in the European Patent Office EDP file on
The European Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

10-07-2013

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
WO 2011046777 A1	21-04-2011	EP 2488395 A1	22-08-2012
		US 2011093180 A1	21-04-2011
		WO 2011046777 A1	21-04-2011

US 2008223641 A1	18-09-2008	US 2008223641 A1	18-09-2008
		WO 2008118532 A2	02-10-2008

US 5907290 A	25-05-1999	NONE	

REFERENCES CITED IN THE DESCRIPTION

This list of references cited by the applicant is for the reader's convenience only. It does not form part of the European patent document. Even though great care has been taken in compiling the references, errors or omissions cannot be excluded and the EPO disclaims all liability in this regard.

Patent documents cited in the description

- US 58108709 A [0001]
- US 12581087 A [0024]