**Robot Vision Midterm Report**

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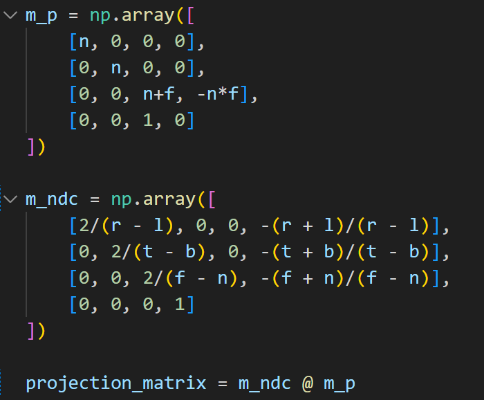
**Part 1: Detecting Keypoints**

<https://github.com/PuuTzzA/robot_vision_2024-2>

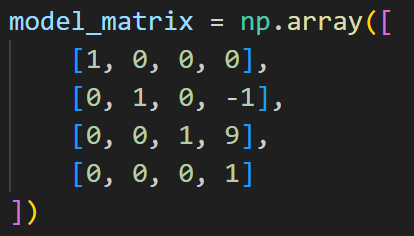
**Part 2: keypoints2pose**

<https://github.com/PuuTzzA/keypoint2pose>

We have started with the part that transforms the detected 2d keypoints into the 3d position of the car. The knowns are the detected 2d keypoints from Part 1, the projection Matrix that can be calculated with the focal length of the camera and its sensor size and the 3d model. The unknown is the model\_martix that describes the translation and scale of the 3d model in the scene. The 3d model is given as a .obj.



