

ADAS Sensor Fusion

辅助驾驶 传感器融合

ADAS introduction

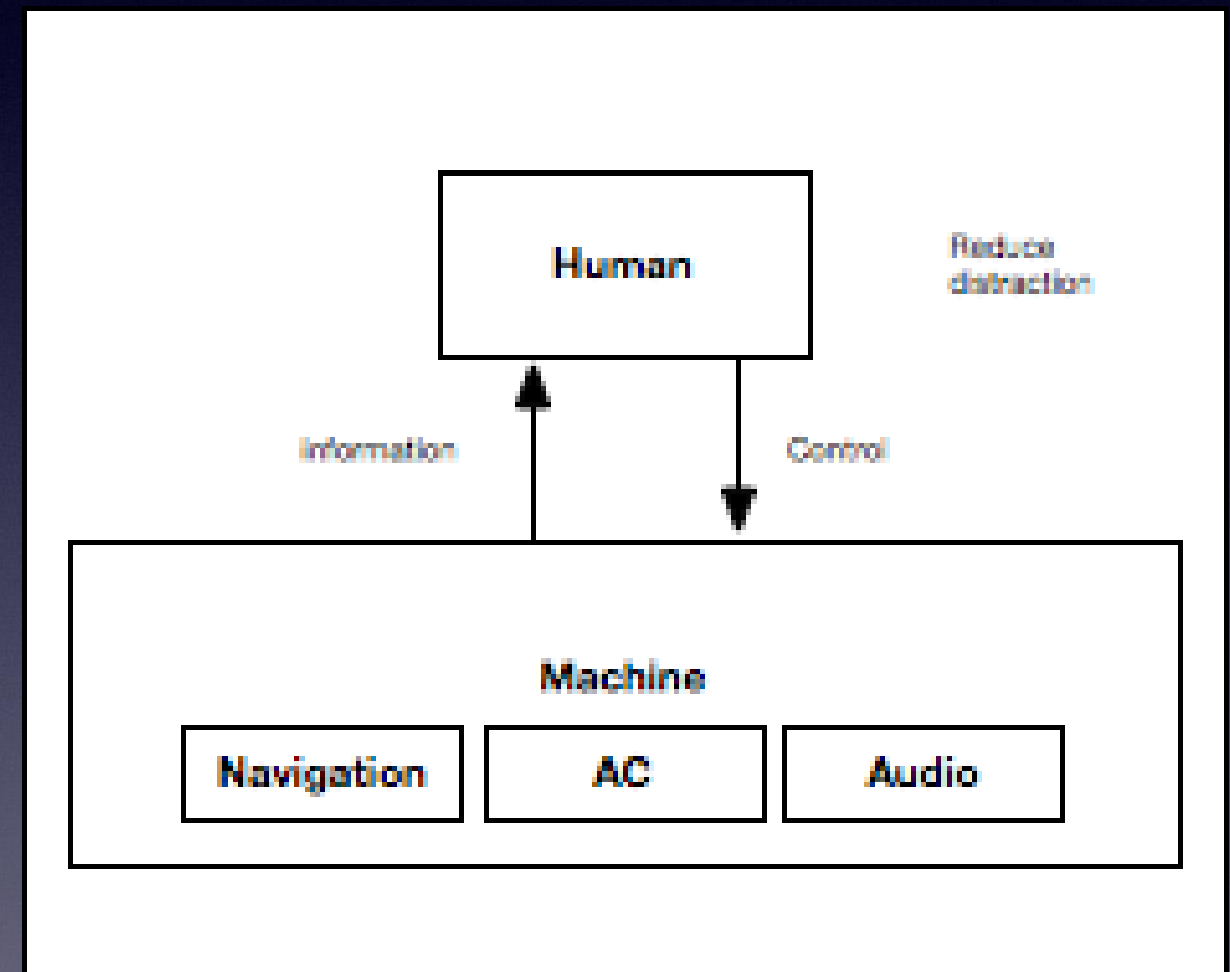
- Advanced Driver Assistance System
- provide support for driver by
 - warning (visual, audible, haptical signal)
 - engage in control
- reduce consequence of accident
- prevent traffic accidents
- in (near) future, facilitate fully autonomous driving

ADAS systems by usage

- Human Machine Interface
- Safety Telematics Systems
- Vehicle Surrounding Sensors
- Active Safety Sensors
- Passive Safety Systems

