



UNIVERSITI PUTRA MALAYSIA

**VISION-BASED AUTONOMOUS VEHICLE DRIVING CONTROL
SYSTEM**

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VISION-BASED AUTONOMOUS VEHICLE DRIVING CONTROL SYSTEM

By

KHALID BIN ISA

**Thesis Submitted to the School of Graduate Studies, Universiti Putra Malaysia,
in Fulfilment of the Requirements for the Degree of Master of Science**

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To my mother, my late father, my brothers, my sisters-in-law, my lecturers, my friends and my love you are the rhythm in my tune, you are the sun and my moon, you are the beach and my wave, you are the glove and I am the hand, you are the station and I am the train, you are the teacher and I am the pupil, you are the suture to my wound, you are the magnet to my pole, you are the sum to my equations and you are the answer to my question. I dedicate this thesis to you.



Abstract of thesis presented to the Senate of Universiti Putra Malaysia in fulfilment of the requirements for the degree of Master of Science

VISION-BASED AUTONOMOUS VEHICLE DRIVING CONTROL SYSTEM

By

KHALID BIN ISA

April 2005

Chairman : Associate Professor Adznan Bin Jantan, PhD

Faculty : Engineering

In recent years, extensive research has been carried out on autonomous vehicle system. A completely autonomous vehicle is one in which a computer performs all the tasks that the human driver normally would. However, this study only focuses on driving control system that based on vision sensor. Therefore, this study presents a simulation system with Graphical User Interface (GUI) to simulate and analyse the driving control for autonomous vehicle that based on video taken from the vehicle during driving on highway, by using MATLAB programming. The GUI gives easy access to analyse video, image and vehicle dynamics. Once the GUI application for simulation is launched, user can enter input parameters value (number of frames, canny edge detection value, vehicle speed, and braking time) in text control to simulate and analyse video images and vehicle driving control.

In this study, there are four subsystems in the system development process. The first subsystem is sensor. This study was used a single GrandVision Mini Digital Video as sensor. This video camera provides the information of Selangor's highway environment by recording highway scene in front of the vehicle during driving.



Then, the recorded video is process in second subsystem or named as image-processing subsystem. In this subsystem, image-capturing techniques capture the video images frame by frame. After that, lane detection process extracts the information about vehicle position with respect to the highway lane. The results are angle between the road tangent and orientation of the vehicle at some look-ahead distance. Driving controller in the controller subsystem that is the third subsystem used the resulted angle from lane detection process along with vehicle dynamics parameters to determine the vehicle-driving angle and vehicle dynamics performance. In this study, designing a vehicle controller requires a model of vehicle's behaviour whether dynamics or kinematics. Therefore, in vehicle subsystem that is the fourth subsystem, this study used vehicle's dynamics behaviour as the vehicle model. The model has six degrees of freedom (DOF) and several factors such as the vehicle weight, centre of gravity, and cornering stiffness were taken into account of dynamics modelling.

The important contribution of this study is the development of vehicle lane detection and tracking algorithm based on colour cue segmentation, Canny edge detection and Hough transform. The algorithm gave good result in detecting straight and smooth curvature lane on highway even when the lane was affected by shadow. In this study, all the methods have been tested on video data and the experimental results have demonstrated a fast and robust system.

Abstrak tesis yang dikemukakan kepada Senat Universiti Putra Malaysia
sebagai memenuhi keperluan untuk ijazah Master Sains

**SISTEM KAWALAN PEMANDUAN KENDERAAN BERAUTONOMI
BERASASKAN PENGLIHATAN**

Oleh

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Sejak kebelakangan ini, kajian mendalam telah dilakukan ke atas sistem kenderaan berautonomi. Kenderaan berautonomi yang lengkap merupakan satu kenderaan yang dikendalikan oleh komputer dalam melaksanakan semua tugas sebagaimana manusia lakukan. Walaubagaimanapun, pengajian ini hanya menfokuskan pada sistem kawalan pemanduan yang berasaskan pengesanan penglihatan. Oleh yang demikian, pengajian ini mempersembahkan satu sistem simulasi dengan Antaramuka Pengguna Bergrafik (GUI) untuk melakukan simulasi dan menganalisa kawalan pemanduan kenderaan berautonomi yang berdasarkan pada video yang diambil daripada kenderaan semasa pemanduan di lebuh raya, dengan menggunakan pengaturcaraan MATLAB. GUI memudahkan capaian untuk menganalisa video, imej dan dinamik kenderaan. Apabila aplikasi GUI untuk simulasi dilancarkan, pengguna boleh memasukkan nilai parameter kemasukan (bilangan bingkai, nilai pengesanan sisi Canny, kelajuan kenderaan, dan masa membrek) ke dalam kotak kawalan bagi melakukan simulasi dan menganalisa imej-imej video dan kawalan pemanduan kenderaan.

