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YAMAZAKI(10) **Pub. No.: US 2025/0259545 A1**(43) **Pub. Date: Aug. 14, 2025**(54) **DRIVING ASSISTANCE DEVICE, DRIVING
ASSISTANCE METHOD, AND STORAGE
MEDIUM**(52) **U.S. Cl.**CPC **G08G 1/166** (2013.01)(71) Applicant: **HONDA MOTOR CO., LTD.**, Tokyo
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(2006.01)

(57) **ABSTRACT**

The present invention provides a driving assistance device configured to perform driving assistance for a self-vehicle, comprising: an acquisition unit configured to acquire peripheral vehicle information of a peripheral vehicle present around the self-vehicle, from the peripheral vehicle by vehicle-to-vehicle communication; a first prediction unit configured to predict a collision possibility between the self-vehicle and the peripheral vehicle based on self-vehicle information of the self-vehicle and the acquired peripheral vehicle information; a first display unit configured to, when a first state is detected, display attention-calling information for calling attention to approach of the peripheral vehicle in a first period from a timing at which the first state is detected; and a second display unit configured to, when a second state is detected, display direction information indicating an approach direction of the peripheral vehicle.

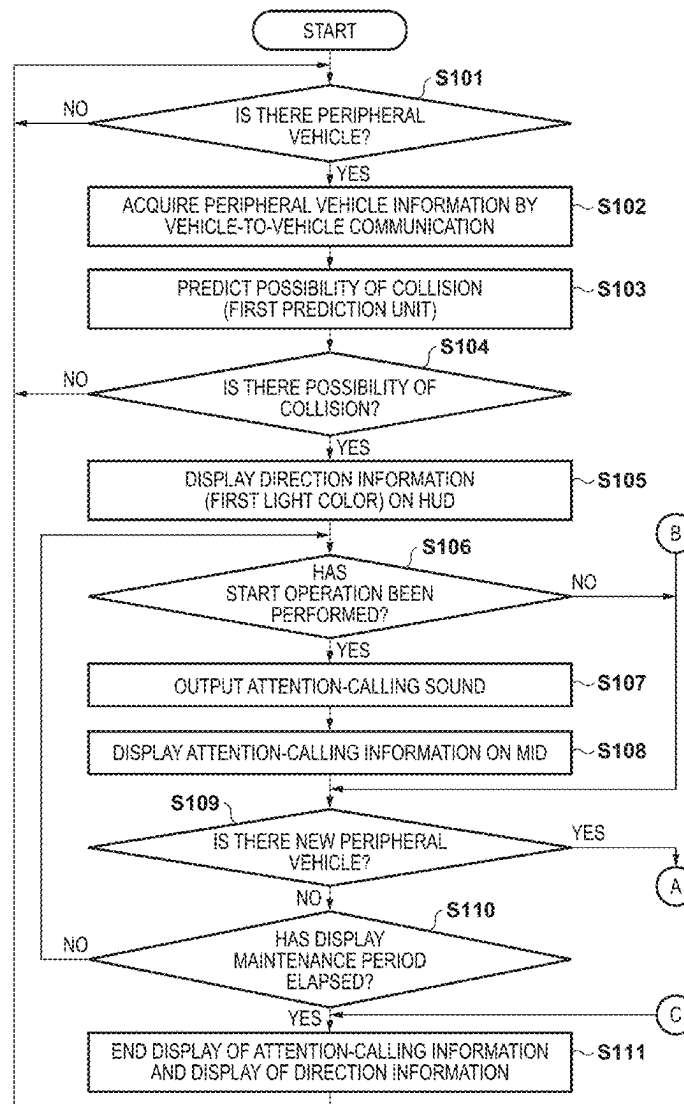


FIG. 1

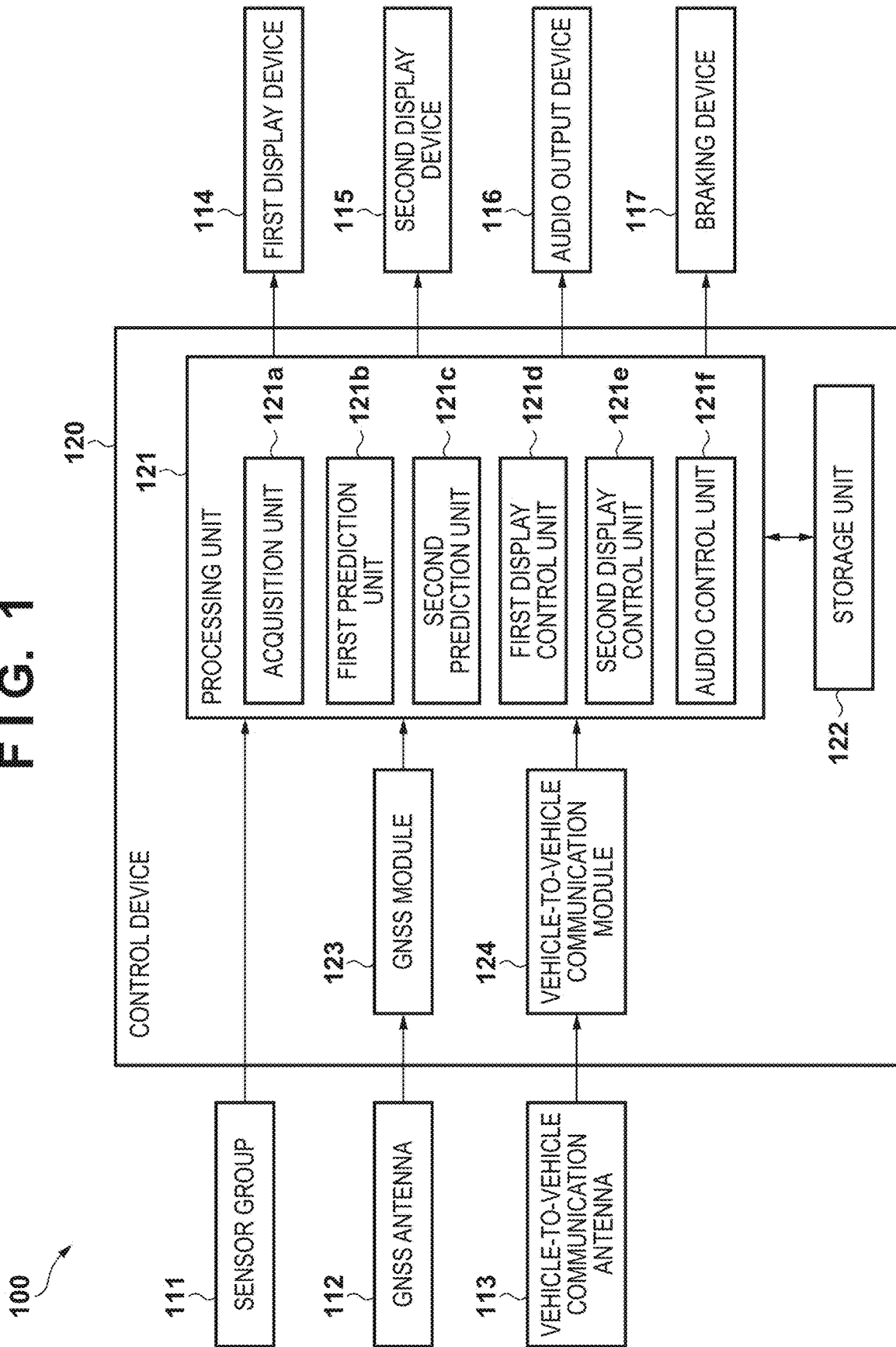


FIG. 2

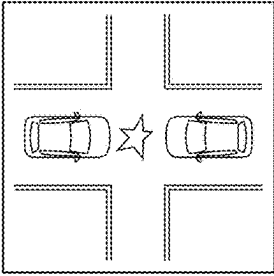
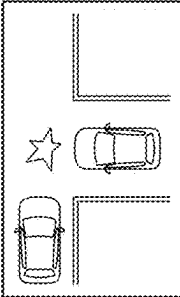
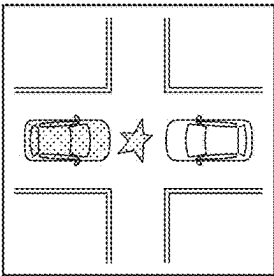
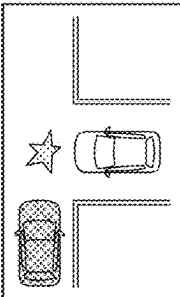
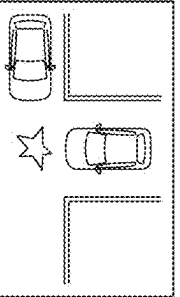
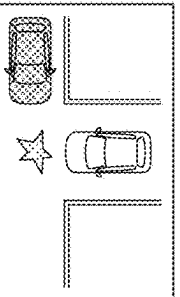

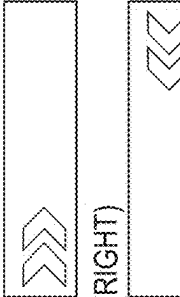

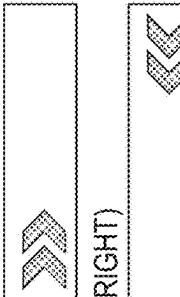


PREDICTION METHOD	VEHICLE-TO-VEHICLE COMMUNICATION		OBJECT DETECTION UNIT(SENSOR FUSION)	
PREDICTION UNIT	FIRST PREDICTION UNIT		SECOND PREDICTION UNIT	
DISPLAY INFORMATION	ATTENTION-CALLING INFORMATION		WARNING INFORMATION	
AUDIO	ATTENTION-CALLING SOUND		WARNING SOUND	
APPROACHING FROM	FRONT	LEFT OR RIGHT	FRONT	LEFT OR RIGHT
FIRST DISPLAY DEVICE (MID)		 (LEFT)		 (LEFT)
	 (RIGHT)	 (RIGHT)		
SECOND DISPLAY DEVICE (HUD)		 (LEFT)		 (LEFT)
	 (RIGHT)	 (RIGHT)		