Human Machine Interface

- reduce driver distraction, concentrate on driving



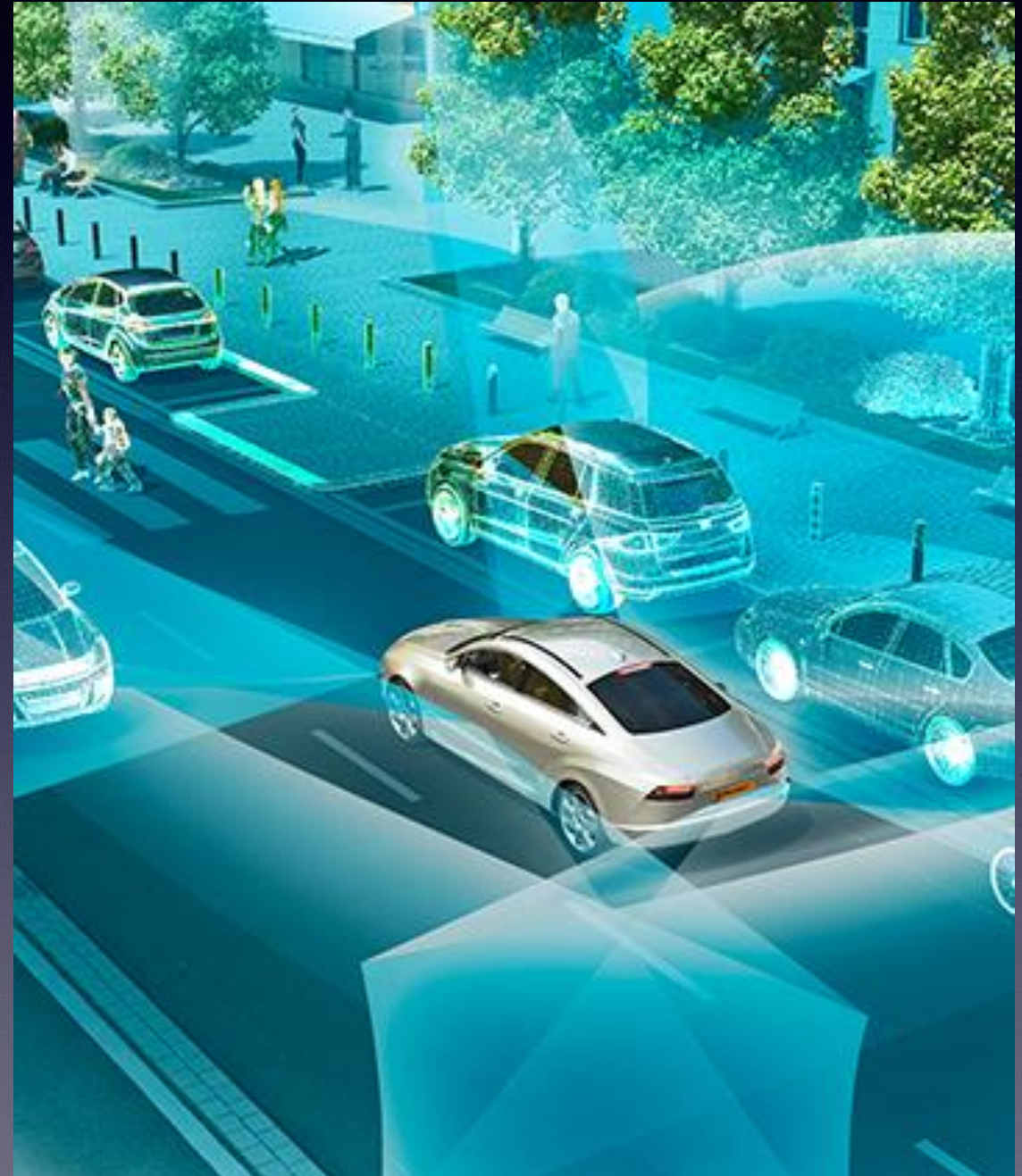
Safety Telematics System

- car-to-car
- car-to-environment
- dynamic navigation based on live traffic
- comfort and safety



Vehicle Surrounding Sensors

- Obstacles, vehicles
- potential collision warning
- parking assistance
- lane change assistance



Active Safety Sensors

- take control in dangerous situation
- Electronic Stability Control
- Brake Assist (BA/EBA)



Passive Safety Systems

- act after accident
- reduce consequence
- prevent injuries
- Airbag
- pressure sensor bumper