Dalam pengajian ini, terdapat empat subsistem di dalam proses pembangunan sistem. Subsistem pertama adalah pengesanan. Pengajian ini telah menggunakan satu Mini Digital Video GrandVision sebagai pengesanan. Kamera video ini memberikan maklumat berkaitan persekitaran lebuh raya di Selangor dengan merakamkan keadaan lebuh raya di hadapan kenderaan semasa pemanduan. Kemudian, video yang telah dirakam, diproses di dalam subsistem yang kedua atau dinamakan sebagai subsistem pemrosesan imej. Di dalam subsistem ini, teknik penangkapan imej menangkap imej-imej video secara bingkai demi bingkai. Selepas itu, proses pengesanan laluan mengasingkan maklumat berkenaan posisi kenderaan seiring dengan laluan di lebuh raya. Keputusannya adalah sudut diantara garis sentuh jalan raya dan juga orientasi kenderaan pada suatu jarak penglihatan. Pengawal pemanduan di dalam subsistem pengawal iaitu subsistem yang ketiga, telah menggunakan sudut yang telah dihasilkan daripada proses pengesanan laluan bersama dengan parameter dinamik kenderaan, untuk menentukan sudut pemanduan dan pencapaian dinamik kenderaan. Di dalam pengajian ini, mereka bentuk pengawal kenderaan memerlukan model ciri-ciri kenderaan sama ada dinamik atau kinematik. Oleh yang demikian, di dalam subsistem kenderaan iaitu subsistem keempat, pengajian ini telah menggunakan ciri-ciri dinamik kenderaan sebagai model kenderaan. Model ini mempunyai enam darjah kebebasan dan faktor-faktor seperti berat kenderaan, pusat graviti, dan kekuatan lencongan juga telah diambil kira bagi pemodelan dinamik.

Sumbangan penting pengajian ini adalah pembangunan algoritma bagi pengesanan dan penjejakan laluan kenderaan yang berasaskan segmentasi tanda warna, pengesanan sisi Canny, dan transformasi Hough. Algoritma ini telah memberikan keputusan yang baik bagi mengesan laluan lebuh raya yang lurus dan yang

mempunyai kelengkungan yang kecil walaupun terdapat bayang-bayang pada laluan tersebut. Dalam pengajian ini, semua kaedah-kaedah telah diuji pada data video dan keputusan eksperimen membuktikan bahawa sistem ini adalah pantas dan tegap.

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I certify that an Examination Committee met on 9th April 2005 to conduct the final examination of Khalid bin Isa on his Master of Science thesis entitled “Vision-based Autonomous Vehicle Driving Control System” in accordance with Universiti Pertanian Malaysia (Higher Degree) Act 1980 and Universiti Pertanian Malaysia (Higher Degree) Regulations 1981. The Committee recommends that the candidate be awarded the relevant degree. Members of the Examination Committee are as follows:

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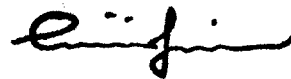
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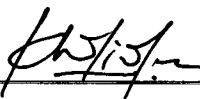
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DECLARATION

I hereby declare that the thesis is based on my original work except for quotations and citations which have been duly acknowledged. I also declare that it has not been previously or concurrently submitted for any other degree at UPM or other institutions.



