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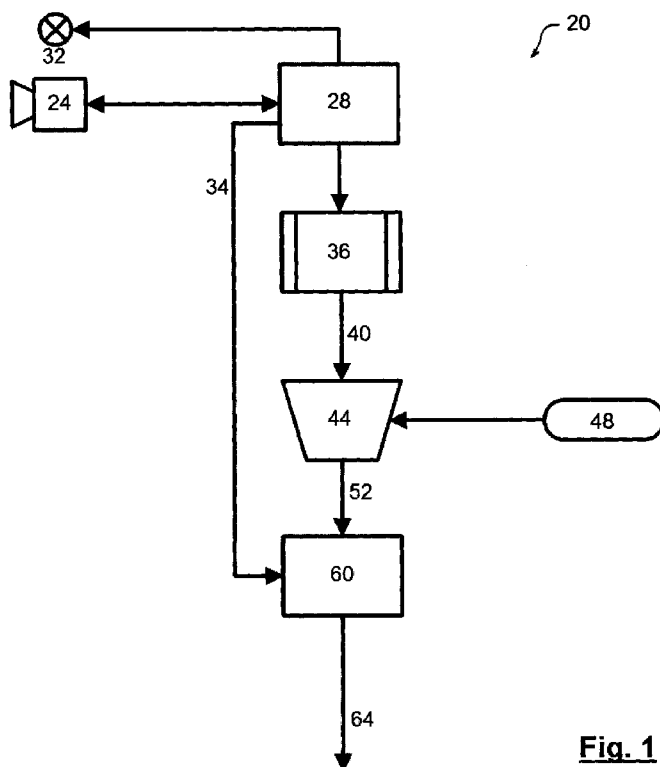


Fig. 1

(57) Abstract: A vehicle interior classification system and method in accordance with the present invention determines a classification relating to the interior of the vehicle, such as the occupancy status of a vehicle seat or the state of alertness of a vehicle driver, from one or more images of an appropriate portion of the interior of the vehicle acquired with an image capture device. The acquired images are preferably processed to limit the dynamic range of the images to obtain a resultant image which can comprise one or more regions of interest which are less than the total field of view of the image capture device. The resultant images are processed to extract information about features in the image and, in one embodiment, this processing is achieved with a two-dimensional complex discrete wavelet transform which produces a set of coefficients corresponding to the presence and/or location of the features in the resultant image. The set of coefficients produced with such a transform is potentially quite large and can be reduced, through described techniques, to a subset of the total number of coefficients, the members of the subset being selected for their ability to discriminate between the classifications defined for the system. By selecting a subset of the possible coefficients, computational requirements are reduced, as are hardware requirements in the system, such as memory. The selected set of coefficients (whether

comprising all of the coefficients or a subset thereof) are provided to a classifier which processes the coefficients with a set of calibration vectors, that were determined when the system was calibrated, to determine the most probable classification for the portion of the vehicle interior.

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Vehicle Interior Classification System And Method

FIELD OF THE INVENTION

The present invention relates to a system and method for determining information relating to the interior of a vehicle and/or it's contents. More
5 specifically, the present invention relates to a system and method for determining a classification relating to the interior of the vehicle.

BACKGROUND OF THE INVENTION

Many passenger and other vehicles are now equipped with supplemental restraint systems (SRS), such as front or side airbags, to
10 protect vehicle occupants in the event of an accident. However, while such SRS can in many cases prevent or mitigate the harm which would otherwise occur to a vehicle occupant in an accident situation, in some circumstances it is contemplated that they can exacerbate the injury to a vehicle occupant.

Specifically, SRS such as airbags must deploy rapidly, in the event of
15 an accident, and this rapid deployment generates a significant amount of force that can be transferred to the occupant. In particular, children and smaller adults can be injured by the deployment of airbags as they both weigh less than full sized adults and/or they may contact a deploying airbag with different parts of their bodies than would a larger adult.

20 For these reasons, regulatory agencies have specified the operation and deployment of SRS. More recently, regulatory bodies, such as the National Highway Transportation and Safety Administration (NHTSA) in the United States, have mandated that vehicles be equipped with a device that can automatically inhibit deployment of the passenger airbag in certain
25 circumstances, such as the presence of a child in the passenger seat or the seat being empty.

To date, such devices have been implemented in a variety of manners, the most common being a gel-filled pouch in the seat base with an attached pressure sensor which determines the weight of a person in the passenger
30 seat and, based upon that measured weight, either inhibits or permits the

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deployment of the airbag. However, such systems are subject to several problems including the inability to distinguish between an object placed on the seat and people on the seat, the presence of child booster/restraint seats, etc.

5 It has been proposed that image-based sensor systems could solve many of the problems of identifying and/or classifying occupants of a vehicle to control SRS but, to date, no such system has been developed which can reliably make such determinations in real world circumstances wherein lighting conditions, the range of object variability, materials and surface
10 coverings and environmental factors can seriously impede the ability of the previously proposed image-based systems from making a reliable classification.

 It has also previously been proposed that image-based systems and methods may be useful in classifying matters such as a measure of driver
15 alertness, by acquiring and processing images of the driver within the interior of the vehicle, or classifying the presence of passengers within the vehicle allowing for the optimized control of vehicle environmental systems (such as air conditioning) and/or entertainment systems by classifying the occupancy of one or more vehicle seats. However, to date, it has proven difficult to
20 achieve a desired level of reliability for such systems.

 It is desired to have an image-based system and method that can determine a classification relating to the interior of the vehicle, such as the occupancy status of a vehicle seat, from one or more images of the vehicle interior.

25 **SUMMARY OF THE INVENTION**

 It is an object of the present invention to provide a novel system and method of determining a classification relating to the interior of the vehicle which obviates or mitigates at least one disadvantage of the prior art.

 According to a first aspect of the present invention, there is provided a
30 method for determining a classification relating to the interior of a vehicle, comprising the steps of: (i) with an image capture device, acquiring a resultant

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image of a portion of the vehicle interior which is of interest; (ii) extracting information relating to a set of image features from the acquired resultant image; (iii) statistically processing the extracted information with a previously determined set of image feature information values, each member of the set
5 of image feature information values corresponding to a respective one of a set of predefined classifications relating to the interior of the vehicle, to determine the most probable classification; and (iv) outputting the determined most probable classification related to the interior of the vehicle.