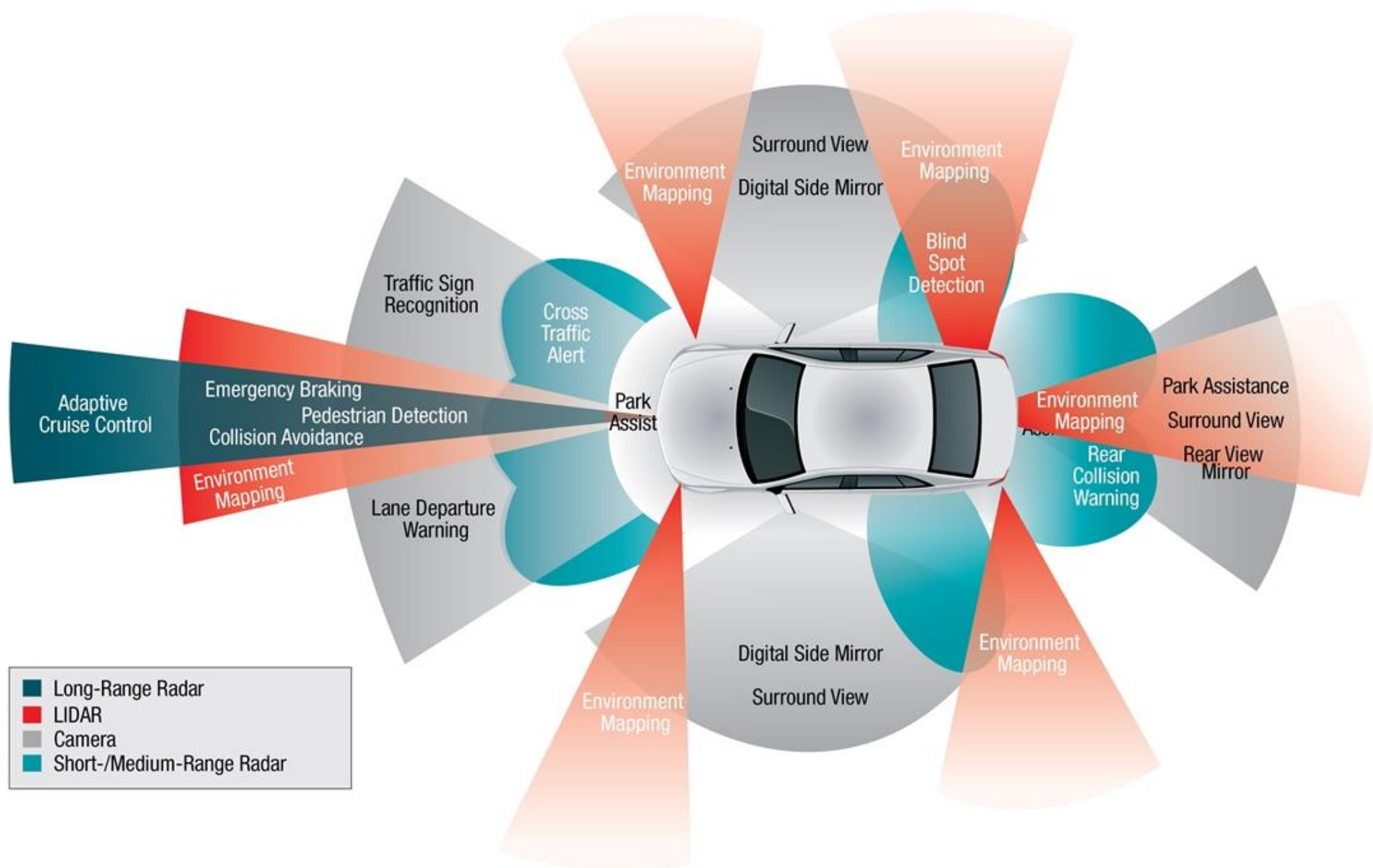
ADAS Development

- Since 70s, Anti-lock Braking System (ABS)
- Proprioceptive Sensors (behavior of vehicle)
- Exteroceptive Sensors (ultrasonic, radar, lidar, infrared, vision)
- Sensor networks, multi-sensory platforms

ADAS Application Examples

- Blind Spot Detection (BSD)
- Rear Cross Traffic Alert (RCTA)
- Intelligent Headlamp Control (IHC)
- Traffic Sign Assist (TSA)
- Lane Departure Warning (LDW)
- Emergency Brake Assist (EBA) and pre-crash
- Adaptive Cruise Control w. Stop & Go