FIG. 3

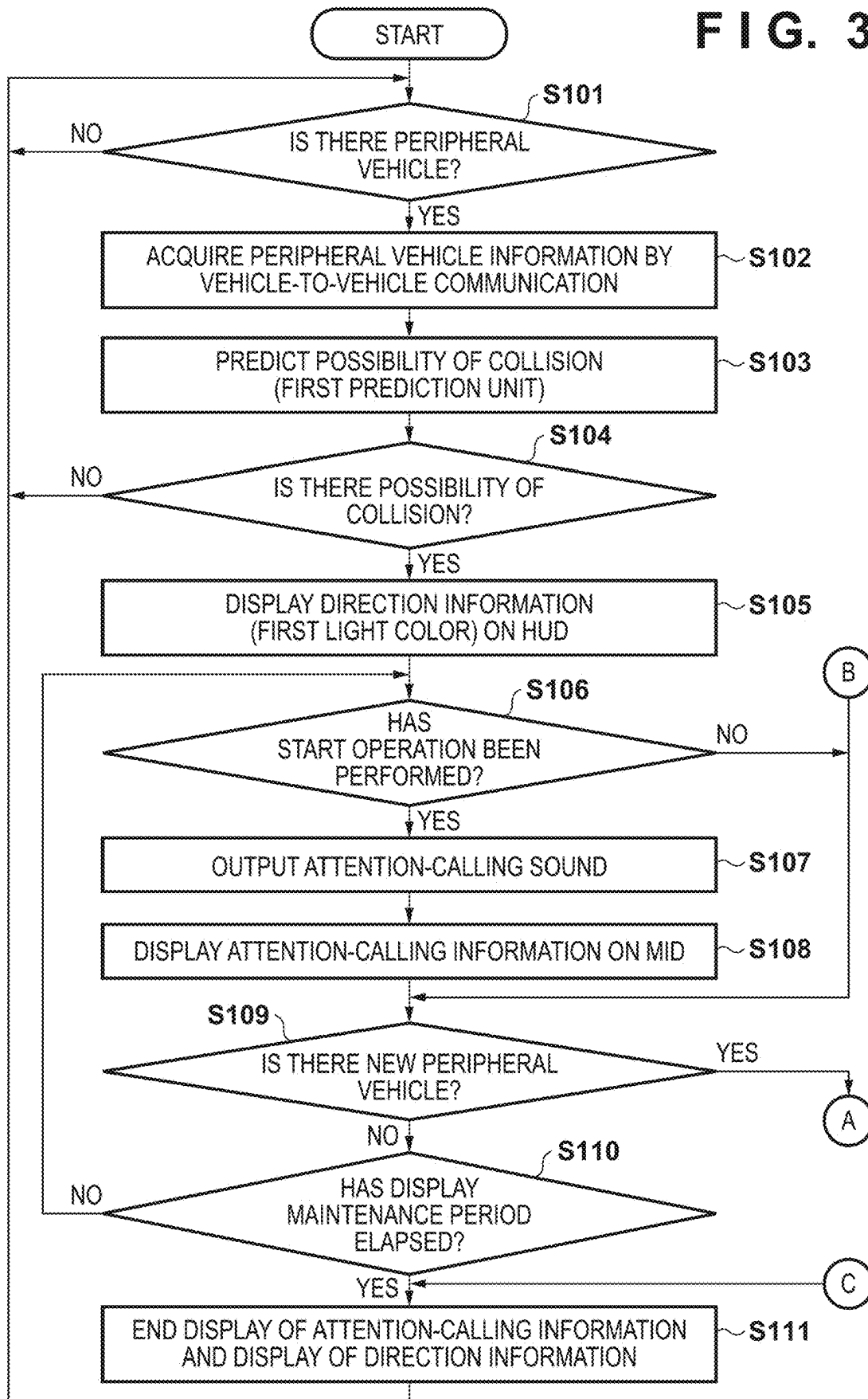


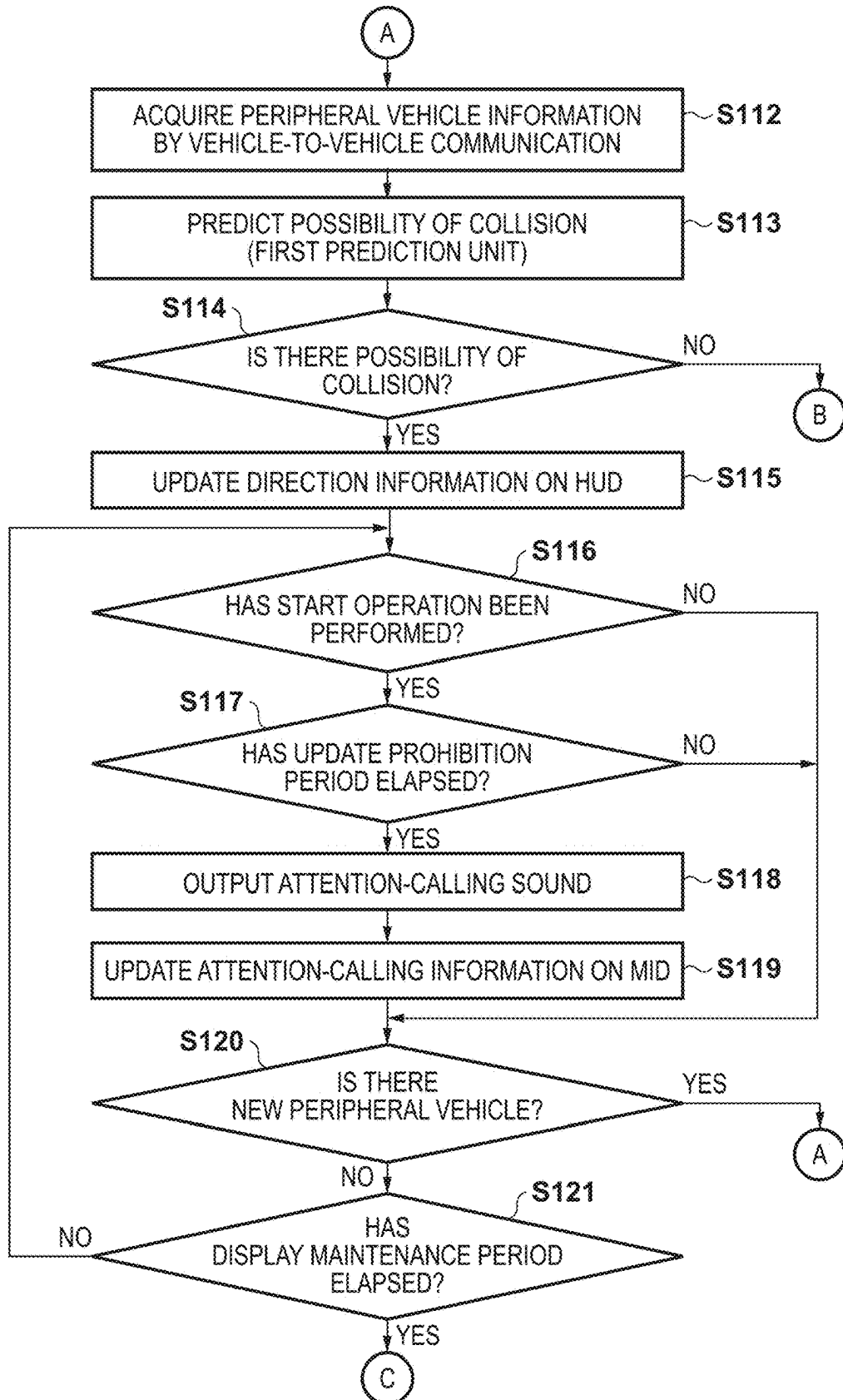
FIG. 4

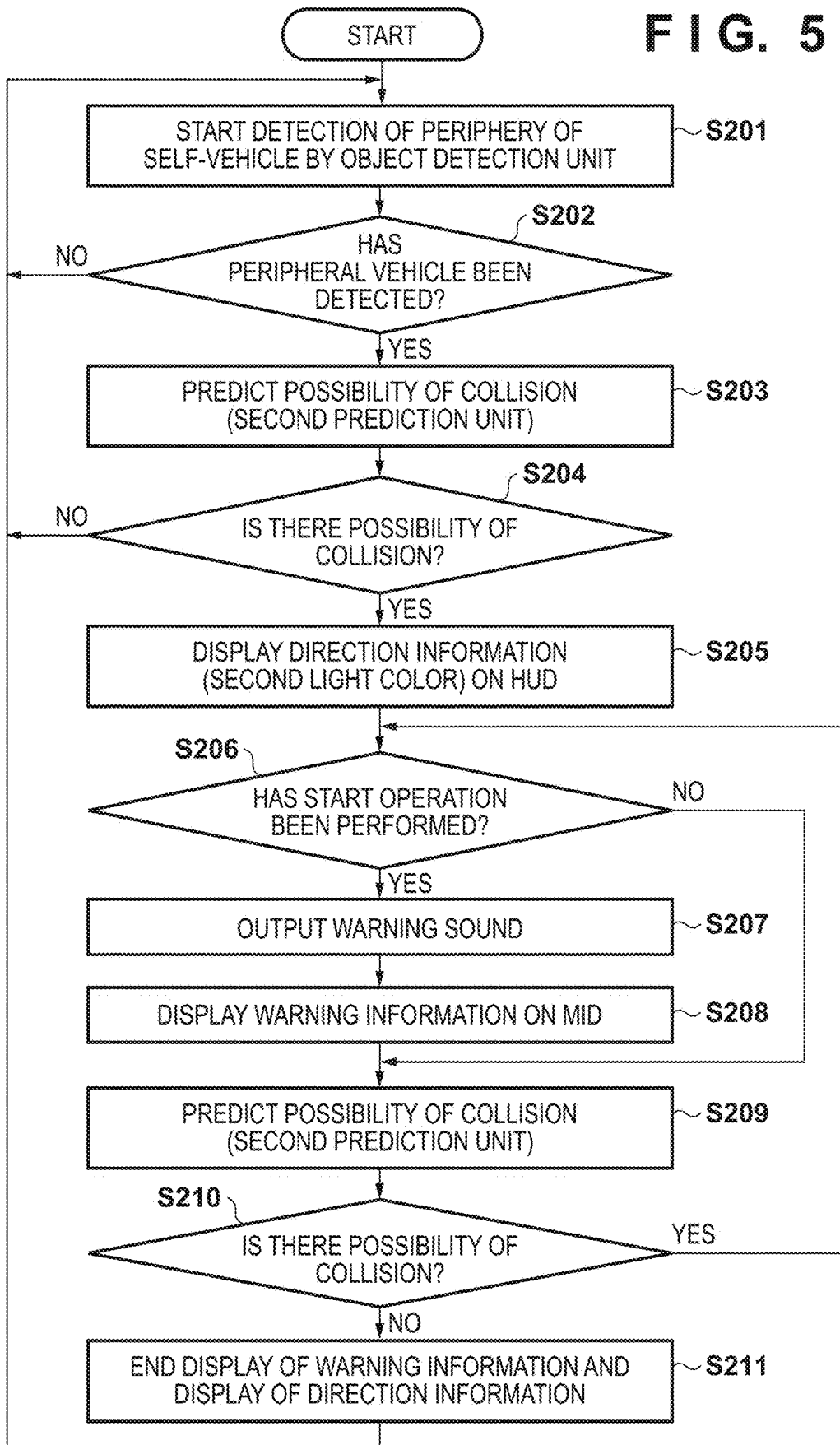
FIG. 5

FIG. 6A

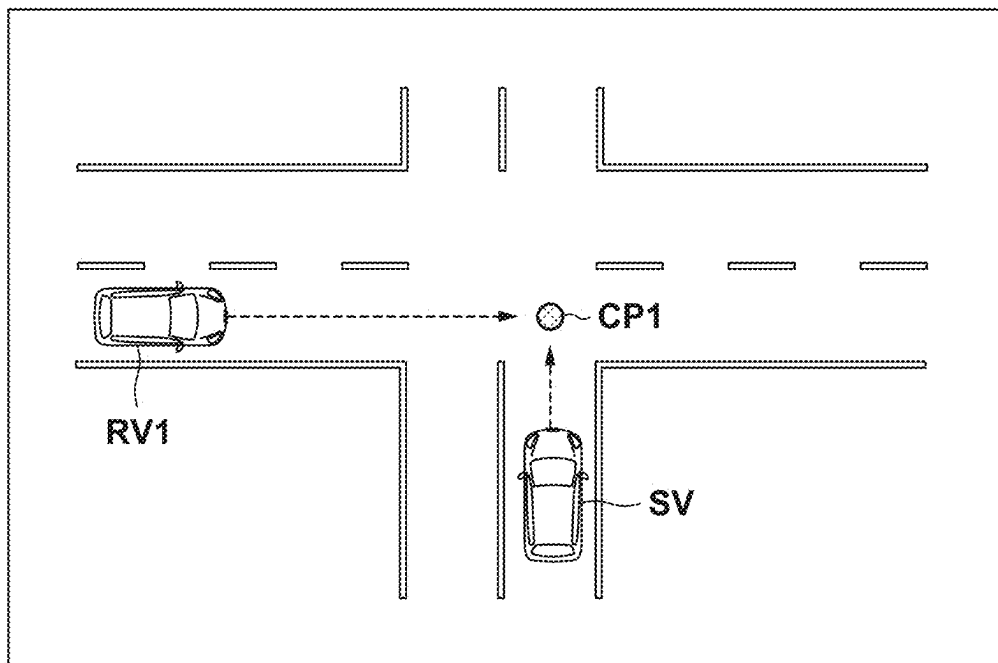


FIG. 6B

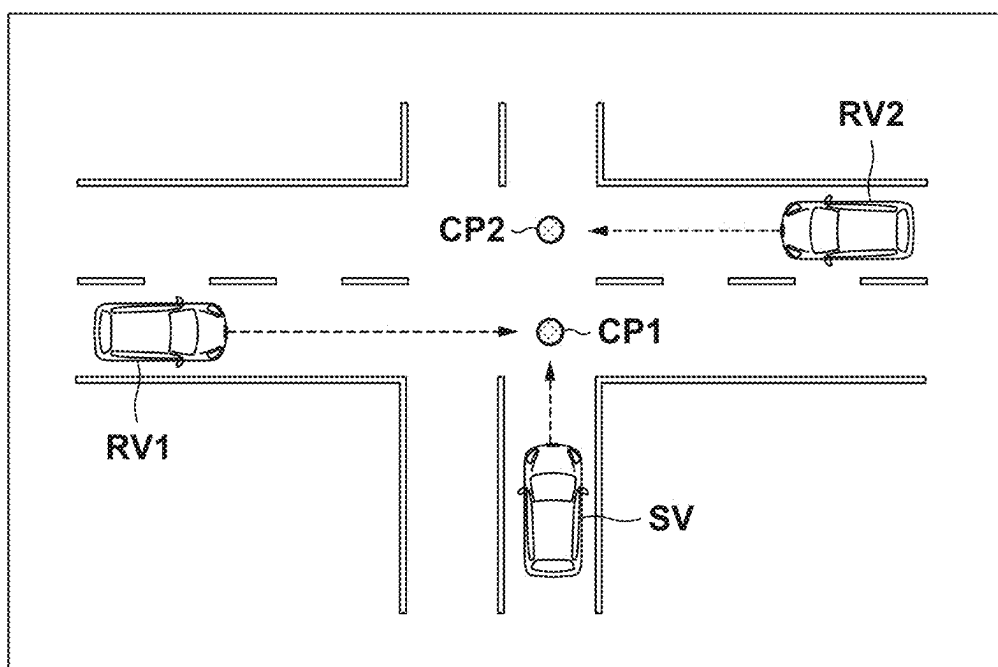