Preferably, step (ii) comprises processing the resultant image with a
10 two dimensional complex discrete wavelet transform to produce a selected set of coefficients related to features in the acquired resultant image and, in step (iii), the previously determined set of image feature values comprises a set of weights for each defined classification, the weights being multiplied with the set of coefficients to produce a score for each defined classification, the
15 defined classification with the highest produced score being the classification output in step (iv).

Also preferably, the determined classification relates to the occupancy of a vehicle seat and the portion of the vehicle interior which is of interest includes the portion of the vehicle seat which would be occupied by a
20 passenger in the vehicle.

According to another aspect of the present invention, there is provided a system for determining a classification relating to the interior of a vehicle, comprising: an image capture device operable to acquire an image of a portion of the vehicle interior which is of interest; an image capture subsystem
25 operable to process the image to limit the dynamic range of the image to obtain a resultant image; an image feature extractor operable to produce for the resultant image a set of values corresponding to features in the resultant image; and a classifier operable to combine the set of values produced by the image feature extractor with a predetermined set of classification values, each
30 classification value corresponding to a different possible predefined classification, the results of this combination representing the probability that

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each predefined classification is the current classification, the classifier operable to select and output the most probable classification.

The present invention also provides a vehicle interior classification system and method which determines a classification relating to the interior of the vehicle, such as the occupancy status of a vehicle seat or the state of alertness of a vehicle driver, from one or more images of an appropriate portion of the interior of the vehicle acquired with an image capture device.

The acquired images are preferably processed to limit the dynamic range of the images to obtain a resultant image which can comprise one or more regions of interest which are less than the total field of view of the image capture device.

The resultant images are processed to extract information about features in the image and, in one embodiment, this processing is achieved with a two-dimensional complex discrete wavelet transform which produces a set of coefficients corresponding to the presence and/or location of the features in the resultant image.

The set of coefficients produced with such a transform is potentially quite large and can be reduced, through described techniques, to a subset of the total number of coefficients, the members of the subset being selected for their ability to discriminate between the classifications defined for the system.

By selecting a subset of the possible coefficients, computational requirements are reduced, as are hardware requirements in the system, such as memory.

The selected set of coefficients (whether comprising all of the coefficients or a subset thereof) are provided to a classifier which processes the coefficients with a set of calibration vectors, that were determined when the system was calibrated, to determine the most probable classification for the portion of the vehicle interior.

BRIEF DESCRIPTION OF THE DRAWINGS

Preferred embodiments of the present invention will now be described, by way of example only, with reference to the attached Figures, wherein:

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Figure 1 is a block diagram representation of a classification system in accordance with the present invention;

Figure 2 is a flowchart showing a method of calibrating the system of Figure 1; and

5 Figure 3 is a flowchart showing a method of operating the system of Figure 1.

DETAILED DESCRIPTION OF THE INVENTION

A vehicle interior classification system in accordance with the present invention is indicated generally at 20 in Figure 1. System 20 includes an
10 image capture device 24 which can be any suitable device or system for capturing an image, or sequence of images, of the portion of interest of the interior of the vehicle in which system 20 is installed. In the following discussion, a specific implementation of the present invention is described, wherein a determination of the occupancy status of a vehicle seat is obtained.
15 However, as will be apparent to those of skill in the art, the present invention is not so limited and can be employed to determine a wide range of classifications, based upon images of at least portions of the interior of a vehicle. For example, a classification of driver alertness can be determined with other embodiments of the present invention by capturing images of the
20 driver seat occupant and surrounding area.

Examples of suitable image capture devices 24 include CMOS and/or CCD camera systems with at least one image sensor and an appropriate set of optical lenses and/or filters so that a suitable image of a portion of interest in the interior of the vehicle can be obtained. In a present embodiment of the
25 invention, image capture device 24 acquires grayscale images but it is contemplated that color images can also be employed in some circumstances if desired. In the present embodiment, image capture device is a CMOS monochrome MT9V022 system, manufactured by Micron Technology, Inc., 8000 S. Federal Way, Boise, ID, USA and this system produces an image
30 with a resolution of one-hundred and eighty-eight pixels by one-hundred and twenty pixels.

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It is also contemplated that image capture device 24 can be a time of flight (ToF) imaging device. Such devices are known and use the difference in the polarization of the source light and the reflected light from imaged objects to determine image depth information. It is contemplated that, if
5 desired, image capture device 24 can acquire images using ToF techniques or, more preferably, that image capture device 24 can acquire both a ToF-derived image and a conventionally acquired image. In such a case, the image (or a portion of it) acquired by ToF can be employed in addition to the image acquired with the conventional imaging techniques.

10 Image capture device 24 is located in the vehicle interior at a position whereby the portion of the interior which is of interest can be imaged. For the specific example of determining a classification the occupant a seat, the occupant seating portion of the vehicle seat under consideration will be imaged. In many circumstances, it will be desired to classify the occupancy
15 of the front passenger seat, but it is also contemplated that it may be desired to classify the occupancy of rear seats of a vehicle to control side air bag SRS or other systems.

To date, in order to capture images of the occupant seating portion of passenger seats, the present inventors have successfully located image
20 capture device 24 in the roof liner, the A pillar and/or in the overhead console of different vehicles. However, as will be apparent to those of skill in the art, the present invention is not limited to image capture device 24 being located in any of the these three positions and, instead, image capture device 24 can be located in any suitable position as will occur to those of skill in the art
25 provided that the selected position allows for the acquisition of images of the portion of interest in the vehicle interior. For example, for classifying driver alertness, image capture device 24 can be located in the A pillar adjacent the driver, the roof liner or the dashboard instrument cluster, etc.

One of the challenges of using image-based technologies in a vehicle
30 is the wide range of lighting conditions that the system must cope with. Lighting conditions ranging from direct sunlight, to overcast sunlight to nighttime conditions must all be accommodated by image capture device 24.

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Further, the dynamic range of the captured images can be very large as part of the image may be in direct sunlight while another part may be in shade.

To deal with images with a high dynamic range, many available CCD and/or CMOS camera systems provide high dynamic range (HDR) functions which process captured images by taking multiple images at different imaging sensitivities and combining appropriate portions of these images to acquire a single resultant image ($I_{\text{Resultant}}$) with a reduced dynamic range.