KHALID BIN ISA

Date: 10 Jun 2005

TABLE OF CONTENTS

	Page
DEDICATION	2
ABSTRACT	3
ABSTRAK	5
ACKNOWLEDGEMENTS	8
APPROVAL	9
DECLARATION	11
LIST OF TABLES	14
LIST OF FIGURES	15
LIST OF ABBREVIATIONS	18
 CHAPTER	
I	
INTRODUCTION	19
Motivation	20
Problems Statement	21
Goal	22
Objectives	22
Research Scopes	23
II	
LITERATURE REVIEW	24
Sensors	24
Cameras	25
Infrared	25
Magnetic	25
Radar	26
Lane Detection Using Image Processing and Analysis	26
Process	
Related Research Review	27
Edge Detection	30
Hough Transform	31
Vehicle Modelling and Control	32
Vehicle Control with Kinematics Model and	34
Dynamics Model	
Linear and Non-linear Controller Design	39
Discussion	40
Conclusion	41
III	
METHODOLOGY	42
System Design of Vision-Based Autonomous Vehicle	42
Driving Control System	
Video Camera Subsystem	43
Image Processing Subsystem	44
Controller Subsystem	45
Vehicle Subsystem	46



	Implementation of Vision-Based Autonomous Vehicle	46
	Driving Control System	
	Image Processing and Analysis for Predicting and	47
	Detecting Vehicle Lane	
	Vehicle's Behaviour of Simulation System Based	62
	Vehicle Controller	68
	Discussion	74
IV	RESULTS	76
	RGB to HSV Colour Conversion	76
	Analysis of Shadows and Non-Shadows Area	79
	Region of Interest and Lane Marking Extraction	82
	Extraction and Detection of Vehicle Lane Edges	83
	Using Canny Edge Detector	
	Feature Isolation and Approximation of Vehicle	84
	Lane Using Hough Transform	
	Vehicle Dynamics and Control Performance	86
	Discussion	90
V	DISCUSSION	94
	Vehicle Lane Detection	94
	Vehicle Dynamics and Control	97
VI	CONCLUSION	100
	REFERENCES	103
	APPENDICES	106
	BIODATA OF THE AUTHOR	132

LIST OF TABLES

Table		Page
1	Data and Coordinate of Lines	58
2	Standard Deviation and Mean Value of Road Area	80
3	Lines Coordinate of the Lane	84

LIST OF FIGURES

Figure		Page
1	Image was taken from ARGO Vehicle (a) The Acquired Image, (b) The Bird's Eye View Image	27
2	Results of Lane Detection	28
3	The Heading Angle, θ , and Steering Angle, ϕ , resulting from using the Actual Errors and Curvature.	34
4	The Heading Angle, θ , and Steering Angle, ϕ , resulting from using the Model Estimator.	35
5	Comparison of Orientation Errors in Lateral Controller	36
6	Comparison of Front and Back Errors in Lateral Controller	37
7	Comparison of Total Error Magnitude in Lateral Controller	37
8	The Four Subsystems of Vision-Based Autonomous Vehicle Driving Control System	42
9	Image Processing Techniques of Lane Detection Algorithm	43
10	The RGB Colour Cube (modified from [26]) (a) viewed along the diagonal from white to black, (b) the colour-cube outline in hexagon.	48
11	The HSV Hex Cone (modified from [26])	49
12	Cross Section of the HSV Hex Cone, Showing Regions for Shades, Tints, and Tones	50
13	Screen After Primitive Edge Detection and Thresholding (only significant edge pixel shown)	57
14	Original Data.	58
15	Accumulator Array in (m, c) Space. Maximum in the Accumulator Array is 3 at $(-1, 4)$, Suggesting that a Line $y = -x + 4$ goes through Three of the Original Data Points	59
16	The Definition of the Basic Vehicle Dimensions (modified from [28])	62
17	The Local Coordinate System Located in the Centre of Gravity of the Vehicle	64