FIG. 7

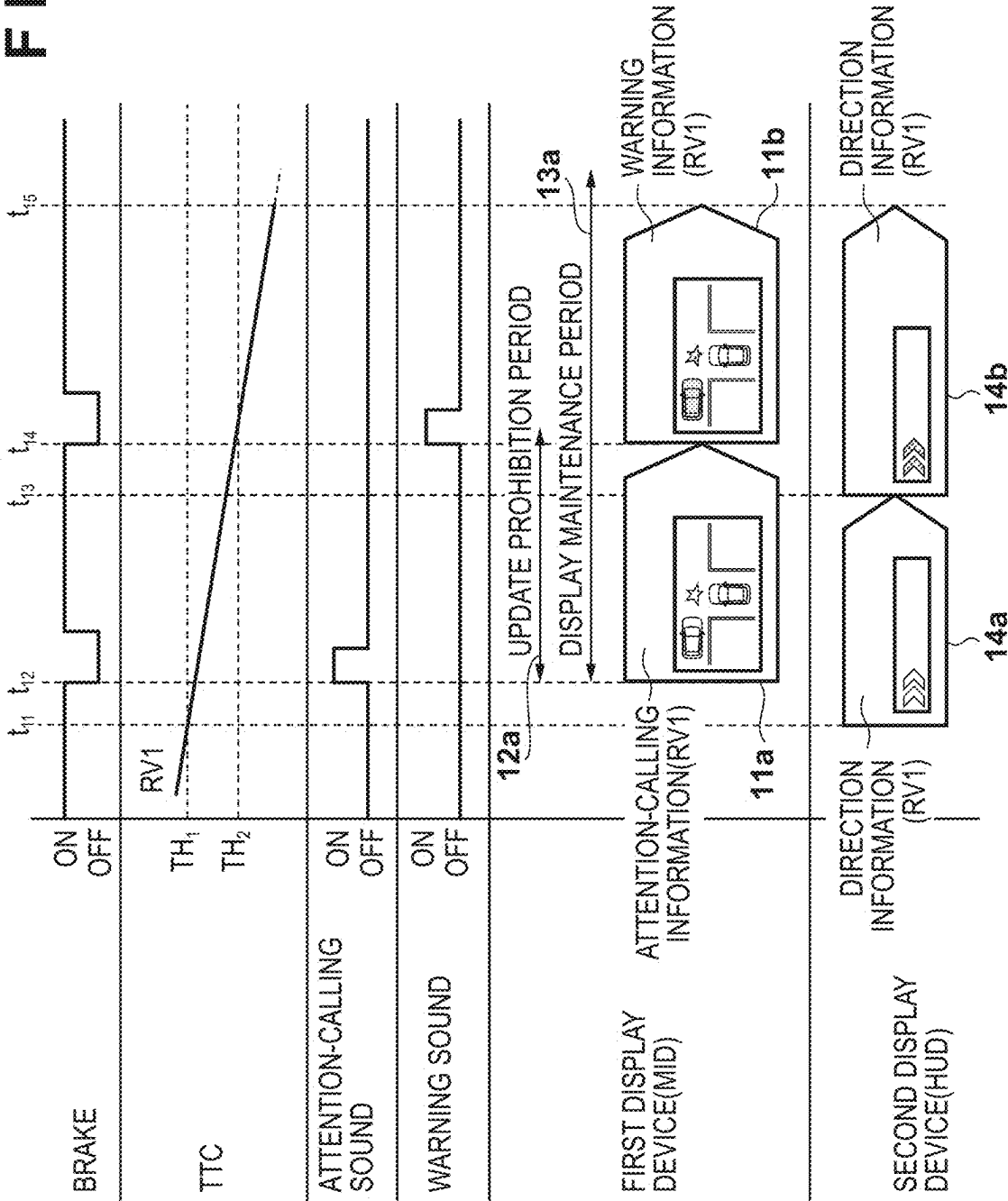


FIG. 8

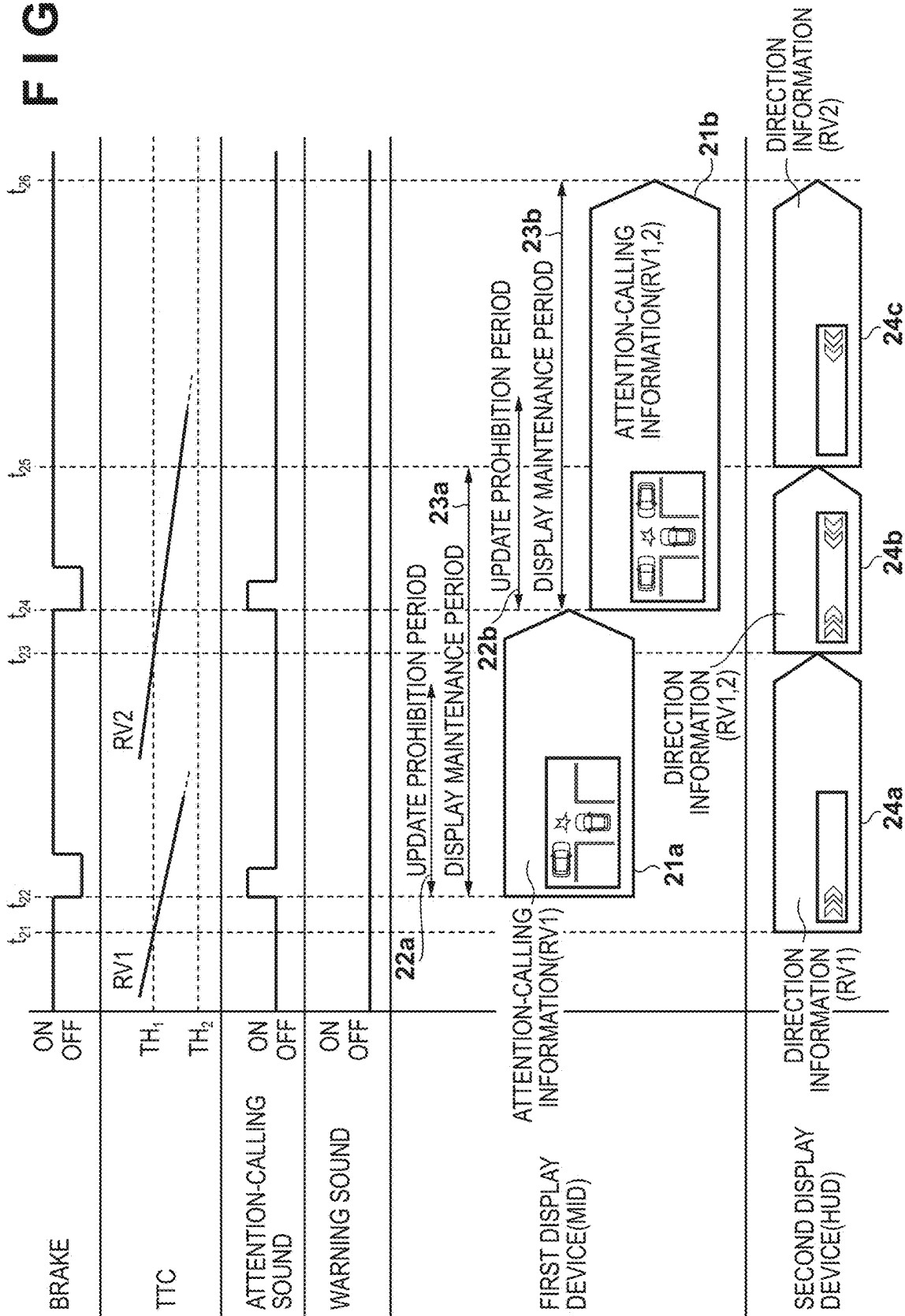


FIG. 9

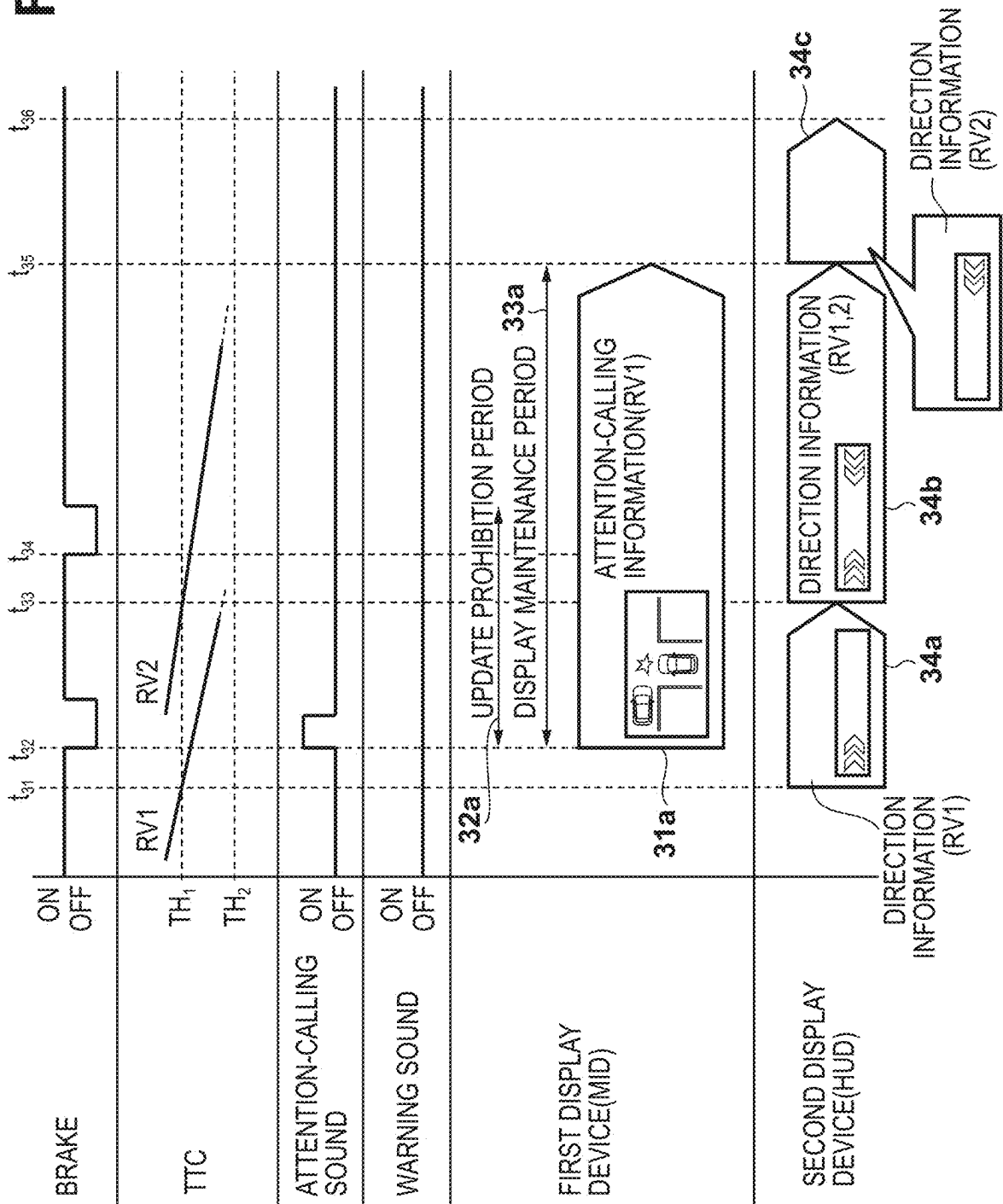


FIG. 10

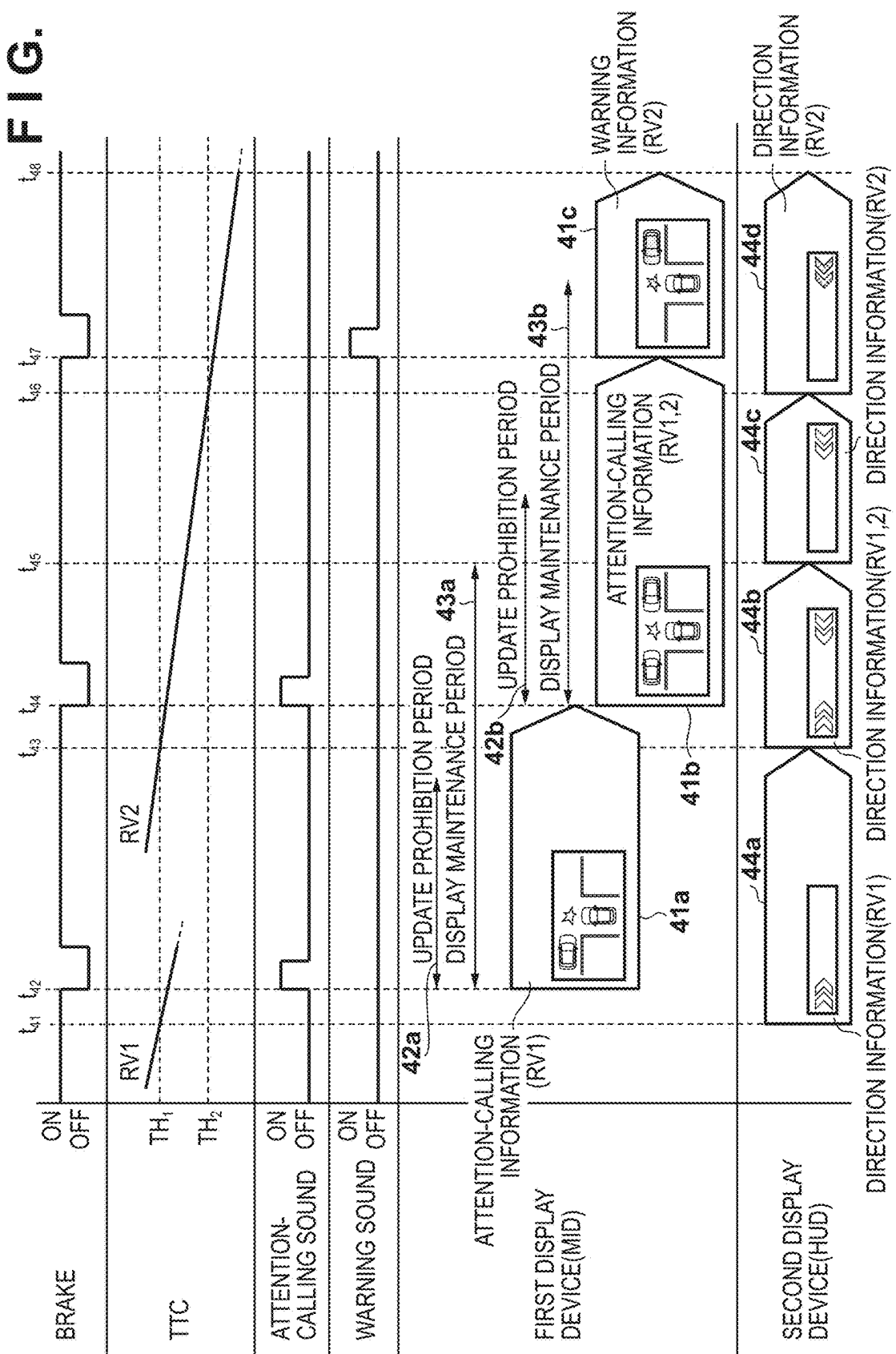
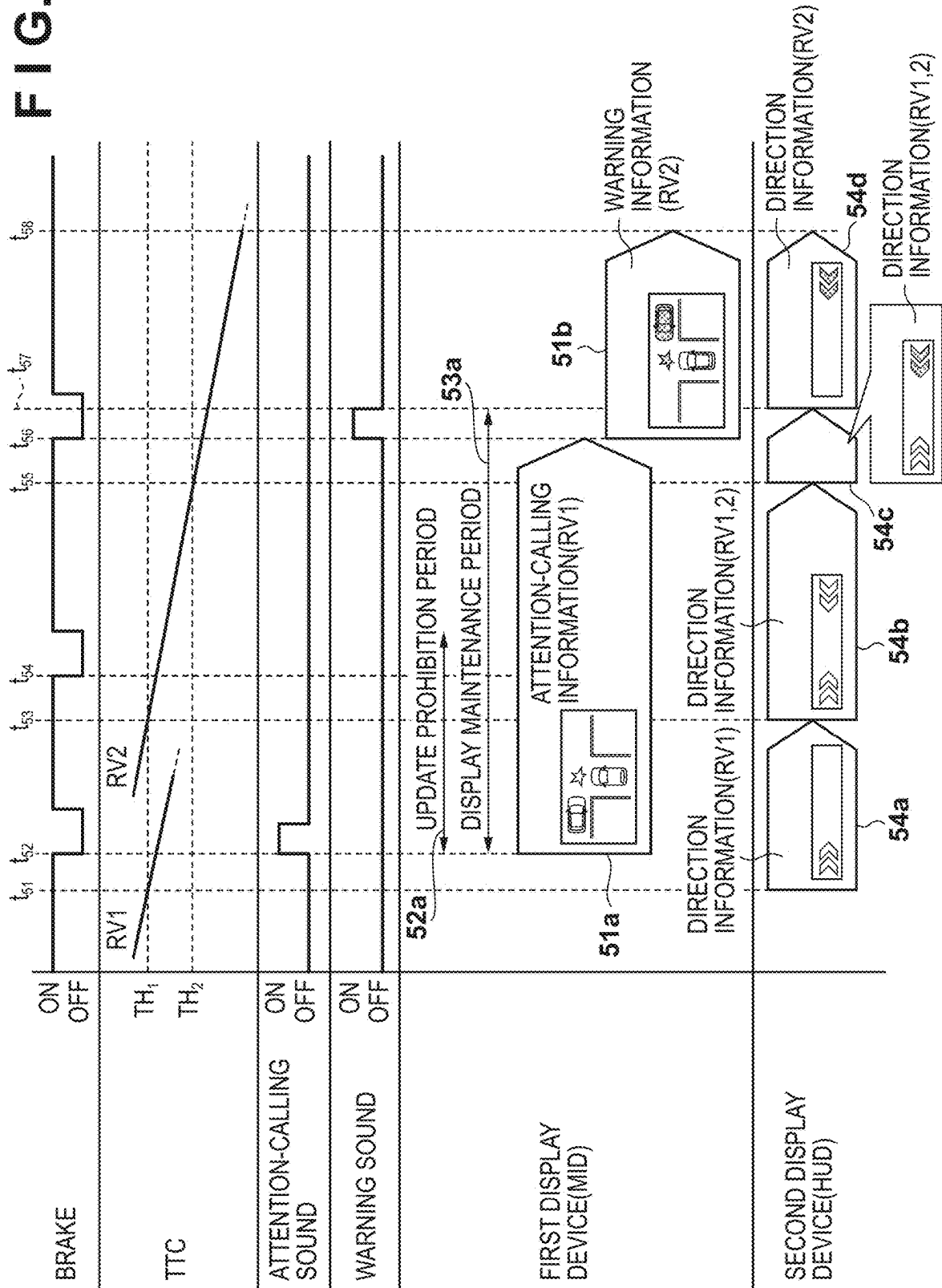