Imaging devices and/or systems with such HDR functions are well known and are commercially available, and CCD or CMOS camera systems with HDR functions can be employed as image capture device 24 in the present invention. In such a case, the HDR processed $I_{\text{Resultant}}$ image is employed by system 20, as described further below.

However, in a presently preferred embodiment of the invention, system 20 does not employ an HDR function but instead employs an image subtraction process to acquire acceptable resultant images with image capture device 24. Specifically, image capture device 24 is connected to an image capture subsystem 28 as is an auxiliary light source 32.

Auxiliary light source 32 comprises one or more sources of Near Infrared (NIR) light (i.e. – light wavelengths in the range from about 700 nanometers to about 1500 nanometers), such as NIR emitting LEDs. Auxiliary light source 32 is positioned within the vehicle such that the emitted light will illuminate the region of interest of the vehicle interior. Subsystem 28 controls auxiliary light source 32 and can activate or deactivate auxiliary light source 32 as needed. Image capture device 24 includes a filter system which allows image capture device 24 to capture images using visible light and the NIR light emitted by auxiliary light source 32, while preferably blocking other undesired light such as far infrared light and/or UV light which may otherwise degrade the acquired images.

To capture an image for use in system 20 in the presently preferred embodiment of the invention, image capture subsystem 28 activates image capture device 24 to acquire one image (I_{Ambient}) of the region of interest of the

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vehicle interior illuminated with the ambient light in the vehicle. The captured I_{Ambient} image is stored in a memory in image capture subsystem 28.

Next, image capture subsystem 28 activates auxiliary light source 32 to illuminate the occupant seating portion of the vehicle seat with NIR light, in addition to the ambient light, and activates image capture device 24 to acquire a second image ($I_{\text{Ambient+NIR}}$) of the region of interest of the vehicle interior.

The first, I_{Ambient} , image is then subtracted from the second, $I_{\text{Ambient+NIR}}$ image by image capture subsystem 28. Provided that I_{Ambient} and $I_{\text{Ambient+NIR}}$ were acquired with little time passage between the image capture operations, large changes in the ambient light conditions between capture of I_{Ambient} and $I_{\text{Ambient+NIR}}$ are avoided and this results in an image which is effectively an image acquired with NIR light only (I_{NIR}) and which can be employed as the resultant image $I_{\text{Resultant}}$ in system 20.

$$I_{\text{Resultant}} = I_{\text{NIR}} = I_{\text{Ambient+NIR}} - I_{\text{Ambient}}$$

In a present embodiment, image capture and processing speeds of five or more resultant images per second have been easily achieved. Thus the influences and effects of ambient lighting within the vehicle are mitigated and images with large dynamic ranges are avoided.

The use of NIR light in auxiliary light source 32 is presently preferred as: NIR light is invisible to the human eye, thus having no effect on the passengers of the vehicle and ambient sunlight tends to have relatively little light in the NIR wavelengths as these wavelengths are readily absorbed by moisture in the atmosphere. However, as will be apparent to those of skill in the art, the present invention is not limited to the use of light in NIR wavelengths for auxiliary light source 32 and other light frequencies can be employed for image subtraction operations in the present invention, if desired.

Further, while the use of image subtraction is presently preferred over HDR processing of images, the present invention is not limited to the use of image subtraction processing to acquire resultant images and HDR

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processing or any other suitable manner of obtaining useful resultant images can be employed as will occur to those of skill in the art.

In addition to controlling image capture device 24, auxiliary light source 32 and performing either HDR functions or image subtraction operations to obtain $I_{\text{Resultant}}$, image capture subsystem 28 preferably also performs an Occlusion Detection function. Specifically, as system 20 requires an image of the region of interest of the interior of the vehicle, any significant occlusion of the field of view of image capture device 24 can inhibit proper operation of system 20.

Such significant occlusions can occur, for example, when an occupant of the vehicle places a hand, arm or other body portion in a position which may occlude a substantial portion of the field of view of image capture device 24, or when cargo or luggage is similarly placed, etc.

Accordingly, image capture subsystem 28 preferably includes an Occlusion Detection function to detect unacceptable occlusions in the field of view of image capture device 24. The Occlusion Detection function can be implemented in a variety of manners, as will occur to those of skill in the art, and is not be discussed herein in further detail.

In the event that the Occlusion Detection function detects an unacceptable occlusion in the field of view of image capture device 24, system 20 can provide an alarm or other signal to the vehicle occupants to indicate the unacceptable occlusion and/or can provide a control signal 34 such that system 20 will output a predefined default safe classification to other appropriate vehicle systems, such as SRS.

Once image capture subsystem 28 has a suitable resultant image, that resultant image is provided to an image feature extractor 36. Image feature extractor 36 operates on the acquired resultant image to produce information relating to the occurrence, amplitudes, locations and/or other information relating to features and/or aspects of the resultant image. In a presently preferred embodiment of the invention, image feature extractor 36 performs a two dimensional Discrete Wavelet Transform (DWT) on the resultant image to produce a set of coefficient values relating to the features within the resultant

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image. More specifically, in this embodiment, image feature extractor 36 employs a two dimensional Complex Discrete Wavelet Transform (CDWT) to produce the desired set of coefficient values. DWT's and CDWT's are well known to those of skill in the art and CDWT's are discussed, for example, in
5 "Image Processing With Complex Wavelets", Phil. Trans. R. Soc. Lond. A, 357, 2543-2560, September 1999, by Nick G. Kingsbury, the contents of which are incorporated herein by reference.

In a present embodiment, the resultant image is decomposed by image feature extractor 36 using Daubechies filters with the two dimensional CDWT.
10 However, it will be understood that any other suitable wavelet filter can be employed, as will occur to those of skill in the art, such as Haar filters for example. In a present embodiment, the resultant image is processed to three levels with the two dimensional CDWT as it has been found that three levels of feature extraction provide a reasonable and useful set of information about
15 features in the resultant image. However, the present invention is not limited to three levels of decomposition of the resultant image and it is contemplated that even one level of decomposition can provide worthwhile results in some circumstances. However, generally, two or more levels of processing are preferred.

20 As will be apparent to those of skill in the art, the processing of the acquired resultant image with a two dimensional CDWT produces a large set of coefficients. In the above-mentioned example of image capture device 24 having a resolution of one-hundred and eighty-eight by one-hundred and twenty pixels, for a total of twenty-two thousand, five-hundred and six pixels, a
25 first level of decomposition of the acquired resultant image with a two dimensional CDWT results in four coefficients for each pixel, or ninety-thousand, two-hundred and forty coefficients. A second level of decomposition results in another twenty-two thousand, five-hundred and sixty coefficients. A third level of decomposition results in yet another five-
30 thousand, six-hundred and forty coefficients.