18	A Definition of the Tire Slip Angle	65
19	The Forces are Normal (F_N), Lateral (F_c), and Brake (F_b). Latter Appears Due to the Steering Angle δ of the Wheel. (a) The Forces Acting on Front Axle, (b) The Forces Acting on Rear Axle	66
20	Vehicle Longitudinal Dynamics (modified from [32])	71
21	Original Image (RGB) of Frame One in Scene One	76
22	(a) Image in Red Space, (b) Histogram Distribution of Image in Red Space, (c) Image in Green Space, (d) Histogram Distribution of Image in Green Space, (e) Image in Blue Space, and (f) Histogram Distribution of Image in Blue Space	77
23	(a) Image in Hue Space, (b) Histogram Distribution of Image in Hue Space, (c) Image in Saturation Space, (d) Histogram Distribution of Image in Saturation Space, (e) Image in Value Space, and (f) Histogram Distribution of Image in Value Space	77
24	Image with Flyover Shadow in the Highway	78
25	(a) Image of Shadow Area, (b) Histogram Distribution of Hue, (c) Histogram Distribution of Saturation, and (d) Histogram Distribution of Value (Intensity)	79
26	(a) Image of Non-Shadow Area, (b) Histogram Distribution of Hue, (c) Histogram Distribution of Saturation, and (d) Histogram Distribution of Value (Intensity)	79
27	Road Surface as the Object or Region of Interest Other Objects or Background was converted to Black (0)	81
28	Lane Marking Extraction Based on Pixels Value	82
29	Edges of Lane Marking by Using Canny Edge Detector	83
30	Hough Transform Accumulator to Estimate Lines Coordinate of the Lane Edges	84
31	Original Image with Detected Lane that represented by the Detected Lines from Hough Transform Process	85
32	(a) Steer Angle Graph where the Y-Axis represents the Steer Angle and X-Axis represents the Time in Second, (b) Roll Angle Graph where the Y-Axis represents the Roll Angle and X-Axis represents the Time in Second, and (c) Trajectory of the Vehicle in Y and X Axis	86
33	(a) Velocity and Longitudinal Acceleration Graph, (b) Lateral	87

	Acceleration Graph, (c) Yaw Angle Graph, and (d) Sideslip Angle of the Vehicle Graph	
34	(a) Brake Forces Graph, (b) Normal Forces Graph, and (c) Lateral Forces Graph	88
35	Graphical User Interface of System	90
36	Detected Lane for Image with Shadow	91
37	Lane Detection of Scene Three	92
38	Lane Detection of Night Driving (Scene Four)	92

LIST OF ABBREVIATION

DOF	-	Degree of Freedom
LED	-	Light Emitted Diode
RF	-	Radio Frequency
LOIS	-	Likelihood of Image Shape
GOLD	-	Generic Obstacle and Lane Detection
PID	-	Proportional, Integral, Derivative
FLASH	-	Flexible Low-cost Automated Scaled Highwa
VVTI	-	Virginia Tech Transportation Institute
ITS	-	Intelligent Transportation System
AVI	-	Audio Video Interleave
RGB	-	Red, Green, Blue
HSV	-	Hue, Saturation, Value
RMS	-	Root Mean Square
CG	-	Centre Gravity
2WS	-	Two Wheels Steering
DYC	-	Direct Yaw Control
MATLAB	-	Matrix Laboratory
GUI	-	Graphical User Interface



CHAPTER 1

INTRODUCTION

Automobile manufacturers have developed and are continuing to develop systems for cars that extenuate the driver's burden to monitor and control all aspects of the vehicle. In the last decades in the field of transportation systems a large emphasis has been given to issues such as improving safety conditions, optimising the exploitation of transport network, reduce energy consumption and preserving the environment from pollution. The endeavours in solving these problems have triggered the interest towards a new field of research and application such as autonomous vehicle driving, in which new techniques are investigated for the entire or partial automation of driving tasks. These tasks include: following the road and keeping within the correct lane, maintaining a safe distance among vehicles, regulating the vehicle's speed according to traffic conditions and road characteristics, moving across lanes in order to overtake vehicles and avoid obstacles, finding the shortest route to a destination, and moving within urban environments.

A completely autonomous vehicle is one in which a computer performs all the tasks that the human driver normally would. Ultimately, this would mean getting a car, entering the destination into a computer, and enabling the system. From there, the car would take over and drive to destination with no human input. The car would be able to sense its environment and make steering and speed changes as necessary. So, to develop an autonomous vehicle it will involve automated driving, navigating and monitoring systems.

This scenario would require all of the automotive technologies such as lane detection to aid in passing slower vehicles or exiting a highway, obstacle detection to locate other cars, pedestrian, animals, etc., cruise control to maintain a safe speed, collision avoidance to avoid hitting obstacles in the roadway, and lateral control to maintain the car's position on the roadway. So, sensors will be a major component to develop these technologies.

Completely automating the car is a challenging task and is along way off. However, advances have been made in the individual systems. Cruise control is common in cars today. Adaptive cruise control, in which the car slows if it detects a slower moving vehicle in front of it, is starting to become available on higher-end models. In addition, some cars come equipped with sensors to determine if an obstacle is near and sounds an audible warning to the driver when it is too close.