FIG. 11



**DRIVING ASSISTANCE DEVICE, DRIVING
ASSISTANCE METHOD, AND STORAGE
MEDIUM**

**CROSS-REFERENCE TO RELATED
APPLICATION(S)**

[0001] This application claims priority to and the benefit of Japanese Patent Application No. 2024-017994 filed on Feb. 8, 2024, the entire disclosure of which is incorporated herein by reference.

BACKGROUND OF THE INVENTION

Field of the Invention

[0002] The present invention relates to a driving assistance device, a driving assistance method, and a storage medium.

Description of the Related Art

[0003] In recent years, efforts to provide access to sustainable transportation systems in consideration of vulnerable people among traffic participants have been gaining momentum. In order to realize this, research and development for further improving traffic safety and convenience is focused on research and development related to preventive safety technique. As such preventive safety technique, a device that provides driving assistance for preventing collision with peripheral vehicles (other vehicles) and the like has been known. Japanese Patent Laid-Open No. 2020-16950 describes that another vehicle present on the front lateral side of a self-vehicle is detected based on a captured image from an image capturing unit mounted on the self-vehicle, and collision between the self-vehicle and the other vehicle is determined. In addition, Japanese Patent No. 7054636 describes that position information of an intersection where a traveling trajectory of a self-vehicle and a traveling trajectory of another vehicle intersect is registered in a storage unit to perform driving assistance for the self-vehicle when the self-vehicle passes through the intersection again.

[0004] In driving assistance for a self-vehicle, it is annoying and inappropriate for a driver of the self-vehicle when display of information for preventing collision with other vehicles is frequently updated (switched), such as when there are a plurality of other vehicles predicted to collide with the self-vehicle.

SUMMARY OF THE INVENTION

[0005] The present invention provides, for example, an advantageous technique for appropriately performing driving assistance for a self-vehicle. Accordingly, the present disclosure contributes to development of a sustainable transportation system.

[0006] According to one aspect of the present invention, there is provided a driving assistance device configured to perform driving assistance for a self-vehicle, comprising: an acquisition unit configured to acquire peripheral vehicle information including a current position, a speed, and a traveling trajectory of a peripheral vehicle present around the self-vehicle, from the peripheral vehicle by vehicle-to-vehicle communication; a first prediction unit configured to predict a collision possibility between the self-vehicle and the peripheral vehicle based on self-vehicle information including a current position, a speed, and a traveling trajec-

tory of the self-vehicle and the peripheral vehicle information acquired by the acquisition unit; a first display unit configured to, when a first state is detected, display attention-calling information for calling attention to approach of the peripheral vehicle in a first period from a timing at which the first state is detected, the first state being a state in which the collision possibility is predicted by the first prediction unit and a start operation is performed by a driver of the self-vehicle; and a second display unit configured to, when a second state is detected, display direction information indicating an approach direction of the peripheral vehicle, the second state being a state in which the collision possibility is predicted by the first prediction unit, wherein the first display unit suppresses update of the attention-calling information until a second period shorter than the first period elapses from the timing even in a case where the first state is newly detected, and wherein the second display unit updates the direction information when the second state is newly detected even in a case where the second period has not elapsed from the timing.

[0007] Further features of the present invention will become apparent from the following description of exemplary embodiments with reference to the attached drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

[0008] FIG. 1 is a diagram illustrating a configuration example of a driving assistance device of an embodiment according to the present invention;

[0009] FIG. 2 is a view illustrating a display example of information in first and second display devices and an output example of audio in an audio output device;

[0010] FIG. 3 is a flowchart illustrating driving assistance processing according to a prediction method using vehicle-to-vehicle communication;

[0011] FIG. 4 is a flowchart illustrating the driving assistance processing according to the prediction method using the vehicle-to-vehicle communication;

[0012] FIG. 5 is a flowchart illustrating driving assistance processing according to a prediction method using an object detection unit;

[0013] FIGS. 6A and 6B are views illustrating a positional relationship between a self-vehicle and peripheral vehicles;

[0014] FIG. 7 is a time chart illustrating driving assistance processing of Example 1;

[0015] FIG. 8 is a time chart illustrating driving assistance processing of Example 2;

[0016] FIG. 9 is a time chart illustrating driving assistance processing of Example 3;

[0017] FIG. 10 is a time chart illustrating driving assistance processing of Example 4; and

[0018] FIG. 11 is a time chart illustrating driving assistance processing of Example 5.

DESCRIPTION OF THE EMBODIMENTS

[0019] Hereinafter, embodiments will be described in detail with reference to the attached drawings. Note that the following embodiments are not intended to limit the scope of the claimed invention, and limitation is not made an invention that requires all combinations of features described in the embodiments. Two or more of the multiple features described in the embodiments may be combined as appropriate. Furthermore, the same reference numerals are

given to the same or similar configurations, and redundant description thereof is omitted.

Configuration of Driving Assistance Device

[0020] A configuration example of a driving assistance device **100** of an embodiment according to the present invention will be described with reference to FIG. 1. FIG. 1 is a diagram illustrating a configuration example of a driving assistance device **100** of the present embodiment. The driving assistance device **100** is a device mounted on a self-vehicle in order to perform driving assistance for the self-vehicle. Although FIG. 1 illustrates components referred to in the following description, a vehicle on which the driving assistance device **100** is mounted may include other components for operating as the vehicle, such as a driving device and a transmission. Hereinafter, a four-wheeled vehicle will be described as an example of the vehicle on which the driving assistance device **100** is mounted, but the vehicle may be a two-wheeled vehicle or a vehicle of another type without being limited thereto. In addition, in the following description, in order to facilitate discrimination of vehicles, the vehicle on which the driving assistance device **100** is mounted may be referred to as a “self-vehicle”, and vehicles different from the self-vehicle may be referred to as “other vehicles”. Among other vehicles, a vehicle that currently is present around the self-vehicle may be referred to as a “peripheral vehicle”. The peripheral vehicle may be understood as a vehicle that can currently perform vehicle-to-vehicle communication with the self-vehicle.

[0021] The driving assistance device **100** performs collision prevention assistance for preventing (reducing) collision with a peripheral vehicle as driving assistance for the self-vehicle without using map information. As illustrated in FIG. 1, the driving assistance device **100** of the present embodiment may include a sensor group **111**, a global navigation satellite system (GNSS) antenna **112**, a vehicle-to-vehicle communication antenna **113**, a first display device **114**, a second display device **115**, an audio output device **116**, a braking device **117**, and a control device **120**. Hereinafter, a driver of the self-vehicle may be simply referred to as the “driver”.

[0022] The sensor group **111** includes various sensors mounted on the self-vehicle in order to perform driving assistance for the self-vehicle. For example, the sensor group **111** may include a speed sensor that detects the speed of the self-vehicle, an acceleration sensor that detects the acceleration of the self-vehicle, and the like. In addition, the sensor group **111** includes an external detection sensor, such as a camera, a millimeter wave radar, or a light detection and ranging (LIDAR), as an object detection unit that detects an object around the self-vehicle without using vehicle-to-vehicle communication. The sensor group **111** outputs the detection result to the control device **120**.

[0023] The GNSS antenna **112** receives a radio wave for position measurement transmitted from a GNSS satellite. For example, the GNSS antenna **112** may be used to acquire information regarding the current position of the self-vehicle. The vehicle-to-vehicle communication antenna **113** is an antenna that transmits and receives various types of data to and from a peripheral vehicle. For example, the vehicle-to-vehicle communication antenna **113** may be used to

acquire information regarding the current position, speed, and traveling trajectory of the peripheral vehicle from the peripheral vehicle.

[0024] The first display device **114** and the second display device **115** are devices that display information to an occupant (for example, the driver) of the self-vehicle. The first display device **114** and the second display device **115** may be provided at different locations in the interior of the self-vehicle. For example, the first display device **114** may be configured as a multi-information display (hereinafter, may be referred to as MID) provided on an instrument panel. The second display device **115** may be configured as a head-up display (hereinafter, may be referred to as HUD) projected on a windshield in front of the driver's seat. In addition, the audio output device **116** is a device that outputs audio to the occupant (for example, the driver) of the self-vehicle. When there is a possibility that the self-vehicle collides with a peripheral vehicle, the driving assistance device **100** of the present embodiment can notify the occupant of the self-vehicle of the possibility of collision with the peripheral vehicle, as driving assistance, through the first display device **114**, the second display device **115**, and/or the audio output device **116**.

[0025] The braking device **117** is a device, such as a brake, for performing a braking operation of the self-vehicle. When there is a possibility that the self-vehicle collides with a peripheral vehicle, the driving assistance device **100** of the present embodiment can perform deceleration assistance for the self-vehicle by operating the braking device **117** as driving assistance, thereby avoiding collision with the peripheral vehicle.

[0026] The control device **120** is a device (computer) that controls driving assistance for the self-vehicle, and may be, for example, an electronic control unit (ECU). The control device **120** can perform driving assistance by vehicle-to-vehicle communication with other vehicles (peripheral vehicles) and processing in the self-vehicle. For example, the control device **120** can perform driving assistance without using map information. The control device **120** includes a processing unit **121**, a storage unit **122**, a GNSS module **123**, and a vehicle-to-vehicle communication module **124**, which are connected to each other by a bus (not illustrated).

[0027] The processing unit **121** is a processor represented by a central processing unit (CPU), and executes a program stored in the storage unit **122**. The storage unit **122** includes, for example, a random access memory (RAM), a read only memory (ROM), a hard disk, and the like, and stores various types of data in addition to a program (driving assistance program) for the processing unit **121** to perform driving assistance processing of the self-vehicle. In addition, the GNSS module **123** receives position information and the like of the self-vehicle from the GNSS satellite through the GNSS antenna **112**. The vehicle-to-vehicle communication module **124** receives various types of information from other vehicles through the vehicle-to-vehicle communication antenna **113**.

[0028] The processing unit **121** of the present embodiment may include an acquisition unit **121a**, a first prediction unit **121b**, a second prediction unit **121c**, a first display control unit **121d**, a second display control unit **121e**, and an audio control unit **121f** in order to perform driving assistance (collision prevention assistance) of the self-vehicle. Note that the processing unit **121** is not limited to the configuration including the units **121a** to **121f**, and another unit may

be added or some units may be omitted according to the type of driving assistance performed by the self-vehicle.

[0029] The acquisition unit **121a** acquires peripheral vehicle information including the current position, speed, and traveling trajectory of a peripheral vehicle from the peripheral vehicle through the vehicle-to-vehicle communication antenna **113** (vehicle-to-vehicle communication module **124**). In the following description, the peripheral vehicle information may be defined as information acquired from the peripheral vehicle by vehicle-to-vehicle communication. In addition, the acquisition unit **121a** may also have a function of acquiring self-vehicle information including the current position, speed, and traveling trajectory of the self-vehicle through the sensor group **111** and the GNSS antenna **112** (GNSS module **123**).

[0030] The first prediction unit **121b** predicts a possibility of collision between the self-vehicle and the peripheral vehicle (hereinafter, may be referred to as the possibility of collision) based on the self-vehicle information and the peripheral vehicle information acquired by the acquisition unit **121a**. The first prediction unit **121b** of the present embodiment can predict the possibility of collision between the self-vehicle and the peripheral vehicle by calculating a time to collision (TTC) which is a time estimated to be required until the collision between the self-vehicle and the peripheral vehicle occurs.