Thus, for the example wherein image capture device has a resolution of one-hundred and eighty-eight by one-hundred and twenty pixels, three

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levels of decomposition of the resultant image with the two dimensional CDWT results in a total of one-hundred and eighteen thousand, four-hundred and forty coefficients.

As should be apparent, in many circumstances it is desirable to reduce this number of coefficients to a more reasonable number, to reduce subsequent computational requirements and hardware expenses and to obtain a more manageable system. Accordingly, as is described below in more detail, a representative subset of these coefficients is preferably selected as elements in a one dimensional array, referred to herein as the feature vector 40, which represents a selection of the information relating to features of interest in the resultant image.

While the present invention can operate on the entire resultant image, the present inventors have determined that advantages can be obtained when the resultant image from image capture subsystem 28 is subdivided into one or more regions of interest (ROI) and image feature extractor 36 only operates on these ROIs. Thus while a ROI can be the entire field of view of image capture device 24, it is preferred that one or more smaller ROIs be defined. The advantages of employing ROIs representing less than the entire field of view of image capture device 24 include reduced computational complexity, as only the portions of the resultant image which can contribute to a meaningful result are processed by image feature extractor 36, and portions of the field of view of image capture device 24 which could contain "distractions" (such as, for example, reflections in a side window) that could lead to incorrect results, are not processed by image feature extractor 36.

For example, if system 20 is determining a classification of the occupancy of the front passenger seat in a vehicle, one or more ROIs can be defined which otherwise exclude those portions of the rear vehicle seat and surrounding area and/or portions of the side window area that are included in the total field of view of image capture device 24.

Accordingly, as part of the setup and calibration of systems 20 (described below in more detail) a set of one or more ROIs is defined for the portion of the vehicle interior which is of interest.

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When ROIs are employed, these ROI definitions are used by image capture subsystem 28 to extract and process only the portions of the captured images within the defined ROIs to produce a resultant image containing only the ROIs. This resultant image is then provided to image feature extractor 36
5 which produces a correspondingly reduced number of coefficients compared to processing the entire field of view (i.e. - full resolution) of image capture device 24.

For example, in a particular implementation of the present invention for determining a classification of the occupant of a seat, the resultant image is
10 subdivided into three ROIs which comprise about sixty percent of the total pixels of the entire field of view of image capture device 24. If the defined three ROIs have a total resolution of about thirteen-thousand, five-hundred and thirty-six pixels (i.e. – about sixty percent of twenty-two thousand, five-hundred and sixty pixels), and the ROIs are decomposed to three levels with
15 a two dimensional CDWT, this results in about sixty-eight thousand and forty coefficients, rather than the one-hundred and eighteen thousand, four-hundred and forty coefficients which would result from processing the entire field of view.

Each set of these coefficients, or each of a selected subset of them (as
20 described in more detail below with respect to the setup and calibration of system 20) comprise the elements of a feature vector 40 which represents the image features of interest to system 20.

In a present embodiment of the invention, image feature extractor 36 is implemented with a Blackfin™ digital signal processor (DSP), manufactured
25 by Analog Devices, Inc., Three Technology Way, Norwood, MA, USA, although any suitable DSP or other suitable computing device can be employed, as will occur to those of skill in the art.

Each feature vector 40 from image feature extractor 36 is provided to a classifier 44 which processes feature vector 40 with a predefined library 48 of
30 calibration vectors, whose elements comprise weights. Each calibration vector in library 48 corresponds to one of a set of classifications predefined

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for system 20 and library 48 is produced during the setup and calibration of system 20, as described below.

For example, when system 20 is used to classify the occupancy of a vehicle seat to control a SRS, a set of possible classifications can include
5 “adult”, “child”, “empty seat”, “object”, “child restraint seat”, etc. For driver alertness monitoring systems, possible classifications can include “alert”, “impaired”, “attention wandering”, etc.

Classifier 44 combines feature vector 40 with the classification vectors in library 48, as described below, to obtain a most likely classification 52 for
10 the region of interest of the interior of the vehicle imaged by system 20. Classification 52 is then provided to a decision processor 60, described in more detail below, which determines an operating classification for that region of interest and outputs a control signal 64, appropriate for the determined operating classification, to other vehicle systems.

15 In the above-mentioned occupancy-based SRS control example, the operating classification relates to the classification of the occupant of the vehicle seat imaged (or other vehicle interior region being classified) by system 20 where, for example, if the operating classification corresponds to “child”, signal 64 may be used to inhibit deployment of the SRS.

20 As is apparent from the above, the setup and calibration of system 20 is important for the correct operation of system 20 and will now be described.

As a first step in the setup and calibration of system 20, a set of ROIs are defined for the images captured by image capture device 24. As mentioned above, the ROI can comprise the entire field of view of image capture device
25 24, but it is preferred that the field of view of image capture device 24 instead be divided into two or more ROIs which exclude at least part of the field of view of image capture device 24 to reduce processing requirements, reduce hardware expense and, where possible, to remove possible sources of “distractions” from the resultant images.

30 Generally, the ROIs are determined empirically, but in a more or less common-sense manner. For example, if the occupancy status of a vehicle front passenger seat is to be determined, the region of the captured image in

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which the top of the seat base (on which a passenger rests) and the front of the seat back (against which a seat occupant's back touches) are visible, throughout the total permitted range of movement of the seat base and seat back, can be defined as one, or two, ROIs. Similarly, the area adjacent the vertical side of the seat back, throughout its entire permitted range of movement, can be defined as another ROI.

As will be apparent to those of skill in the art, the present invention is not limited to the resultant images comprising one, or two, ROIs and three or more ROIs can be defined as desired.

Once a presumed reasonable set of ROIs has been defined for setup and calibration, effectively defining the resultant image which will be processed, system 20 is operated through a plurality of calibration scenarios, as described below, each of which scenarios corresponds to a known one of the classifications to be defined for system 20.