1.1 Motivation

One of the major reasons of automating the driving task is safety. Human errors are the main cause of many accidents these days. Human driving error may be caused by a number of factors including fatigue and distraction. The driver must constantly monitor the road conditions and react to them over an extended period of time during long drives on the highway. This constant attentiveness is tiring and the resulting fatigue may reduce the driver's reaction time. Additionally, the driver may be distracted from the task of driving by conversations with other passengers, tuning the radio and using a cell phone. Therefore, to reduce the number of injuries and fatalities on the roadways these errors must be eliminated. However, viewed from

another perspective, a car capable of driving itself can allow the driver to perform non-driving tasks safely while travelling to their destination.

1.2 Problems Statement

The invention of cruise control decreased the burden of driving for anyone driving on highway. Besides, power steering, anti-lock braking and traction control were created to further alleviate stress from the driver. Therefore, the next step is to completely automate the driving experience. This leads many researchers to do research about autonomous vehicle driving system. There are many problems that needed to be understood, analysed and solved:

1. Forward vision sensor and data acquisition; it provides information of the road.
2. Lane detection and tracking on highway; it provides the input of the vehicle steering command.
3. Kinematics and dynamics model of vehicle; it shows the behaviour of the vehicle.
4. Vehicle control systems and algorithms; it controls the movement of the vehicle.

Looking on previous researches, some of them just focused only on lane detection for autonomous vehicle driving system without discussing driving system [1]. The problem with this is that the big picture of vehicle following the road is not presented. On the other hand, for researches that focused on vision-based driving control system, majority of control algorithms for such a vehicle only use the

kinematics model [2], and [3]. The advantage of the kinematics model is that it keeps the steering and velocity of the vehicle completely decoupled. The problem with this is that, in the process, the dynamics of the vehicle are ignored. Therefore, this thesis focused on vision-based autonomous vehicle driving control system, where the control algorithms for the vehicle used the dynamics model.

1.3 Goal

The goal of this research is to develop a simulation of vision-based autonomous vehicle driving control system. In the future, this system can be realised for commercial implementation. The implementation of this system in commercial and passenger vehicle can be used as a driver assistant when the driver is tired or suffers from fatigue.

1.4 Objectives

Autonomous vehicle driving control system carries a large number of benefits especially for automotive industry. The general objectives of this research are:

1. To improve the vehicle driving control system by detect the driving lane using computer system.
2. To make driving on today's highway safer and easier.
3. To reduce the driver's burden during driving in relation to the fact that human errors are the main cause of many accidents these days.
4. To assists human driver, therefore the driver can perform non-driving tasks while travelling.

The specific objectives of this research are:

1. To prove that by using HSV colour space the shadow in the image can be removed.
 2. To prove that by processing and analysing the images during driving, a vehicle can determine the steering command for the vehicle lateral control.
 3. To prove that the vehicle's dynamic performance can be determined by combining the steering command and others vehicle dynamics parameters.
- Therefore, the mathematical operations, implementation methods, techniques and approaches to develop a simulation of the system must be implemented.

1.5 Research Scopes

This system used a single video camera as an input sensor for the vehicle, so it not doing all the tasks of autonomous vehicle driving system. Therefore, the scopes of this research are:

1. Analyse video data and capture the video image frame by frame.
2. Detect and track the desired lane of straight or smooth curvature highway using image processing and analysis methods.
3. Determine and analyse the dynamic model of the vehicle.
4. Determine and analyse vehicle lateral and longitudinal control.
5. Determine and analyse the performance of the vehicle.

CHAPTER 2

LITERATURE REVIEW

Autonomous driving functionalities can be achieved acting on infrastructures and vehicles. Enhancing road infrastructures may yield benefits to those kinds of transportation, which are based on repetitive and prescheduled routes, such as public transportation and industrial robotics. On the other hand, it requires a complex and extensive organization and maintenance, which can become extremely expensive in case of extended road networks for private vehicles use. For this reason, the system that is expected to be achieved on a short-term basis can only be vehicle-autonomous. In this review, only selected components of autonomous vehicle driving control system are considered, while road infrastructure, inter-vehicle communication, satellite communications and route planning issues are not covered.

2.1 Sensors

The key element in autonomous vehicle driving system is sensor, which provides information to the electronic control unit. The sensor gave information to the controller and then the controller will determine where the path is located with respect to the vehicle. Each sensor available to perform this task has different level accuracy and ease of implementation. In addition, some sensors require changes to the roads themselves while others can be used on existing roads.