[0031] The second prediction unit **121c** predicts the possibility of collision between the self-vehicle and the peripheral vehicle based on the self-vehicle information acquired by the acquisition unit **121a** and the detection result of the object detection unit of the sensor group **111**. As described above, the object detection unit of the sensor group **111** may include the external detection sensor (camera, millimeter wave radar, LIDAR, or the like) that detects an object around the self-vehicle without using vehicle-to-vehicle communication. The detection result of the object detection unit may include the position and speed of the peripheral vehicle detected by the object detection unit (which may be understood as the relative position and relative speed of the peripheral vehicle with respect to the self-vehicle). The second prediction unit **121c** of the present embodiment can predict the possibility of collision between the self-vehicle and the peripheral vehicle by calculating the time to collision (TTC) between the self-vehicle and the peripheral vehicle.

[0032] The first display control unit **121d** controls display of information on the first display device **114**. In the case of the present embodiment, when a state in which the first prediction unit **121b** predicts that there is a possibility of collision between the self-vehicle and a peripheral vehicle and a start operation of the self-vehicle has been performed by the driver (hereinafter, may be referred to as a first state) is detected, the first display control unit **121d** causes the first display device **114** to display attention-calling information for calling attention to approach of the peripheral vehicle. In addition, when a state in which the second prediction unit **121c** predicts that there is the possibility of collision between the self-vehicle and the peripheral vehicle and the start operation of the self-vehicle has been performed by the driver (hereinafter, may be referred to as a third state) is detected, the first display control unit **121d** causes the first display device **114** to display warning information for warning against approach of the peripheral vehicle.

[0033] Here, the attention-calling information is displayed on the first display device **114** for a predetermined display maintenance period (first period) from a timing at which the first state is detected. The display maintenance period may be arbitrarily set, and may be set to, for example, 6 seconds. The warning information is configured such that a degree of recognition of the driver (that is, a degree of warning to the driver) is higher than that of the attention-calling information. For example, the attention-calling information is displayed on the first display device **114** in a first light color (first color, for example, white). On the other hand, the warning information is displayed on the first display device **114** in a second light color (second color, for example, amber) which is different from the first light color and has a high degree of recognition of the driver. In addition, examples of the start operation of the self-vehicle by the driver include an operation of the driver releasing a brake pedal of the self-vehicle and an operation of the driver stepping on an accelerator pedal of the self-vehicle. In the present embodiment, the operation of the driver releasing the brake pedal of the self-vehicle (hereinafter, may be referred to as a brake release operation) will be described as an example of the start operation of the self-vehicle by the driver.

[0034] The second display control unit **121e** controls display of information on the second display device **115**. In the case of the present embodiment, when a state in which the first prediction unit **121b** predicts that there is a possibility of collision between the self-vehicle and a peripheral vehicle (hereinafter, may be referred to as a second state) is detected, the second display control unit **121e** causes the second display device **115** to display direction information indicating an approach direction of the peripheral vehicle. In addition, when a state in which the second prediction unit **121c** predicts that there is the possibility of collision between the self-vehicle and the peripheral vehicle (hereinafter, may be referred to as a fourth state) is detected, the second display control unit **121e** causes the second display device **115** to display direction information indicating an approach direction of the peripheral vehicle.

[0035] Here, the direction information displayed in response to the detection of the fourth state is configured such that a degree of recognition of the driver (that is, a degree of warning to the driver) is higher than that of the direction information displayed in response to the detection of the second state. For example, when the second state is detected, the direction information is displayed on the second display device **115** in the first light color (first color, for example, white). On the other hand, when the fourth state is detected, the direction information is displayed on the second display device **115** in the second light color (second color, for example, amber) which is different from the first light color and has a high degree of recognition of the driver.

[0036] The audio control unit **121f** controls the audio output in the audio output device **116**. In the case of the present embodiment, when the attention-calling information is displayed or updated by the first display device **114**, the audio control unit **121f** causes the audio output device **116** to output an attention-calling sound for calling attention to the approach of the peripheral vehicle. In addition, when the warning information is displayed by the first display device **114**, the audio control unit **121f** causes the audio output device **116** to output a warning sound for warning against the approach of the peripheral vehicle. Here, the warning sound

is configured such that a degree of recognition of the driver (that is, a degree of warning to the driver) is higher than that of the attention-calling sound.

[0037] FIG. 2 illustrates a display example of information in the first display device 114 and the second display device 115, and an output example of audio in the audio output device 116. In the present embodiment, a prediction method using vehicle-to-vehicle communication and a prediction method using the object detection unit (sensor fusion) of the sensor group 111 are applied as methods of predicting a possibility of collision between the self-vehicle and a peripheral vehicle.

[0038] In the prediction method using vehicle-to-vehicle communication, the first prediction unit 121b predicts a possibility of collision between the self-vehicle and a peripheral vehicle. Then, on the first display device 114 (MID), an image corresponding to an approach direction of the peripheral vehicle is displayed in the first light color (white) as the attention-calling information. On the second display device 115 (HUD), an image (arrow) corresponding to the approach direction of the peripheral vehicle is displayed in the first light color (white). In addition, an attention-calling sound is output from the audio output device 116.

[0039] On the other hand, in the prediction method using the object detection unit, the second prediction unit 121c predicts a possibility of collision between the self-vehicle and a peripheral vehicle. Then, on the first display device 114 (MID), an image corresponding to an approach direction of the peripheral vehicle is displayed in the second light color (amber) as the warning information. On the second display device 115 (HUD), an image (arrow) corresponding to the approach direction of the peripheral vehicle is displayed in the second light color (amber). In addition, the warning sound is output from the audio output device 116.

[0040] Here, the above-described function of the control device 120 can be implemented by both hardware and software. For example, the function of the control device 120 may be implemented by the processing unit 121 (CPU) executing the driving assistance program as described above, or may be implemented by a known semiconductor device such as a programmable logic device (PLD) or an application specific integrated circuit (ASIC). In the present embodiment, the control device 120 is illustrated as a single element, but may be divided into two or more elements as necessary.

Driving Assistance Processing

[0041] Driving assistance processing of the present embodiment will be described with reference to FIGS. 3 to 5. FIGS. 3 and 4 are flowcharts illustrating driving assistance processing according to the prediction method using vehicle-to-vehicle communication. FIG. 5 is a flowchart illustrating driving assistance processing according to the prediction method using the object detection unit (sensor fusion). The flowcharts of FIGS. 3 and 4 and the flowchart of FIG. 5 are performed in parallel and independently. In addition, the driving assistance processing illustrated in the flowcharts of FIGS. 3 to 5 is executed by the processing unit 121 in accordance with the driving assistance program read from the storage unit 122 in the driving assistance device 100. The flowcharts of FIGS. 3 to 5 may be repeatedly executed, for example, until the setting of driving assistance is turned off or the ignition of a self-vehicle SV is turned off.

[0042] First, the driving assistance processing according to the prediction method using vehicle-to-vehicle communication will be described with reference to FIGS. 3 and 4. FIG. 3 illustrates driving assistance processing for the first peripheral vehicle RV identified by vehicle-to-vehicle communication. FIG. 4 illustrates driving assistance processing for the second and subsequent peripheral vehicles RV (hereinafter, may be referred to as a new peripheral vehicle RV) identified by vehicle-to-vehicle communication during the driving assistance processing for the first peripheral vehicle RV.

[0043] In step S101, the processing unit 121 determines whether or not there is a peripheral vehicle RV. For example, the processing unit 121 can determine that the peripheral vehicle RV is present when vehicle-to-vehicle communication can be performed through the vehicle-to-vehicle communication antenna 113 (vehicle-to-vehicle communication module 124). When it is determined that there is no peripheral vehicle RV for which vehicle-to-vehicle communication can be performed, step S101 is repeated, and when it is determined that the peripheral vehicle RV is present, the processing proceeds to step S102.

[0044] In step S102, the processing unit 121 (acquisition unit 121a) acquires peripheral vehicle information from the peripheral vehicle RV by vehicle-to-vehicle communication. As described above, the peripheral vehicle information is information including the current position, speed, and traveling trajectory of the peripheral vehicle RV, and may be acquired through the vehicle-to-vehicle communication antenna 113 (vehicle-to-vehicle communication module 124). In addition, in this step S102, the processing unit 121 (acquisition unit 121a) can also acquire self-vehicle information including the current position, speed, and traveling trajectory of the self-vehicle SV through the sensor group 111 and the GNSS antenna 112 (GNSS module 123).

[0045] In step S103, the processing unit 121 (first prediction unit 121b) predicts a possibility of collision between the self-vehicle SV and the peripheral vehicle RV. As described above, the first prediction unit 121b of the present embodiment calculates a time to collision (TTC) between the self-vehicle SV and the peripheral vehicle RV to predict the possibility of collision between the self-vehicle SV and the peripheral vehicle RV. As an example, as illustrated in FIGS. 6A and 6B, the first prediction unit 121b obtains an intersection position (CP1, CP2) at which the self-vehicle SV and the peripheral vehicle RV (RV1, RV2) are estimated to intersect based on the self-vehicle information and the peripheral vehicle information, and calculates a time required for the peripheral vehicle RV to reach the intersection position as the time to collision. Then, the first prediction unit 121b can predict that there is the possibility of collision between the self-vehicle SV and the peripheral vehicle RV when the calculated time to collision is equal to or less than a first threshold. Here, the first threshold can be arbitrarily set. Note that FIG. 6A illustrates an example in which one peripheral vehicle RV1 is present around the self-vehicle SV, and FIG. 6B illustrates an example in which two peripheral vehicles RV1 and RV2 are present around the self-vehicle SV.

[0046] In step S104, the processing unit 121 determines whether or not there is a possibility of collision between the self-vehicle SV and the peripheral vehicle RV based on the prediction result in step S103. When where it is determined that there is no possibility of collision, the processing returns

to step S101. On the other hand, when it is determined that there is the possibility of collision, the processing proceeds to step S105 assuming that the second state in which the possibility of collision between the self-vehicle SV and the peripheral vehicle RV is predicted is detected.

[0047] In step S105, the processing unit 121 (second display control unit 121e) causes the second display device 115 (HUD) to display direction information indicating an approach direction of the peripheral vehicle RV with respect to the self-vehicle SV in the first light color (white). As an example, the second display control unit 121e causes the second display device 115 to display an image (arrow) selected according to the approach direction of the peripheral vehicle RV, as the direction information, in the first light color as described above with reference to FIG. 2. The approach direction of the peripheral vehicle RV can be obtained based on the peripheral vehicle information.

[0048] In step S106, the processing unit 121 determines whether or not the brake release operation (start operation) has been performed by the driver. When the brake release operation has been performed, the processing proceeds to step S107 assuming that the first state in which the possibility of collision between the self-vehicle SV and the peripheral vehicle RV is predicted and the start operation has been performed by the driver is detected. On the other hand, when the brake release operation has not been performed, the processing proceeds to step S109.

[0049] In step S107, the processing unit 121 (audio control unit 121f) causes the audio output device 116 to output the attention-calling sound. Next, in step S108, the processing unit 121 (first display control unit 121d) causes the first display device 114 (MID) to display attention-calling information for calling attention to approach of the peripheral vehicle RV in the first light color (white). As an example, the first display control unit 121d causes the first display device 114 to display an image selected according to the approach direction of the peripheral vehicle RV, as the attention-calling information, in the first light color as described above with reference to FIG. 2.

[0050] In step S109, the processing unit 121 determines whether or not there is a new peripheral vehicle RV. For example, similarly to step S101 described above, the processing unit 121 can determine that the new peripheral vehicle RV is present when vehicle-to-vehicle communication can be performed through the vehicle-to-vehicle communication antenna 113 (vehicle-to-vehicle communication module 124). The processing proceeds to step S110 when it is determined that there is no new peripheral vehicle RV or proceeds to step S112 of FIG. 4 when it is determined that the new peripheral vehicle RV is present.

[0051] In step S110, the processing unit 121 determines whether or not the display maintenance period (first period) has elapsed. The display maintenance period is a period in which the display of the attention-calling information on the first display device 114 and the display of the direction information on the second display device 115 are maintained, and time measurement may be started from the timing at which the first state is detected. In the present embodiment, as an example, the display maintenance period is set to 6 seconds. When the display maintenance period has not elapsed, the processing returns to step S106. In this case, steps S106 to S108 may be skipped when steps S107 and S108 have already been performed. On the other hand, when the display maintenance period has elapsed, the processing

proceeds to step S111, and the processing unit 121 ends the display of the attention-calling information on the first display device 114 and the display of the direction information on the second display device 115.

[0052] Proceeding to FIG. 4, in step S112, the processing unit 121 (acquisition unit 121a) acquires peripheral vehicle information from the new peripheral vehicle RV by vehicle-to-vehicle communication. Next, in step S113, the processing unit 121 (first prediction unit 121b) predicts a possibility of collision between the self-vehicle SV and the new peripheral vehicle RV. Since steps S112 and S113 are steps similar to steps S102 and S103 described above, and thus detailed description thereof will be omitted herein.

[0053] In step S114, the processing unit 121 determines whether or not there is a possibility of collision between the self-vehicle SV and the new peripheral vehicle RV based on the prediction result in step S113. When it is determined that there is no possibility of collision, the processing proceeds to step S109 in FIG. 3. The “new peripheral vehicle RV” in step S109 in this case does not necessarily include the peripheral vehicle RV for which the possibility of collision is predicted in steps S112 and S113 described above. On the other hand, when it is determined that there is the possibility of collision, the processing proceeds to step S115 assuming that the second state in which the possibility of collision between the self-vehicle SV and the peripheral vehicle RV is predicted is newly detected.

[0054] In step S115, the processing unit 121 (second display control unit 121e) updates the direction information displayed on the second display device 115 (HUD). For example, the second display control unit 121e updates the direction information by additionally displaying an approach direction of the peripheral vehicle RV based on the newly detected second state, that is, the approach direction of the new peripheral vehicle RV on the second display device 115 in the first light color (white). The second display control unit 121e may update the direction information by superimposing an image (arrow) selected according to the approach direction of the new peripheral vehicle RV on the second display device 115 in the first light color.