For example, assuming one of the classifications defined for system 20 is "adult", an adult (or an anthropomorphic training dummy (ATD) representing an adult), is placed in the vehicle seat. A resultant image, comprising the defined ROIs, is obtained of the seat's occupant by image capture device 24 and image capture subsystem 28 and is processed by image feature extractor 36. Image feature extractor 36 produces a feature vector 40 comprising the set of coefficients decomposed from the resultant image and that feature vector is associated with the appropriate classification, in this case "adult".

The process is repeated a number of times for the classification being calibrated (i.e. – "adult") with changes being made to the scenario each time. These changes can include changing the adult (or ATD's) position in the seat and/or the seat position, changing the adult (or ATD) for another adult-sized person (or ATD) with different dimensions, etc. until a representative set of feature vectors has been obtained for the "adult" classification. This may require that one thousand or more calibration images be acquired and processed.

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The process is then repeated with scenarios appropriate for each other classification (e.g. – “empty seat”, “object on seat”, “alert drive”, etc.) to be defined for system 20 to produce an appropriate set of feature vectors for each classification to be defined and calibrated.

5 As mentioned above, even with the definition of appropriate ROIs and operating image feature extractor 36 only on pixels within those ROIs, the number of coefficients which results is still very large. To further reduce the number of coefficients and to produce the classification weights for the classification vectors of library 48, the calibration process then employs a
10 statistical regression model to iteratively identify the indices of a subset of the total number of coefficients in each vector resulting from processing the ROIs, where the coefficients in this subset are sufficient to effectively discriminate between the defined classifications.

For example, in the example given above, each feature vector
15 comprises sixty-eight thousand and forty coefficients (i.e. – $\{c_1, \dots, c_{68,040}\}$). The result of the statistical regression process can be the identification of the indices of a subset of two-thousand, two-hundred of those coefficients, (e.g. – $\{c_{213}, c_{503}, c_{2425}, \dots, c_{59,005}\}$), and the production of a set of corresponding regression weights, which can effectively discriminate between the defined
20 classifications.

In a present embodiment of the invention, the selection of the subset of coefficients and production of the regression weights is performed on the feature vectors obtained from the classification scenarios using an iterative wrapper method, with a “best-first” feature search engine, and a partial least
25 squares regression model as the induction algorithm.

Suitable wrapper methods are well known and one description of an iterative wrapper method is provided in, “The Wrapper Approach” by Ron Kohavi and George H. John, a chapter in, “Feature Extraction, Construction and Selection: A Data Mining Perspective”, edited by Huan Liu and Hiroshi
30 Motoda and published by Kluwer Academic Press, 1998. Another description is provided in “Wrappers For Feature Subset Selection (late draft)”, by Ron

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The statistical regression model employs a partial least squares dimension reduction technique, combined with multinomial logistic regression to produce appropriate regression weights for the coefficients at each selected coefficient index.

As mentioned above, this process is iterative, with different subsets of coefficients being considered for their ability to discriminate between defined classifications. If the subset of coefficients identified by this process proves to be less accurate than desired at discriminating between two or more classifications under some conditions, the definition of the ROIs can also be changed. In this case, the calibration scenarios can be re-executed and/or additional calibration scenarios can be added, the production of feature vectors is performed again and the statistical regression process is performed again, iteratively, until a satisfactory definition of the ROIs and a satisfactory subset of coefficients, and their corresponding regression weights, is obtained.

For each defined classification of system 20, a calibration vector of the calculated regression weights, corresponding to the indices of the selected subset of coefficients, is stored in library 48 to represent each defined classification of system 20. Thus, if system 20 has six defined classifications, library 48 will include six calibration vectors, each corresponding to one of the defined classifications. Calibration and setup of system 20 is then complete.

Typically, calibration and setup of system 20 must be performed once for each model of vehicle that system 20 is to be installed in due to the specific geometries of the interior of the vehicles, the design of the seats employed, etc. Subsequent changes in seat design or other interior factors of a model can require recalibration of system 20.

It is contemplated that library 48 can be updated from time to time and reloaded into a vehicle employing system 20, if needed, to allow system 20 to handle new classifications, to correct commonly occurring misclassifications that have been identified subsequent to calibration and setup, etc.

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Once calibration and setup have been completed, image feature extractor 36 will only determine values for the subset of coefficients selected during calibration. Thus, in the example above, image feature extractor 36 will determine values for the about two thousand, two hundred coefficients in the selected subset and each calibration vector in library 48 includes a like number of regression weights.

As mentioned above, in normal operations (i.e. – once calibration and setup have been completed) image feature extractor 36 outputs to classifier 44 a feature vector 40 which comprises the determined values for each of the identified subset of coefficients decomposed from a resultant image.

Classifier 44 receives feature vector 40 and multiplies a copy of feature vector 40 with each of the calibration vectors in library 48 to produce a corresponding set of scores, one score per defined classification. Each score indicates the likelihood that the region of interest in the vehicle under consideration by system 20 is in a respective one of the defined classifications. The classification which has highest determined score is then output, to a decision processor 60, as classification 52.

Decision processor 60 preferably employs a classification (i.e. – state) transition model and a temporal model to filter classifications 52 received from classifier 44 to reduce the probability of intermittent misclassifications. In particular, transient artifacts in the resultant image and/or positioning of people and/or objects within the region of interest in the vehicle under consideration can result in brief errors in the classification.

Accordingly, decision processor 60 employs classification 52, a history and a state change table to determine an appropriate output classification 64 from system 20.

Specifically, the state change table is a heuristic table that contains values which define the probability of transition from each defined state (i.e. defined classification) of system 20 to each other defined state. For example, for seat occupancy classifications, the change from an “adult” classification to an “empty seat” classification is more likely than a direct transition from an “adult” classification to a “child” classification. Accordingly, the state change

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table contains a set of state change probability values (SCPs) that define the probability of each state changing to each other state.

Decision processor 60 maintains a numeric confidence level (CL) which defines the stability/confidence of the current output classification 64.

- 5 When system 20 starts, or when decision processor 60 changes output classification 64, CL is set to a value of one, which indicates that the current output classification is relatively new, with little prior history.

- 10 Decision processor 60 increments or decrements CL based upon the values of two counters maintained in decision processor 60. Specifically, decision processor 60 maintains a confidence level up (CLU) counter and a confidence level down (CLD) counter, each of which has a predefined minimum value of zero and a predefined maximum value.

- 15 When classification 52 from classifier 44 is the same classification as the current output classification 64, the CLU counter is incremented and the CLD counter is reset to zero by decision processor 60. Conversely, when classification 52 from classifier 44 is a different classification than the current output classification 64, the CLD counter is incremented and the CLU counter is reset to zero by decision processor 60.