ADAS Sensors

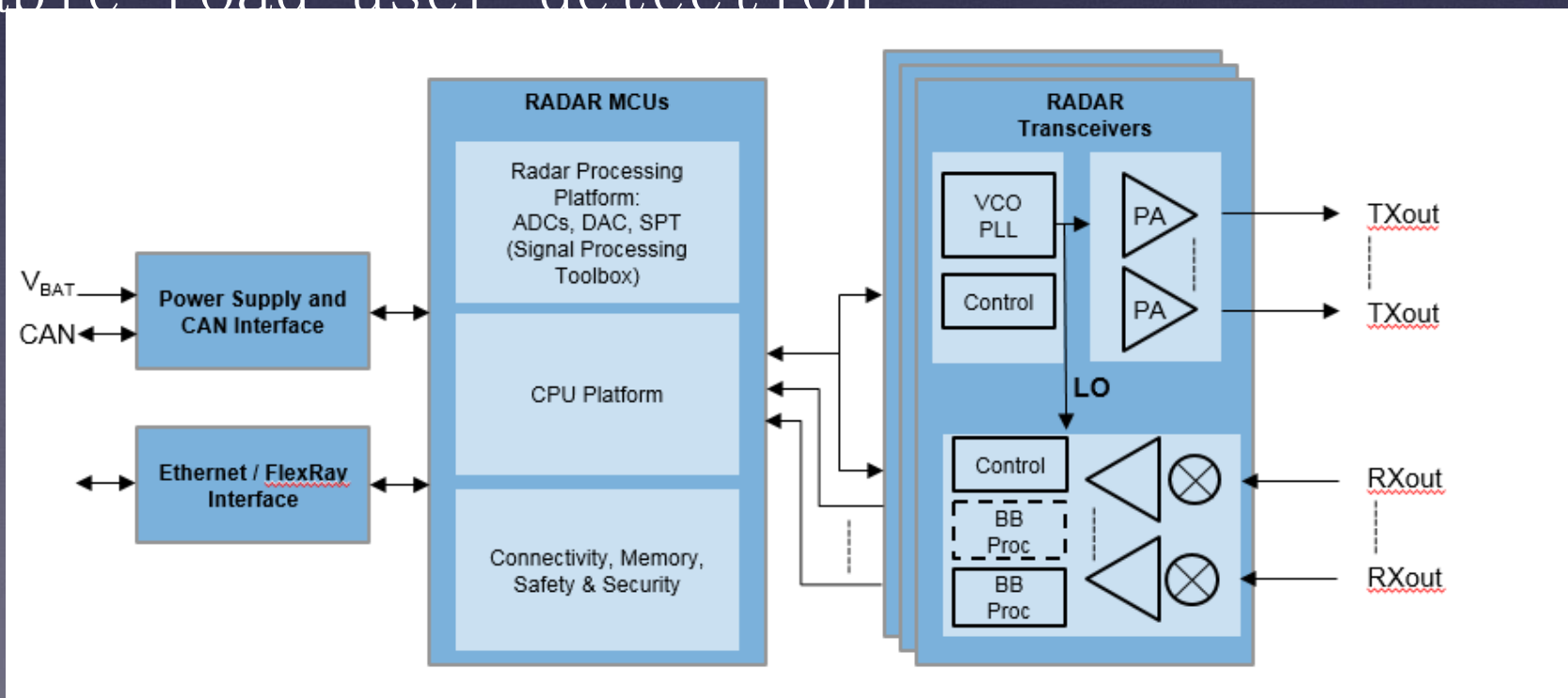


Freescale

- basic-rear
- smart-rear
- surround-view-cameras
- 77GHz radar system

NXP

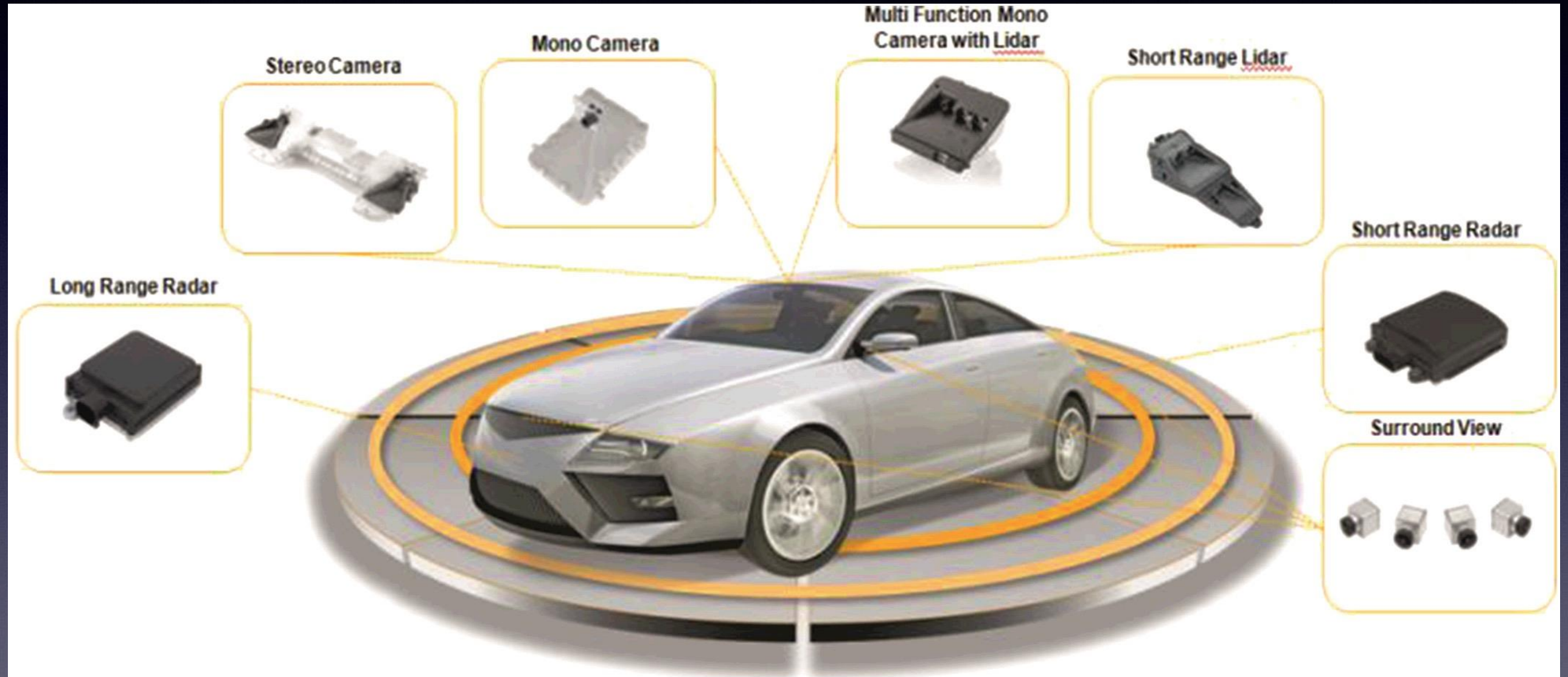
- Collision detection, warning and mitigation
- Collision avoidance
- Blind spot monitoring / blind spot detection
- Lane change assistance and lane departure warning system
- Rear cross-traffic alerts
- Vulnerable road user detection



Texas Instruments

- [ADAS Applications Processor TDA2x System-on-Chip](#) Oct 2013

Continental



AutoUniMo project

Short Range Radar (SRR)

- Pulse Compression Modulation, EM wave 24GHz
- Mount: 4 on bumpers, 2 front 2 rear
- detects objects, measures relative distance and velocity, angular coordinates
- field view ± 75 degree, up to 50m
- position of object $\{x, y\}$ resolution up to 0.1m
- velocity up to 35m/s, resolution 0.2, 0, 25m/s
- used for BSD, RCTA
- Via: CAN bus

Radar Sensor – LRR

- Long Range Radar (RRR)
- operating frequency: 77 GHz
- range up to 250 m
- Used in EBA, ACC

Multi Function Camera

- Mount: next to rearview mirror
- Mono or stereo
- range up to 90 m, 44 degree (6mm) field of view limited
- 640x496 x8b color depth x40ms
- detects vehicle contours, lane marking, headlight
- Used for: IHC, LDW, TSA
- Via: CAN

Surround View Camera

- fisheye camera
- small form factor
- 3D 360 degree view
- augmented reality
- Used for: BSD, auto-parking, lane change