[0055] In step S116, the processing unit 121 determines whether or not the brake release operation (start operation) has been performed by the driver. When the brake release operation has been performed, the processing proceeds to step S117 assuming that the first state in which the possibility of collision between the self-vehicle SV and the peripheral vehicle RV is predicted and the start operation has been performed by the driver is newly detected. On the other hand, when the brake release operation has not been performed, the processing proceeds to step S120.

[0056] In step S117, the processing unit 121 determines whether or not an update prohibition period (second period) has elapsed. The processing proceeds to step S118 when the update prohibition period has elapsed or proceeds to step S120 when the update prohibition period has not elapsed.

[0057] The update prohibition period is a period in which update of the attention-calling information displayed on the first display device 114 is prohibited (suppressed), and time measurement may be started from the timing at which the first state is detected. The update prohibition period is set to a period shorter than the display maintenance period, and is set to 3 seconds as an example in the present embodiment. Since the update prohibition period is provided in this manner, the attention-calling information displayed on the

first display device **114** is not updated in a certain period, and thus it is possible to reduce annoyance of the driver, such as update of the attention-calling information executed every time a possibility of collision with a new peripheral vehicle RV is predicted. Here, the direction information displayed on the second display device **115** is updated when the second state is newly detected even if the update prohibition period has not elapsed since only the approach direction of the new peripheral vehicle RV is additionally displayed using the arrow. Note that the update prohibition period may be understood as a re-notification prohibition period in which re-notification (re-display) of the attention-calling information is prohibited.

[0058] In step **S118**, the processing unit **121** (audio control unit **121f**) causes the audio output device **116** to output the attention-calling sound. Next, in step **S119**, the processing unit **121** (first display control unit **121d**) updates the attention-calling information displayed on the first display device **114** (MID). For example, the first display control unit **121d** updates the attention-calling information by displaying attention-calling information for calling attention to the new peripheral vehicle RV on the first display device **114** in the first light color (white) in addition to or instead of the attention-calling information displayed on the first display device **114**. That is, the first display control unit **121d** causes the first display device **114** to perform interrupt display of the attention-calling information for calling attention to approach of the new peripheral vehicle RV in the first light color (white).

[0059] In step **S120**, the processing unit **121** determines whether or not there is a new peripheral vehicle RV. The “new peripheral vehicle RV” in step **S120** does not necessarily include the peripheral vehicle RV for which the possibility of collision is predicted in steps **S112** and **S113** described above. When it is determined that there is no new peripheral vehicle RV, the processing proceeds to step **S121** or proceeds to step **S112** when the new peripheral vehicle RV is present. Since step **S120** is a step similar to step **S109** described above, and thus detailed description thereof will be omitted herein.

[0060] In step **S121**, the processing unit **121** determines whether or not the display maintenance period (first period) has elapsed. When the display maintenance period has not elapsed, the processing returns to step **S116**. In this case, steps **S116** to **S119** may be skipped when steps **S118** and **S119** have already been performed. On the other hand, when the display maintenance period has elapsed, the processing proceeds to step **S111** of FIG. 3, and the processing unit **121** ends the display of the attention-calling information on the first display device **114** and the display of the direction information on the second display device **115**. Note that the display of the attention-calling information and the display of the direction information corresponding thereto may be ended when the display maintenance period of the attention-calling information displayed on the first display device **114** (MID) in step **S108** of FIG. 3 has elapsed while steps **S116** to **S119** are repeated. Since step **S121** is a step similar to step **S110** described above, and thus detailed description thereof will be omitted herein.

[0061] Next, the driving assistance processing according to the prediction method using the object detection unit will be described with reference to FIG. 5. As described above, the flowchart of FIG. 5 is performed in parallel and independently of the flowcharts of FIGS. 3 and 4.

[0062] In step **S201**, the processing unit **121** starts detection of the periphery of the self-vehicle SV by the object detection unit (sensor group **111**). Next, in step **S202**, the processing unit **121** determines whether or not the peripheral vehicle RV has been detected by the object detection unit. The processing returns to step **S201** when the peripheral vehicle RV has not been detected by the object detection unit or proceeds to step **S203** when the peripheral vehicle RV has been detected by the object detection unit.

[0063] In step **S203**, the processing unit **121** (second prediction unit **121c**) predicts a possibility of collision between the self-vehicle SV and the peripheral vehicle RV. As described above, the second prediction unit **121c** of the present embodiment calculates a time to collision (TTC) between the self-vehicle SV and the peripheral vehicle RV to predict the possibility of collision between the self-vehicle SV and the peripheral vehicle RV. As an example, as illustrated in FIGS. 6A and 6B, the second prediction unit **121c** obtains the intersection position (CP1, CP2) at which the self-vehicle SV and the peripheral vehicle RV (RV1, RV2) are estimated to intersect based on the self-vehicle information acquired by the acquisition unit **121a** and the detection result of the object detection unit, and calculates a time required for the peripheral vehicle RV to reach the intersection position as the time to collision. Then, the second prediction unit **121c** can predict that there is the possibility of collision between the self-vehicle SV and the peripheral vehicle RV when the calculated time to collision is equal to or less than a second threshold. Here, the second threshold is a value smaller than the first threshold, and can be arbitrarily set.

[0064] In step **S204**, the processing unit **121** determines whether or not there is a possibility of collision between the self-vehicle SV and the peripheral vehicle RV based on the prediction result in step **S203**. When it is determined that there is no possibility of collision, the processing returns to step **S201**. On the other hand, when it is determined that there is the possibility of collision, the processing proceeds to step **S205** assuming that the fourth state in which the possibility of collision between the self-vehicle SV and the peripheral vehicle RV is predicted is detected.

[0065] In step **S205**, the processing unit **121** (second display control unit **121e**) causes the second display device **115** (HUD) to display direction information indicating an approach direction of the peripheral vehicle RV with respect to the self-vehicle SV in the second light color (amber). As an example, the second display control unit **121e** causes the second display device **115** to display an image (arrow) selected according to the approach direction of the peripheral vehicle RV, as the direction information, in the second light color as described above with reference to FIG. 2. The approach direction of the peripheral vehicle RV can be obtained based on the detection result of the object detection unit.

[0066] Here, there is a case where the direction information in the first light color is already displayed on the second display device **115** in the “driving assistance processing according to the prediction method using vehicle-to-vehicle communication” described above. In this case, the second display control unit **121e** causes the second display device **115** to display the direction information indicating the approach direction of the peripheral vehicle RV determined to have the possibility of collision in step **S204** in the second light color additionally (in a superimposed manner). That is,

even in a case where the direction information in the first light color has already been displayed on the second display device 115, the second display control unit 121e causes the second display device 115 to perform interrupt display of the direction information indicating the approach direction of the peripheral vehicle RV determined to have the possibility of collision in step S204 in the second light color.

[0067] In step S206, the processing unit 121 determines whether or not the brake release operation (start operation) has been performed by the driver. When the brake release operation has been performed, the processing proceeds to step S207 assuming that the third state in which the possibility of collision between the self-vehicle SV and the peripheral vehicle RV is predicted and the start operation has been performed by the driver is detected. On the other hand, when the brake release operation has not been performed, the processing proceeds to step S209.

[0068] In step S207, the processing unit 121 (audio control unit 121f) causes the audio output device 116 to output the warning sound. Next, in step S208, the processing unit 121 (first display control unit 121d) causes the first display device 114 (MID) to display warning information for warning against the approach of the peripheral vehicle RV in the second light color (amber). As an example, the first display control unit 121d causes the first display device 114 to display an image selected according to the approach direction of the peripheral vehicle RV, as the warning information, in the second light color as described above with reference to FIG. 2.

[0069] Here, there is a case where the attention-calling information is already displayed on the first display device 114 in the “driving assistance processing according to the prediction method using vehicle-to-vehicle communication” described above. In this case, the first display control unit 121d causes the first display device 114 to display the warning information for warning against the approach of the peripheral vehicle RV determined to have the possibility of collision in step S204 instead of the attention-calling information. That is, the first display control unit 121d causes the first display device 114 to perform interrupt display of the warning information for warning against the approach of the peripheral vehicle RV in a case where it is determined in step S204 that there is the possibility of collision even if the attention-calling information is already displayed on the first display device 114 and the update prohibition period of the attention-calling information has not elapsed. In addition, the display of the warning information is not limited to the above example. For example, the processing unit 121 may display the warning information in a case where there is the possibility of collision even if a brake with a predetermined deceleration (for example, 0.8 G) or more is operated when the brake has not been stepped on.

[0070] In step S209, the processing unit 121 (second prediction unit 121c) predicts a possibility of collision between the self-vehicle SV and the peripheral vehicle RV. Similarly to step S203 described above, the second prediction unit 121c can calculate a time to collision (TTC) between the self-vehicle SV and the peripheral vehicle RV, and predict the possibility of collision between the self-vehicle SV and the peripheral vehicle RV based on whether or not the calculated time to collision is equal to or less than the second threshold.

[0071] In step S210, the processing unit 121 determines whether or not there is a possibility of collision between the

self-vehicle SV and the peripheral vehicle RV based on the prediction result in step S209. When where it is determined that there is the possibility of collision, the processing returns to step S206. In this case, steps S206 to S208 may be skipped when steps S207 and S208 have already been performed. On the other hand, when it is determined that there is no possibility of collision, the processing proceeds to step S211.

[0072] In step S211, the processing unit 121 ends the display of the warning information on the first display device 114 and the display of the direction information on the second display device 115. That is, when the second prediction unit 121c determines that there is no possibility of collision, that is, when the second prediction unit 121c no longer calculates the time to collision (TTC), for example, when the self-vehicle SV and the peripheral vehicle RV has passed each other without collision, the processing unit 121 ends the display of the warning information and the direction information. Here, in a case where warning information is displayed on the first display device 114 instead of attention-calling information for the same peripheral vehicle RV, the attention-calling information is not displayed again even before a lapse of the display maintenance period of the attention-calling information.

[0073] Hereinafter, Examples 1 to 5 related to the driving assistance processing according to the present embodiment will be described. Although a case where the peripheral vehicle RV approaches from the left and/or right of the self-vehicle SV, as illustrated in FIGS. 6A and 6B, will be described as an example in each of Examples 1 to 5, the same applies to a case where the peripheral vehicle RV approaches from the front of the self-vehicle SV.

Example 1

[0074] In Example 1, as illustrated in FIG. 6A, an example of driving assistance processing in a case where one peripheral vehicle RV1 approaches from the left of the self-vehicle SV will be described. FIG. 7 is a time chart illustrating the driving assistance processing of Example 1.

[0075] In Example 1, first, at timing t_{11} at which a time to collision (TTC) calculated by the first prediction unit 121b for the peripheral vehicle RV1 reaches a first threshold TH_1 , direction information 14a indicating an approach direction (left) of the peripheral vehicle RV1 is displayed on the second display device 115 (HUD) in the first light color (white). The timing t_{11} may be understood as a timing at which the second state for the peripheral vehicle RV1 is detected. In addition, at timing t_{12} at which the brake release operation (start operation) is performed by the driver, the attention-calling sound for calling attention to the approach of the peripheral vehicle RV1 is output from the audio output device 116, and attention-calling information 11a for calling attention to the approach of the peripheral vehicle RV1 is displayed on the first display device 114 (MID) in the first light color (white). Then, at the timing t_{12} , time measurement for an update prohibition period 12a and a display maintenance period 13a of the attention-calling information 11a is started. The timing t_{12} may be understood as a timing at which the first state for the peripheral vehicle RV1 is detected.

[0076] Next, at timing t_{13} at which a time to collision (TTC) calculated by the second prediction unit 121c for the peripheral vehicle RV1 reaches a second threshold TH_2 , direction information 14b indicating the approach direction

(left) of the peripheral vehicle RV1 is displayed on the second display device **115** (HUD) in the second light color (amber). The timing t_{13} may be understood as a timing at which the fourth state for the peripheral vehicle RV1 is detected. In addition, at timing t_{14} at which the brake release operation (start operation) is performed by the driver, the warning sound for warning against the approach of the peripheral vehicle RV1 is output from the audio output device **116**, and warning information **11b** for warning against the approach of the peripheral vehicle RV1 is displayed on the first display device **114** (MID) in the second light color (amber). The timing t_{14} may be understood as a timing at which the third state for the peripheral vehicle RV1 is detected. The timing t_{14} is before the update prohibition period **12a** of the attention-calling information **11a** elapses, but the warning information **11b** is displayed on the first display device **114** in an interruptive manner, instead of the attention-calling information **11a**, even before the update prohibition period **12a** elapses.

[0077] The display of the warning information **11b** on the first display device **114** and the display of the direction information **14b** on the second display device **115** end at timing t_{15} at which the second prediction unit **121c** no longer calculates the time to collision. Although the timing t_{15} is before the display maintenance period **13a** of the attention-calling information **11a** elapses, since the warning information **11b** is displayed for the peripheral vehicle RV1 that is the same target as that of the attention-calling information **11a**, the attention-calling information **11a** is not displayed again.

Example 2

[0078] In Example 2, as illustrated in FIG. 6B, an example of driving assistance processing in a case where one peripheral vehicle RV1 approaches from the left of the self-vehicle SV and the other peripheral vehicle RV2 approaches from the right of the self-vehicle SV will be described. FIG. 8 is a time chart illustrating the driving assistance processing of Example 2.

[0079] In Example 2, first, at timing t_{21} at which a time to collision (TTC) calculated by the first prediction unit **121b** for the peripheral vehicle RV1 reaches the first threshold TH_1 , direction information **24a** indicating an approach direction (left) of the peripheral vehicle RV1 is displayed on the second display device **115** (HUD) in the first light color (white). The timing t_{21} may be understood as a timing at which the second state for the peripheral vehicle RV1 is detected. In addition, at timing t_{22} at which the brake release operation (start operation) is performed by the driver, the attention-calling sound for calling attention to the approach of the peripheral vehicle RV1 is output from the audio output device **116**, and attention-calling information **21a** for calling attention to the approach of the peripheral vehicle RV1 is displayed on the first display device **114** (MID) in the first light color (white). Then, at the timing t_{22} , time measurement for an update prohibition period **22a** and a display maintenance period **23a** of the attention-calling information **21a** is started. The timing t_{22} may be understood as a timing at which the first state for the peripheral vehicle RV1 is detected.