- 20 A confidence level test (CLT) value is predefined against which the CLD and CLU counters are compared. If the CLU counter equals the CLT value, then CL is incremented and the CLU counter is reset to zero. Conversely, if the CLD counter equals the CLT, then CL is decremented and the CLD is reset to zero. If neither the CLD or CLU values are equal to the CLT, the CL remains unchanged. Essentially, the CLT defines the number of
25 output classifications 52 required to occur before a change in the output classification 64 can occur.

- 30 Finally, a state change value (SCV) is used to effect changes in the output classification 64. Specifically, the SCV is the product of the CL and the corresponding SCP in the state change table. For example, if the current output classification 64 is "adult" and the most recent classification 52 received at decision processor 60 is "empty seat", then the SCP in the state

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control table corresponding to a state change from "adult" to "empty seat" is multiplied with the current CL to obtain a SCV.

If the most recent classification 52 has been received, unchanged, at decision processor 60 a number of consecutive times at least equal to the SCV, then decision processor 60 will change output classification 64 to equal that most recent classification 52. Conversely, if the most recent classification 52 has been received at decision processor 60 a number of consecutive times less than the value of the SCV, then decision processor 60 will not change output classification 64.

As will be apparent from the above, in cases where the CL is high, a change to a new classification for output classification 64 will take longer than in circumstances wherein the CL is low. Further, by selecting appropriate values for the maximum CL value, the maximum required number of consecutive occurrences of a new classification 52 to occur before a change in the output classification 64 occurs can be set as desired.

It should be understood by those of skill in the art that decision processor 60 can also be responsive to additional inputs, such as occlusion detected signal 34, to alter output classification 64 as necessary. In the specific case of an occlusion being detected, perhaps for some minimum amount of time, decision processor 60 can change output classification 64 to a predefined default safe classification until the occlusion is removed.

A method, in accordance with the present invention, is now described, with reference to the flow charts of Figures 2 and 3.

The method of calibrating system 20 is shown in Figure 2. The method starts at step 100 where a plurality of resultant images is obtained for each classification to be defined for system 20. Each resultant image can be an image representing the entire field of view of the image capture device employed or can be a composite of one or more defined Regions of Interest (ROIs) within that field of view. Resultant images are obtained for a plurality of variations within each classification to be defined. For example, the position of an adult or ATD on a vehicle seat of interest can be changed and the seat base and/or seat back positions can be changed throughout a

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permitted range of movements while resultant images are obtained for these variations. A set of resultant images may comprise as many as one thousand or more resultant images for each classification.

5 The acquisition of the resultant images can be performed with high dynamic range processing, or with image subtraction processing, or with any other suitable method of acquiring appropriate images as will occur to those of skill in the art.

At step 104, information related to image features is extracted for each acquired resultant image. In the presently preferred embodiment of the
10 invention, image feature extraction is achieved by processing each resultant image with a two dimensional Complex Discrete Wavelet Transform, preferably employing Daubechies filters, to produce a vector of coefficients representing features of the image for each resultant image. In the presently preferred embodiment, a three level decomposition is employed but it is also
15 contemplated that fewer or additional levels of decomposition can be performed if desired.

At step 108, an appropriate set of the coefficients of the vectors is selected and a set of weights corresponding to the selected coefficients is determined. While the selected subset can include all of the coefficients, it is
20 contemplated that, in most circumstances, it will be desired to select a subset of less than all of the available coefficients.

In a present embodiment of the invention, the selection of the appropriate subset is performed using an iterative wrapper method, with a "best-first" feature search engine, and a partial least squares regression
25 model as the induction algorithm, although any other suitable selection method and method for determining weights, as will occur to those of skill in the art, can be employed.

At step 112, for each classification, the set of weights is stored as a calibration vector for the classification, the weights corresponding to the
30 contribution of each coefficient in the selected subset to that classification. If the above-described iterative wrapper method and a partial least squares regression model is employed to determine the selected subset of

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coefficients, the weights will be the resulting corresponding regression weights for each defined classification. If another selection method is employed, the weights can be produced in any appropriate manner as will occur to those of skill in the art. The calibration vectors are stored for use by system 20.

The method of operating system 20 is shown in Figure 3. The method starts at step 200 where an appropriate resultant image is obtained. The resultant image can be acquired by HDR processing, image subtraction or via any other suitable method of obtaining an appropriate image, as will occur to those of skill in the art, provided only that the image should be acquired in the same manner as were the resultant images used in the calibration of system 20.

The acquired images can comprise the entire field of view of the image capture device or can comprise one or more ROIs defined within that field of view, again provided only that the ROIs should be the same as the ROIs employed when acquiring the resultant images used in the calibration of system 20 .

At step 204, image feature extraction is performed on the acquired resultant image to produce a feature vector representing information corresponding to features of interest in the resultant image which are produced in the same manner as in the calibration operation. In a present embodiment of the invention, the feature vector comprises the values for the subset of coefficients, selected during the calibration operation, determined with a two dimensional Complex Discrete Wavelet Transform, preferably employing Daubechies filters. Again, other techniques, as will occur to those of skill in the art, can be used to produce the feature vector provided only that the feature vector should be obtained in the same manner as were the calibration vectors used in the calibration of system 20.

At step 208, the feature vector obtained in step 204 is processed with the set of calibration vectors stored at step 116. In a present embodiment of the invention, copies of the feature vector are multiplied with each of the calibration vectors of corresponding weights to produce a set of scores, each

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score representing the probability that the acquired resultant image corresponds to a respective defined classification. The highest scoring classification is selected as the most probable classification.

At step 212, the most probable classification from step 208 is
5 processed to determine the output classification 64 from system 20. In the present embodiment, the most probable classification is an input to a decision processor wherein the most probable classification is combined with: the present output classification, a confidence level updated and maintained by the decision processor; and a table of state transition values, the values
10 representing the probability of a change from each state (classification) to each other state (classification). The result of the combination of these values is an output classification which is output by system 20.

The present invention provides a vehicle interior classification system and method which determines a classification relating to the interior of the
15 vehicle, such as the occupancy status of a vehicle seat or the state of alertness of a vehicle driver, from one or more images of an appropriate portion of the interior of the vehicle acquired with an image capture device.