LiDAR

- Short Range Lidar (SRL)
- mount: rear-view mirror
- measure range 1~10m (front), 3x lasers
- night and day
- sensitive to weather and ambient light
- view of 27 degree (h) 11 degree (v)
- accuracy 0.1m
- Used for: EBA
- High-Speed-CAN bus

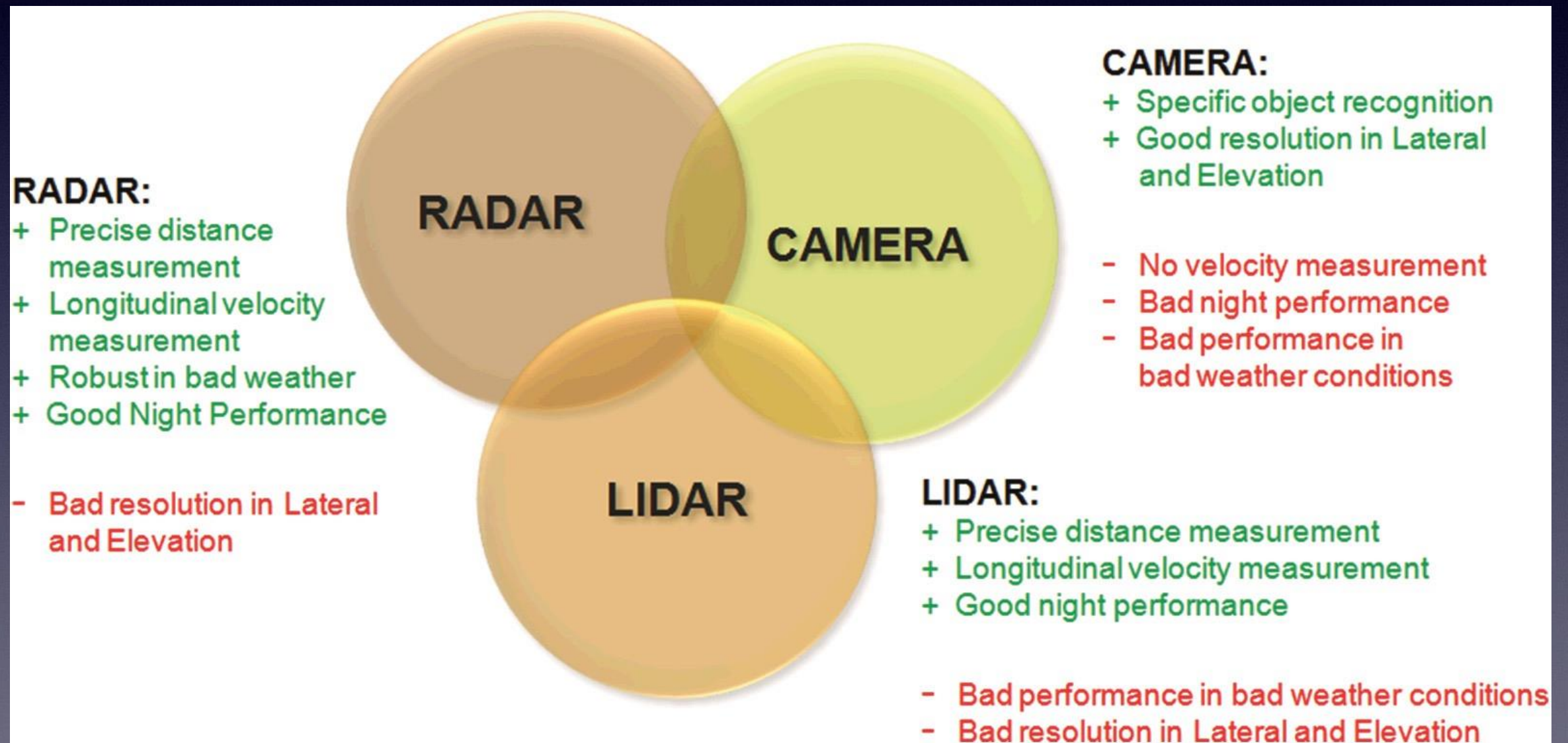
Multi Function LiDAR

- infrared + camera
- Used for EBA, LDW, IHC, TSA
- much smaller range
- CMOS imager 1024x605

Sensor Fusion

- Multi-Function Lidar, infrared + camera
- Stereo-vision camera
- “As yet, no unified architecture has been determined for the automobile industry.”

Sensor Fusion



Backup

- 2x front SRR, 2x rear SRR, SRL, MFC