[0080] Next, at timing t_{23} at which a time to collision (TTC) calculated by the first prediction unit **121b** for the peripheral vehicle RV2 reaches the first threshold TH_1 , direction information **24b** in which an approach direction

(right) of the peripheral vehicle RV2 is added is displayed on the second display device **115** (HUD) in the first light color (white). The timing t_{23} may be understood as a timing at which a new second state for the peripheral vehicle RV2 is detected. In addition, timing t_{24} at which the brake release operation (start operation) is performed by the driver is after a lapse of the update prohibition period **22a** of the attention-calling information **21a** for the peripheral vehicle RV1. Therefore, at the timing t_{24} , the attention-calling sound for calling attention to the approach of the peripheral vehicle RV2 is output from the audio output device **116**, and attention-calling information **21b** in which display for calling attention to the approach of the peripheral vehicle RV2 is added is displayed on the first display device **114** (MID) in the first light color (white), instead of the attention-calling information **21a**. The attention-calling information **21b** is information for calling attention to the approach of both the peripheral vehicles RV1 and RV2. Then, at the timing t_{24} , time measurement for an update prohibition period **22b** and a display maintenance period **23b** of the attention-calling information **21b** is started. The timing t_{24} may be understood as a timing at which a new first state for the peripheral vehicle RV2 is detected.

[0081] Next, at timing t_{25} at which the display maintenance period **23a** of the attention-calling information **21a** for the peripheral vehicle RV1 has elapsed, the display indicating the approach direction of the peripheral vehicle RV1 ends, and direction information **24c** indicating only the approach direction of the peripheral vehicle RV2 is displayed on the second display device **115**. At the timing t_{25} , since the display maintenance period **23b** has not elapsed, the display of the attention-calling information **21b** on the first display device **114** is maintained. Then, at timing t_{26} at which the display maintenance period **23b** has elapsed, the display of the attention-calling information **21b** on the first display device **114** and the display of the direction information **24c** on the second display device **115** end.

[0082] Here, in Example 2, the attention-calling information **21b** for calling attention to the approach of both the peripheral vehicles RV1 and RV2 is maintained even after the timing t_{25} at which the display maintenance period **23a** of the attention-calling information **21a** for the peripheral vehicle RV1 has elapsed, but the present invention is not limited thereto. For example, at the timing t_{25} , the display for calling attention to the approach of the peripheral vehicle RV1 may be ended, and the attention-calling information may be updated to call attention only to the approach of the peripheral vehicle RV2. That is, the attention-calling information **21b** for calling attention to the approach of both of the peripheral vehicles RV1 and RV2 may be displayed on the first display device **114** between the timings t_{24} and t_{25} , and attention-calling information for calling attention only to the approach of the peripheral vehicle RV2 may be displayed on the first display device **114** between the timings t_{25} and t_{26} .

Example 3

[0083] In Example 3, as illustrated in FIG. 6B, an example of driving assistance processing in a case where one peripheral vehicle RV1 approaches from the left of the self-vehicle SV and the other peripheral vehicle RV2 approaches from the right of the self-vehicle SV will be described. FIG. 9 is a time chart illustrating the driving assistance processing of Example 3.

[0084] In Example 3, first, at timing t_{31} at which a time to collision (TTC) calculated by the first prediction unit **121b** for the peripheral vehicle RV1 reaches a first threshold TH_1 , direction information **34a** indicating an approach direction (left) of the peripheral vehicle RV1 is displayed on the second display device **115** (HUD) in the first light color (white). The timing t_{31} may be understood as a timing at which the second state for the peripheral vehicle RV1 is detected. In addition, at timing t_{32} at which the brake release operation (start operation) is performed by the driver, the attention-calling sound for calling attention to the approach of the peripheral vehicle RV1 is output from the audio output device **116**, and attention-calling information **31a** for calling attention to the approach of the peripheral vehicle RV1 is displayed on the first display device **114** (MID) in the first light color (white). Then, at the timing t_{32} , time measurement for an update prohibition period **32a** and a display maintenance period **33a** of the attention-calling information **31a** is started. The timing t_{32} may be understood as a timing at which the first state for the peripheral vehicle RV1 is detected.

[0085] Next, at timing t_{33} at which a time to collision (TTC) calculated by the first prediction unit **121b** for the peripheral vehicle RV2 reaches the first threshold TH_1 , direction information **34b** in which an approach direction (right) of the peripheral vehicle RV2 is added is displayed on the second display device **115** (HUD) in the first light color (white). The timing t_{33} may be understood as a timing at which a new second state for the peripheral vehicle RV2 is detected. Here, timing t_{34} at which the brake release operation (start operation) is performed by the driver is a timing at which a new first state for the peripheral vehicle RV2 is detected, but the update prohibition period **32a** of the attention-calling information **31a** has not yet elapsed at the timing t_{34} . Therefore, output of the attention-calling sound for calling attention to the approach of the peripheral vehicle RV2 and update of the attention-calling information are not performed.

[0086] Next, at timing t_{35} at which the display maintenance period **33a** of the attention-calling information **31a** for the peripheral vehicle RV1 has elapsed, the display of the attention-calling information **31a** on the first display device **114** ends. At the timing t_{35} , the display indicating the approach direction of the peripheral vehicle RV1 ends, and direction information **34c** indicating only the approach direction of the peripheral vehicle RV2 is displayed on the second display device **115**. The display of the direction information **34c** on the second display device **115** ends at timing t_{36} at which the display maintenance period (for example, 6 seconds) has elapsed since the timing t_{33} or the timing t_{34} .

Example 4

[0087] In Example 4, as illustrated in FIG. 6B, an example of driving assistance processing in a case where one peripheral vehicle RV1 approaches from the left of the self-vehicle SV and the other peripheral vehicle RV2 approaches from the right of the self-vehicle SV will be described. FIG. 10 is a time chart illustrating driving assistance processing of Example 4.

[0088] In Example 4, first, at timing t_{41} at which a time to collision (TTC) calculated by the first prediction unit **121b** for the peripheral vehicle RV1 reaches a first threshold TH_1 , direction information **44a** indicating an approach direction

(left) of the peripheral vehicle RV1 is displayed on the second display device **115** (HUD) in the first light color (white). The timing t_{41} may be understood as a timing at which the second state for the peripheral vehicle RV1 is detected. In addition, at timing t_{42} at which the brake release operation (start operation) is performed by the driver, the attention-calling sound for calling attention to the approach of the peripheral vehicle RV1 is output from the audio output device **116**, and attention-calling information **41a** for calling attention to the approach of the peripheral vehicle RV1 is displayed on the first display device **114** (MID) in the first light color (white). Then, at the timing t_{42} , time measurement for an update prohibition period **42a** and a display maintenance period **43a** of the attention-calling information **41a** is started. The timing t_{42} may be understood as a timing at which the first state for the peripheral vehicle RV1 is detected.

[0089] Next, at timing t_{43} at which a time to collision (TTC) calculated by the first prediction unit **121b** for the peripheral vehicle RV2 reaches the first threshold TH_1 , direction information **44b** in which an approach direction (right) of the peripheral vehicle RV2 is added is displayed on the second display device **115** (HUD) in the first light color (white). The timing t_{43} may be understood as a timing at which a new second state for the peripheral vehicle RV2 is detected. In addition, timing t_{44} at which the brake release operation (start operation) is performed by the driver is after a lapse of the update prohibition period **42a** of the attention-calling information **41a** for the peripheral vehicle RV1. Therefore, at the timing t_{44} , the attention-calling sound for calling attention to the approach of the peripheral vehicle RV2 is output from the audio output device **116**, and attention-calling information **41b** in which display for calling attention to the approach of the peripheral vehicle RV2 is added is displayed on the first display device **114** (MID) in the first light color (white), instead of the attention-calling information **41a**. The attention-calling information **41b** is information for calling attention to the approach of both the peripheral vehicles RV1 and RV2. Then, at the timing t_{44} , time measurement for an update prohibition period **42b** and a display maintenance period **43b** of the attention-calling information **41b** is started. The timing t_{44} may be understood as a timing at which a new first state for the peripheral vehicle RV2 is detected.

[0090] Next, at timing t_{45} at which the display maintenance period **43a** of the attention-calling information **41a** for the peripheral vehicle RV1 has elapsed, the display indicating the approach direction of the peripheral vehicle RV1 ends, and direction information **44c** indicating only the approach direction of the peripheral vehicle RV2 is displayed on the second display device **115**. At the timing t_{45} , since the display maintenance period **43b** has not elapsed, the display of the attention-calling information **41b** on the first display device **114** is maintained.

[0091] Next, at timing t_{46} at which a time to collision (TTC) calculated by the second prediction unit **121c** for the peripheral vehicle RV2 reaches the second threshold TH_2 , direction information **44d** indicating the approach direction (right) of the peripheral vehicle RV2 is displayed on the second display device **115** (HUD) in the second light color (amber). The timing t_{46} may be understood as a timing at which the fourth state for the peripheral vehicle RV2 is detected. In addition, at timing t_{47} at which the brake release operation (start operation) is performed by the driver, the

warning sound for warning against the approach of the peripheral vehicle RV2 is output from the audio output device 116, and warning information 41c for warning against the approach of the peripheral vehicle RV2 is displayed on the first display device 114 (MID) in the second light color (amber), instead of the attention-calling information 41b. That is, the warning information 41c is displayed on the first display device 114 in an interruptive manner, instead of the attention-calling information 41b. The timing t_{47} may be understood as a timing at which the third state for the peripheral vehicle RV2 is detected.

[0092] The display of the warning information 41c on the first display device 114 is continuously performed even after a lapse of the display maintenance period 43b of the attention-calling information 41b, and ends at timing t_{48} at which the second prediction unit 121c no longer calculates the time to collision. Accordingly, the display of the direction information 44d on the second display device 115 also ends at the timing t_{48} .

[0093] Here, the attention-calling information 41b for calling attention to the approach of both the peripheral vehicles RV1 and RV2 is maintained even after the timing t_{45} at which the display maintenance period 43a of the attention-calling information 41a for the peripheral vehicle RV1 has elapsed in Example 4, but the present invention is not limited thereto. For example, at the timing t_{45} , the display for calling attention to the approach of the peripheral vehicle RV1 may be ended, and the attention-calling information may be updated to call attention only to the approach of the peripheral vehicle RV2. That is, the attention-calling information 41b for calling attention to the approach of both of the peripheral vehicles RV1 and RV2 may be displayed on the first display device 114 between the timings t_{44} and t_{45} , and attention-calling information for calling attention only to the approach of the peripheral vehicle RV2 may be displayed on the first display device 114 between the timings t_{45} and t_{47} .

Example 5

[0094] In Example 5, as illustrated in FIG. 6B, an example of driving assistance processing in a case where one peripheral vehicle RV1 approaches from the left of the self-vehicle SV and the other peripheral vehicle RV2 approaches from the right of the self-vehicle SV will be described. FIG. 11 is a time chart illustrating driving assistance processing of Example 5.

[0095] In Example 5, first, at timing t_{51} at which a time to collision (TTC) calculated by the first prediction unit 121b for the peripheral vehicle RV1 reaches a first threshold TH_1 , direction information 54a indicating an approach direction (left) of the peripheral vehicle RV1 is displayed on the second display device 115 (HUD) in the first light color (white). The timing t_{51} may be understood as a timing at which the second state for the peripheral vehicle RV1 is detected. In addition, at timing t_{52} at which the brake release operation (start operation) is performed by the driver, the attention-calling sound for calling attention to the approach of the peripheral vehicle RV1 is output from the audio output device 116, and attention-calling information 51a for calling attention to the approach of the peripheral vehicle RV1 is displayed on the first display device 114 (MID) in the first light color (white). Then, at the timing t_{52} , time measurement for an update prohibition period 52a and a display maintenance period 53a of the attention-calling information

51a is started. The timing t_{52} may be understood as a timing at which the first state for the peripheral vehicle RV1 is detected.

[0096] Next, at timing t_{53} at which a time to collision (TTC) calculated by the first prediction unit 121b for the peripheral vehicle RV2 reaches the first threshold TH_1 , direction information 54b in which an approach direction (right) of the peripheral vehicle RV2 is added is displayed on the second display device 115 (HUD) in the first light color (white). The timing t_{53} may be understood as a timing at which a new second state for the peripheral vehicle RV2 is detected. Here, timing t_{54} at which the brake release operation (start operation) is performed by the driver is a timing at which a new first state for the peripheral vehicle RV2 is detected, but the update prohibition period 52a of the attention-calling information 51a has not yet elapsed at the timing t_{54} . Therefore, output of the attention-calling sound for calling attention to the approach of the peripheral vehicle RV2 and update of the attention-calling information are not performed.

[0097] Next, at timing t_{55} at which a time to collision (TTC) calculated by the second prediction unit 121c for the peripheral vehicle RV2 reaches the second threshold TH_2 , direction information 54c in which the approach direction of the peripheral vehicle RV1 is maintained in the first light color and the approach direction of the peripheral vehicle RV2 is changed to the second light color (amber) is displayed on the second display device 115 (HUD). The timing t_{55} may be understood as a timing at which the fourth state for the peripheral vehicle RV2 is detected.

[0098] At timing t_{56} at which the brake release operation (start operation) is performed by the driver, the warning sound for warning against the approach of the peripheral vehicle RV2 is output from the audio output device 116, and warning information 51b for warning against the approach of the peripheral vehicle RV2 is displayed on the first display device 114 (MID) in the second light color (amber), instead of the attention-calling information 51a. That is, the warning information 51b for warning against the approach of the peripheral vehicle RV2 is displayed on the first display device 114 in an interruptive manner, instead of the attention-calling information 51a. The timing t_{56} may be understood as a timing at which the third state for the peripheral vehicle RV2 is detected.