The acquired images are preferably processed to limit the dynamic range of the images to obtain a resultant image which can comprise one or
20 more regions of interest which are less than the total field of view of the image capture device.

The resultant images are processed to extract information about features in the image and, in one embodiment, this processing is achieved with a two-dimensional complex discrete wavelet transform which produces a
25 set of coefficients corresponding to the presence and/or location of the features in the resultant image.

The set of coefficients produced with such a transform is potentially quite large and can be reduced, through described techniques, to a subset of the total number of coefficients, the members of the subset being selected for
30 their ability to discriminate between the classifications defined for the system.

By selecting a subset of the possible coefficients, computational

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requirements are reduced, as are hardware requirements in the system, such as memory.

The selected set of coefficients (whether comprising all of the coefficients or a subset thereof) are provided to a classifier which processes the coefficients with a set of calibration vectors, that were determined when
5 the system was calibrated, to determine the most probable classification for the portion of the vehicle interior.

The above-described embodiments of the invention are intended to be examples of the present invention and alterations and modifications may be
10 effected thereto, by those of skill in the art, without departing from the scope of the invention which is defined solely by the claims appended hereto.

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We claim:

1. A method for determining a classification relating to the interior of a vehicle, comprising the steps of:
 - (i) with an image capture device, acquiring a resultant image of a portion of the vehicle interior which is of interest;
 - (ii) extracting information relating to a set of image features from the acquired resultant image;
 - (iii) statistically processing the extracted information with a previously determined set of image feature information values, each member of the set of image feature information values corresponding to a respective one of a set of predefined classifications relating to the interior of the vehicle, to determine the most probable classification; and
 - (iv) outputting the determined most probable classification related to the interior of the vehicle.
- 5 2. The method of claim 1 wherein the determined classification relates to the occupancy of a vehicle seat and the portion of the vehicle interior which is of interest includes the portion of the vehicle seat which can be occupied by a passenger in the vehicle.
- 10 3. The method of any preceding claim wherein step (ii) comprises processing the resultant image with a two dimensional complex discrete wavelet transform to produce a selected set of coefficients related to features in the acquired resultant image and, in step (iii), the previously determined set of image feature values comprises a set of weights for each defined
15 classification, the weights being multiplied with the set of coefficients to produce a score for each defined classification, the defined classification with the highest produced score being the classification output in step (iv).

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4. The method of any preceding claim wherein the resultant image acquired in step (i) comprises less than the total field of view of the image capture device.

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5. The method of claim 4 wherein the resultant image acquired in step (i) comprises at least two predefined regions of interest from the field of view of the image capture device.

10 6. The method of claim 5 wherein steps (ii) and (iii) are performed only on the predefined regions of interest.

7. The method of any preceding claim wherein the resultant image has been processed to limit its dynamic range.

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8. The method of claim 7 wherein the resultant image is acquired by obtaining a first image illuminated by ambient light and a second image illuminated by ambient light and a second frequency range of light and subtracting the first image from the second image to obtain the resultant
20 image.

9. The method of any preceding claim wherein the determined most probable classification in step (iv) is provided as an input to a decision processor which employs a state transition model and a temporal model to
25 filter the determined most probable classification and to provide a filtered output classification.

10. The method of any preceding claim wherein step (i) further comprises the step of determining if an unacceptable occlusion of the portion of the
30 vehicle interior which is of interest is occurring and providing a predefined output if such an occlusion is detected.

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11. The method of any of claims 3 through 10 wherein the set of weights for each defined classification is obtained by the statistical regression of the selected sets of coefficients obtained by processing a plurality of acquired resultant images obtained from calibration sessions, each acquired resultant
5 image being associated with one of the defined classifications.

12. The method of any of claims 3 through 11 wherein the selected set of coefficients is selected by processing sets of coefficients produced from a selection of calibration images and determining a subset of coefficients which
10 acceptably discriminate between defined classifications.

13. A system for determining a classification relating to the interior of a vehicle, comprising:
an image capture device operable to acquire an image of a portion of
15 the vehicle interior which is of interest;
an image capture subsystem operable to process the image to limit the dynamic range of the image to obtain a resultant image;
an image feature extractor operable to produce for the resultant image a set of values corresponding to features in the resultant image; and
20 a classifier operable to combine the set of values produced by the image feature extractor with a predetermined set of classification values, each classification value corresponding to a different possible predefined classification, the results of this combination representing the probability that each predefined classification is the current classification, the classifier
25 operable to select and output the most probable classification.

14. The system of claim 13 wherein the determined classification relates to the occupancy of a vehicle seat and the portion of the vehicle interior which is of interest includes the portion of the vehicle seat which can be occupied by a
30 passenger in the vehicle.

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15. The system of any of claims 13 or 14 wherein the set of values produced by the image feature extractor are the coefficients produced from a two dimensional complex discrete wavelet transform and the predetermined set of classification values comprise a set of weights for each predefined
5 classification, the weights being produced by a statistical regression of the coefficients produced by the image feature extractor processing a plurality of calibration images.

16. The system of any of claims 13, 14 or 15 wherein the image capture
10 subsystem includes a auxiliary light source operable to emit non-visible light and wherein the image capture subsystem limits the dynamic range of the image by capturing a first image illuminated with ambient light and by capturing a second image illuminated with ambient light and light from the auxiliary light source and producing a resultant image by subtracting the
15 captured first image from the captured second image.