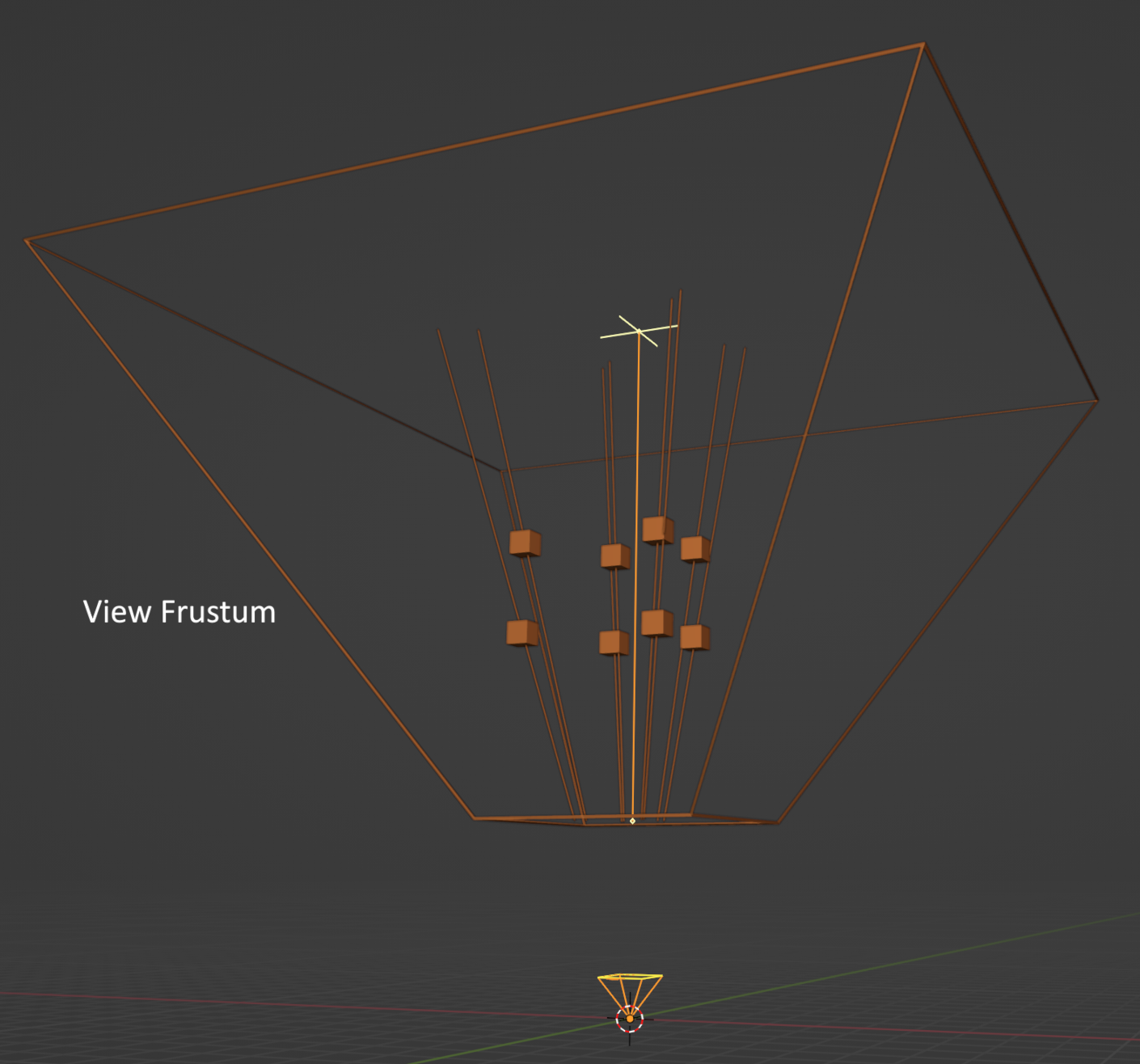
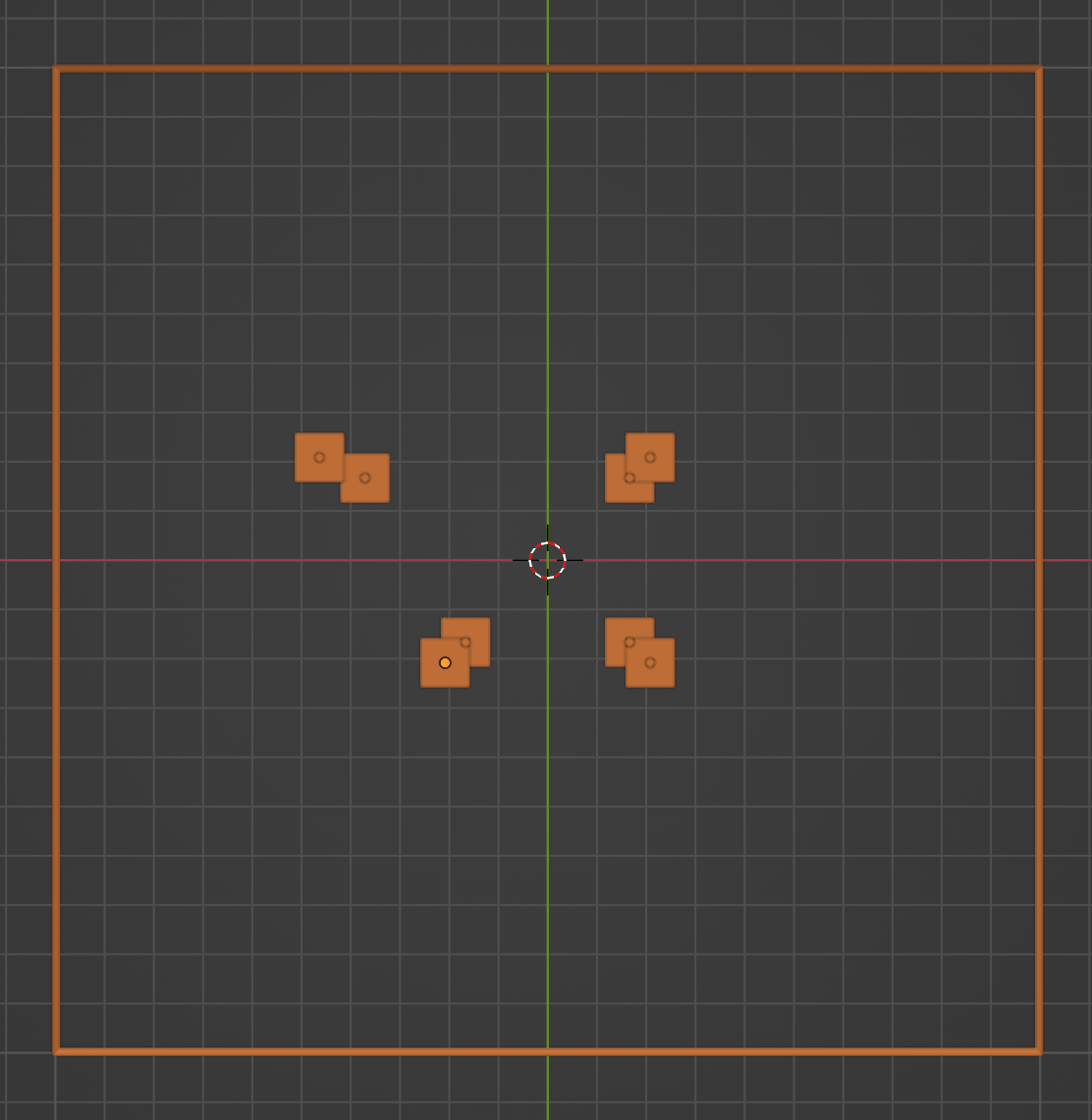
This is the projection Matrix: It is calculated from the camera parameters focal length and sensor size. It is calculated by multiplying the projection Matrix by the Matrix that transforms the points from the camera Frustum into the Normalized Device Coordinates.



This is an example Model Matrix that translates the model by -1 in the y direction and by 9 in the z direction.

The relation of the 2d points and the 3d points is as follows: The 2d points are the first two components of the vector x’ = M\_projection \* M\_model \* x after the perspective division of x’ by the 4th component of x’.

Until now we only implemented visualisation of the 3d to 2d perspective. This visualisation is done in Blender (<https://www.blender.org/>) a free and open source 3d program.  

  A screenshot of a computer generated cube

Description automatically generated

The 3d points inside the view frustum get transformed into the Normalised Device coordinates. But we only have the 2d positions that you see in the second image. Because we have this we cannot fully reconstruct the 4x4 model\_martix, since the scale could vary freely. But fortunately we know that the scale is one, so that is not a problem.

We have done literature review and found two promising ways to solve for the model\_matrix. The first one is with a Direct linear transformation. One problem with this approach is that it does not enforce the orthogonality of the rotation.

The second way is choosing a good starting model\_matrix in the form of and parameters θx, θy, θz, tx, ty and tz and using an optimization method like Levenberg-Marquardt to find the optimal model\_matrix. This seems to be the more promising path, since we don’t have perfect keypoints and the 3d model of the car is only approximative.

We also consider using RANSAC to handle outliers and improve the estimate.