[0099] Next, at timing t_{57} at which the display maintenance period 53a of the attention-calling information 51a for the peripheral vehicle RV1 has elapsed, the display indicating the approach direction of the peripheral vehicle RV1 ends, and direction information 54d indicating only the approach direction of the peripheral vehicle RV2 is displayed on the second display device 115 in the second light color.

[0100] The display of the warning information 51b on the first display device 114 ends at timing t_{58} at which the second prediction unit 121c no longer calculates the time to collision. Accordingly, the display of the direction information 54d on the second display device 115 also ends at the timing t_{58} .

[0101] Here, the warning information 51b for warning only the approach of the peripheral vehicle RV2 is displayed on the first display device 114, instead of the attention-calling information 51a, at the timing t_{56} in Example 5, but the present invention is not limited thereto. For example, since the timing t_{54} is before a lapse of the display maintenance

nance period **53a** of the attention-calling information **51a** for calling attention to the approach of the peripheral vehicle RV1, the attention-calling information **51a** may be displayed until the timing t_{57} at which the display maintenance period **53a** ends. That is, between the timings t_{56} and t_{57} , the attention-calling information **51a** for calling attention to the approach of the peripheral vehicle RV1 and the warning information **51b** for warning against the approach of the peripheral vehicle RV2 may be displayed on the first display device **114** in a superimposed manner. Then, the display of the attention-calling information **51a** may be ended at the timing t_{57} , and only the warning information **51b** for warning against the approach of the peripheral vehicle RV2 may be displayed on the first display device **114** after the timing t_{57} .

[0102] As described above, in the driving assistance device **100** of the present embodiment, the update of the attention-calling information is suppressed (prohibited) until the update prohibition period (second period) elapses from the timing at which the first state is detected and the attention-calling information is displayed on the first display device **114** (MID) even in a case where the first state is newly detected. As a result, it is possible to reduce the annoyance of the driver, such as update of the attention-calling information executed every time a new first state is detected. On the other hand, the direction information displayed on the second display device **115** (HUD) after the second state is detected is updated when the second state is newly detected even if the update prohibition period has not elapsed from the timing. As a result, it is possible to cause the driver to grasp the approach direction of the peripheral vehicle predicted to have the possibility of collision with the self-vehicle. That is, it is possible to cause the driver to appropriately grasp information while reducing the annoyance of the driver according to the present embodiment.

Summary of Embodiment

(Item 1)

[0103] A driving assistance device (e.g. **100**) configured to perform driving assistance for a self-vehicle (e.g. SV), comprising:

[0104] an acquisition unit (e.g. **113**, **124**, **121a**) configured to acquire peripheral vehicle information including a current position, a speed, and a traveling trajectory of a peripheral vehicle (e.g. RV) present around the self-vehicle, from the peripheral vehicle by vehicle-to-vehicle communication;

[0105] a first prediction unit (e.g. **121b**) configured to predict a collision possibility between the self-vehicle and the peripheral vehicle based on self-vehicle information including a current position, a speed, and a traveling trajectory of the self-vehicle and the peripheral vehicle information acquired by the acquisition unit;

[0106] a first display unit (e.g. **114**, **121d**) configured to, when a first state is detected, display attention-calling information for calling attention to approach of the peripheral vehicle in a first period from a timing at which the first state is detected, the first state being a state in which the collision possibility is predicted by the first prediction unit and a start operation is performed by a driver of the self-vehicle; and

[0107] a second display unit (e.g. **115**, **121e**) configured to, when a second state is detected, display direction information indicating an approach direction of the peripheral vehicle, the second state being a state in which the collision possibility is predicted by the first prediction unit,

[0108] wherein the first display unit suppresses update of the attention-calling information until a second period shorter than the first period elapses from the timing even in a case where the first state is newly detected, and

[0109] wherein the second display unit updates the direction information when the second state is newly detected even in a case where the second period has not elapsed from the timing.

[0110] According to this item, it is possible to reduce the annoyance of the driver such as update of the attention-calling information executed every time a new first state is detected. In addition, since the direction information is updated when a new second state is detected, it is possible to cause the driver to grasp the approach direction of the peripheral vehicle predicted to have the possibility of collision with the self-vehicle. That is, it is possible to cause the driver to appropriately grasp information while reducing the annoyance of the driver, and driving assistance can be appropriately performed.

(Item 2)

[0111] The driving assistance device according to item 1, wherein the first display unit does not update the attention-calling information, when the first state is newly detected before the second period elapses from the timing.

[0112] According to this item, even in a case where the first state is newly detected before the second period elapses for the attention-calling information displayed on the first display unit, it is possible to reduce the annoyance of the driver.

(Item 3)

[0113] The driving assistance device according to item 1 or 2, wherein the second display unit updates the direction information by additionally displaying the approach direction of the peripheral vehicle when the second state is newly detected before the second period elapses from the timing.

[0114] According to this item, it is possible to cause the driver to appropriately grasp the approach direction of the peripheral vehicle predicted to have the possibility of collision with the self-vehicle while reducing the annoyance of the driver.

(Item 4)

[0115] The driving assistance device according to any one of items 1 to 3, wherein the second display unit ends the display of the direction information when the display of the attention-calling information by the first display unit is ended.

[0116] According to this item, it is possible to cause the driver to appropriately grasp information while reducing the annoyance of the driver, and driving assistance can be appropriately performed.

(Item 5)

[0117] The driving assistance device according to any one of items 1 to 4, further comprising:

[0118] an object detector (e.g. 111) configured to detect an object around the self-vehicle without using vehicle-to-vehicle communication; and

[0119] a second prediction unit (e.g. 121c) configured to predict the collision possibility between the self-vehicle and the peripheral vehicle based on the self-vehicle information and a detection result of the object detector,

[0120] wherein the first display unit displays warning information for warning against the approach of the peripheral vehicle when a third state is detected, the third state being a state in which the collision possibility is predicted by the second prediction unit and the start operation is performed by the driver of the self-vehicle.

[0121] According to this item, it is possible to cause the driver to appropriately grasp the possibility of collision with the peripheral vehicle predicted using the object detector (sensor fusion).

(Item 6)

[0122] The driving assistance device according to item 5, wherein the first display unit displays the warning information, instead of the attention-calling information, when the third state is detected even in a case where the second period does not elapse from the timing.

[0123] According to this item, even in a case where the possibility of collision with the peripheral vehicle predicted using the vehicle-to-vehicle communication is displayed as the attention-calling information, it is possible to cause the driver to immediately grasp the possibility of collision with the peripheral vehicle predicted using the object detector (sensor fusion) as the warning information.

(Item 7)

[0124] The driving assistance device according to item 5 or 6, wherein

[0125] the second display unit

[0126] displays the direction information in a first color when the second state is detected, and

[0127] displays the direction information in a second color different from the first color when a fourth state is detected, the fourth state being a state in which the collision possibility is predicted by the second prediction unit.

[0128] According to this item, it is possible to cause the driver to appropriately grasp the approach direction of the peripheral vehicle obtained using the object detector (sensor fusion).

(Item 8)

[0129] The driving assistance device according to any one of items 5 to 7,

[0130] wherein the first prediction unit calculates a time to collision between the self-vehicle and the peripheral vehicle based on the self-vehicle information and the peripheral vehicle information, and predicts that there is the collision possibility when the time to collision is equal to or less than a first threshold (e.g. TH₁), and

[0131] wherein the second prediction unit calculates the time to collision based on the self-vehicle information and the detection result of the object detector, and predicts that there is the collision possibility when the time to collision is equal to or less than a second threshold (e.g. TH₂) smaller than the first threshold.

[0132] According to this item, the prediction of the possibility of collision using the vehicle-to-vehicle communication and the prediction of the possibility of collision using the object detector (sensor fusion) can be appropriately performed.

(Item 9)

[0133] The driving assistance device according to any one of items 5 to 8, further comprising

[0134] an audio output unit (e.g. 116, 121f) configured to output audio,

[0135] wherein the audio output unit

[0136] outputs an attention-calling sound for calling attention to the approach of the peripheral vehicle when the attention-calling information is displayed or updated by the first display unit, and

[0137] outputs a warning sound for warning against the approach of the peripheral vehicle when the warning information is displayed by the first display unit, and

[0138] wherein the attention-calling sound and the warning sound are different from each other.

[0139] According to this item, it is possible to appropriately notify the driver of the attention-calling information and/or the warning information by audio.

[0140] The invention is not limited to the foregoing embodiments, and various variations/changes are possible within the spirit of the invention.

What is claimed is:

1. A driving assistance device configured to perform driving assistance for a self-vehicle, comprising:

an acquisition unit configured to acquire peripheral vehicle information including a current position, a speed, and a traveling trajectory of a peripheral vehicle present around the self-vehicle, from the peripheral vehicle by vehicle-to-vehicle communication;

a first prediction unit configured to predict a collision possibility between the self-vehicle and the peripheral vehicle based on self-vehicle information including a current position, a speed, and a traveling trajectory of the self-vehicle and the peripheral vehicle information acquired by the acquisition unit;

a first display unit configured to, when a first state is detected, display attention-calling information for calling attention to approach of the peripheral vehicle in a first period from a timing at which the first state is detected, the first state being a state in which the collision possibility is predicted by the first prediction unit and a start operation is performed by a driver of the self-vehicle; and

a second display unit configured to, when a second state is detected, display direction information indicating an approach direction of the peripheral vehicle, the second state being a state in which the collision possibility is predicted by the first prediction unit,

wherein the first display unit suppresses update of the attention-calling information until a second period

- shorter than the first period elapses from the timing even in a case where the first state is newly detected, and
- wherein the second display unit updates the direction information when the second state is newly detected even in a case where the second period has not elapsed from the timing.
2. The driving assistance device according to claim 1, wherein the first display unit does not update the attention-calling information, when the first state is newly detected before the second period elapses from the timing.
3. The driving assistance device according to claim 1, wherein the second display unit updates the direction information by additionally displaying the approach direction of the peripheral vehicle when the second state is newly detected before the second period elapses from the timing.
4. The driving assistance device according to claim 1, wherein the second display unit ends the display of the direction information when the display of the attention-calling information by the first display unit is ended.
5. The driving assistance device according to claim 1, further comprising:
- an object detector configured to detect an object around the self-vehicle without using vehicle-to-vehicle communication; and
 - a second prediction unit configured to predict the collision possibility between the self-vehicle and the peripheral vehicle based on the self-vehicle information and a detection result of the object detector,
- wherein the first display unit displays warning information for warning against the approach of the peripheral vehicle when a third state is detected, the third state being a state in which the collision possibility is predicted by the second prediction unit and the start operation is performed by the driver of the self-vehicle.
6. The driving assistance device according to claim 5, wherein the first display unit displays the warning information, instead of the attention-calling information, when the third state is detected even in a case where the second period does not elapse from the timing.
7. The driving assistance device according to claim 5, wherein
- the second display unit
 - displays the direction information in a first color when the second state is detected, and
 - displays the direction information in a second color different from the first color when a fourth state is detected, the fourth state being a state in which the collision possibility is predicted by the second prediction unit.
8. The driving assistance device according to claim 5, wherein the first prediction unit calculates a time to collision between the self-vehicle and the peripheral vehicle based on the self-vehicle information and the peripheral vehicle information, and predicts that there is the collision possibility when the time to collision is equal to or less than a first threshold, and
- wherein the second prediction unit calculates the time to collision based on the self-vehicle information and the detection result of the object detector, and predicts that there is the collision possibility when the time to collision is equal to or less than a second threshold smaller than the first threshold.

9. The driving assistance device according to claim 5, further comprising
- an audio output unit configured to output audio,
- wherein the audio output unit
- outputs an attention-calling sound for calling attention to the approach of the peripheral vehicle when the attention-calling information is displayed or updated by the first display unit, and
 - outputs a warning sound for warning against the approach of the peripheral vehicle when the warning information is displayed by the first display unit, and
- wherein the attention-calling sound and the warning sound are different from each other.
10. A driving assistance method of performing driving assistance for a self-vehicle, comprising:
- acquiring peripheral vehicle information including a current position, a speed, and a traveling trajectory of a peripheral vehicle present around the self-vehicle, from the peripheral vehicle by vehicle-to-vehicle communication;
 - predicting a collision possibility between the self-vehicle and the peripheral vehicle based on self-vehicle information including a current position, a speed, and a traveling trajectory of the self-vehicle and the acquired peripheral vehicle information;
 - performing, when a first state is detected, a first display of displaying attention-calling information for calling attention to approach of the peripheral vehicle in a first period from a timing at which the first state is detected, the first state being a state in which the collision possibility is predicted and a start operation is performed by a driver of the self-vehicle; and
 - performing, when a second state is detected, a second display of displaying direction information indicating an approach direction of the peripheral vehicle, the second state being a state in which the collision possibility is predicted,
- wherein update of the attention-calling information is suppressed in the first display until a second period shorter than the first period elapses from the timing even in a case where the first state is newly detected, and
- wherein the direction information is updated in the second display when the second state is newly detected even in a case where the second period does not elapse from the timing.
11. A non-transitory computer-readable storage medium storing a program for causing a computer to execute a driving assistance method of performing driving assistance for a self-vehicle,
- the driving assistance method including:
- acquiring peripheral vehicle information including a current position, a speed, and a traveling trajectory of a peripheral vehicle present around the self-vehicle, from the peripheral vehicle by vehicle-to-vehicle communication;
 - predicting a collision possibility between the self-vehicle and the peripheral vehicle based on self-vehicle information including a current position, a speed, and a traveling trajectory of the self-vehicle and the acquired peripheral vehicle information;
 - performing, when a first state is detected, a first display of displaying attention-calling information for calling attention to approach of the peripheral vehicle in

a first period from a timing at which the first state is detected, the first state being a state in which the collision possibility is predicted and a start operation is performed by a driver of the self-vehicle; and performing, when a second state is detected, a second display of displaying direction information indicating an approach direction of the peripheral vehicle, the second state being a state in which the collision possibility is predicted, wherein update of the attention-calling information is suppressed in the first display until a second period shorter than the first period elapses from the timing even in a case where the first state is newly detected, and wherein the direction information is updated in the second display when the second state is newly detected even in a case where the second period does not elapse from the timing.

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