17. The system of claim 16 wherein the non-visible light is near infrared light.

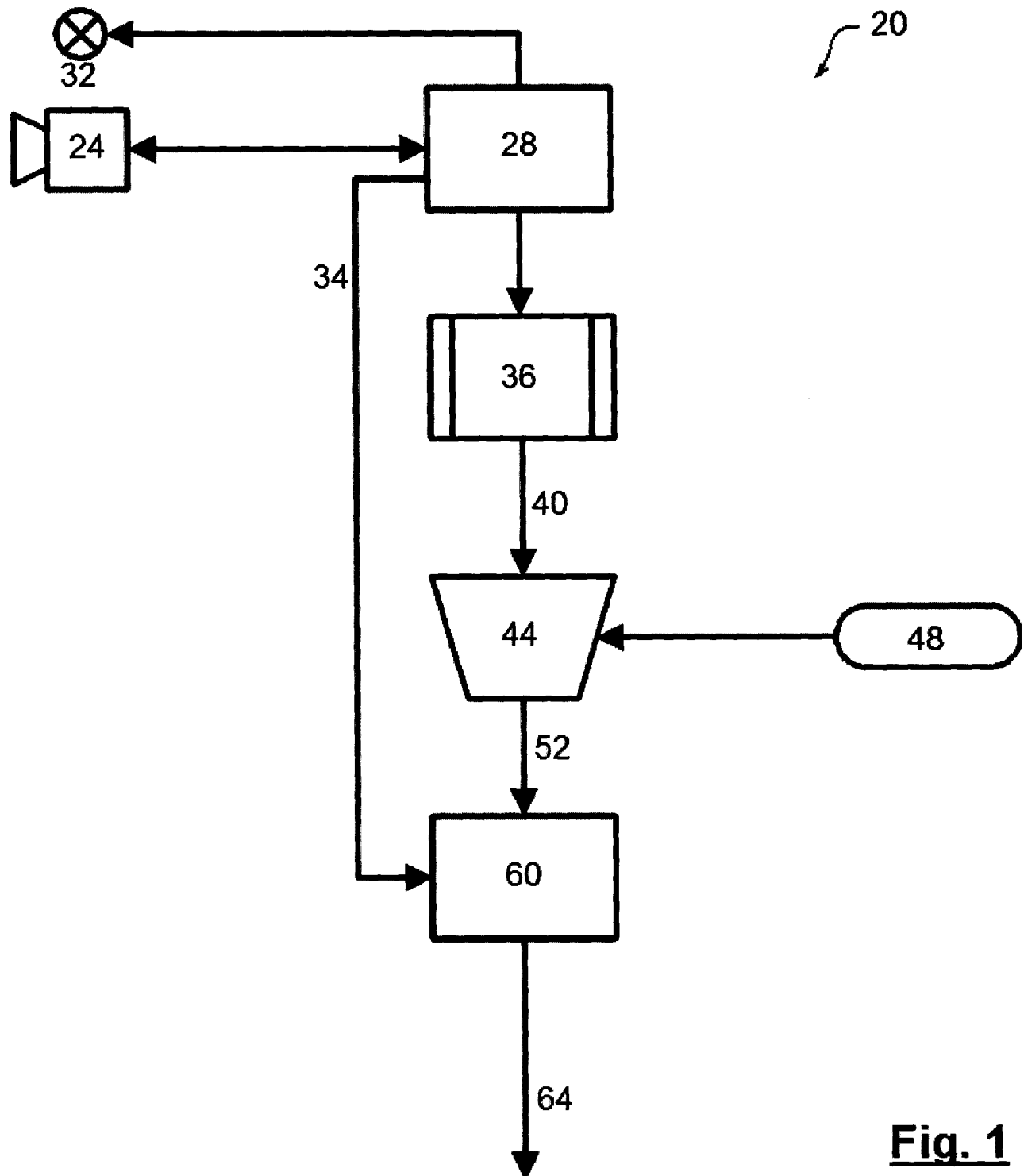
20 18. The system of any of claims 13, 14, 15, 16 or 17 wherein the image capture subsystem further includes an occlusion detection function which is operable to detect when an unacceptable occlusion of the portion of the vehicle interior which is of interest occurs and to output a predefined signal if such an occlusion is detected.

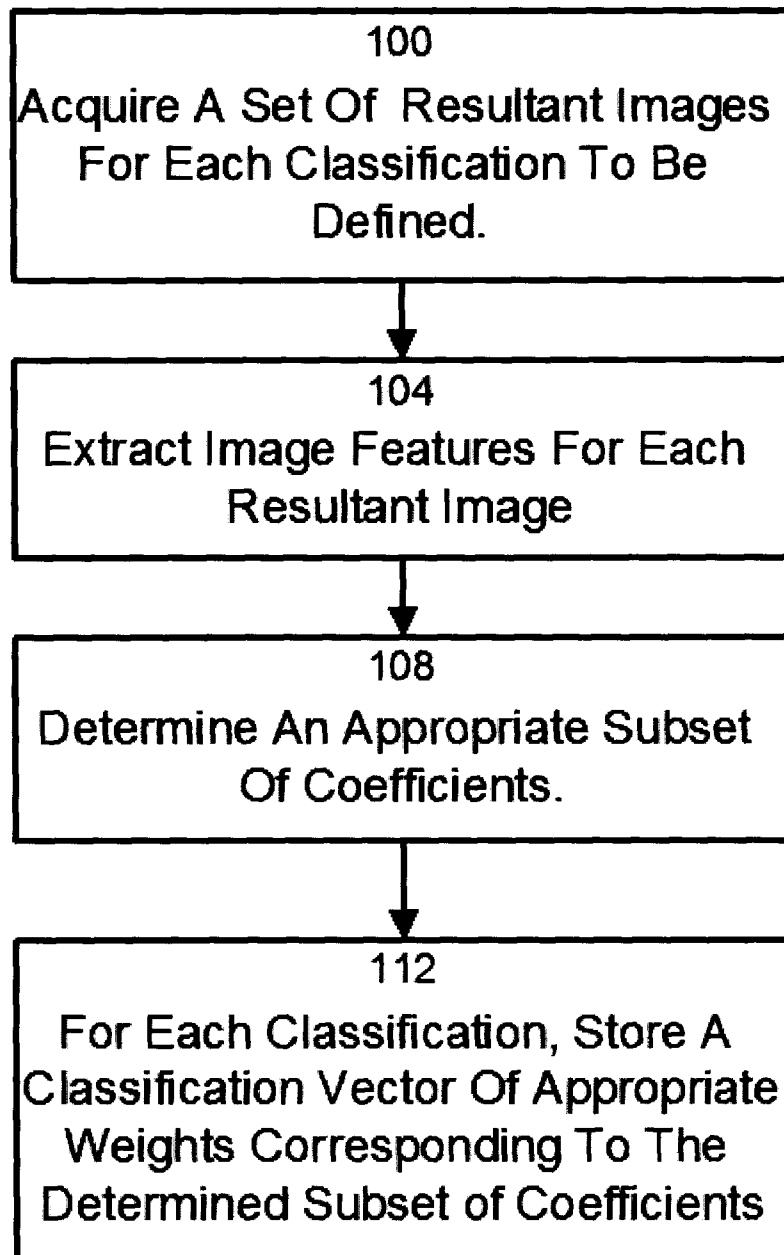
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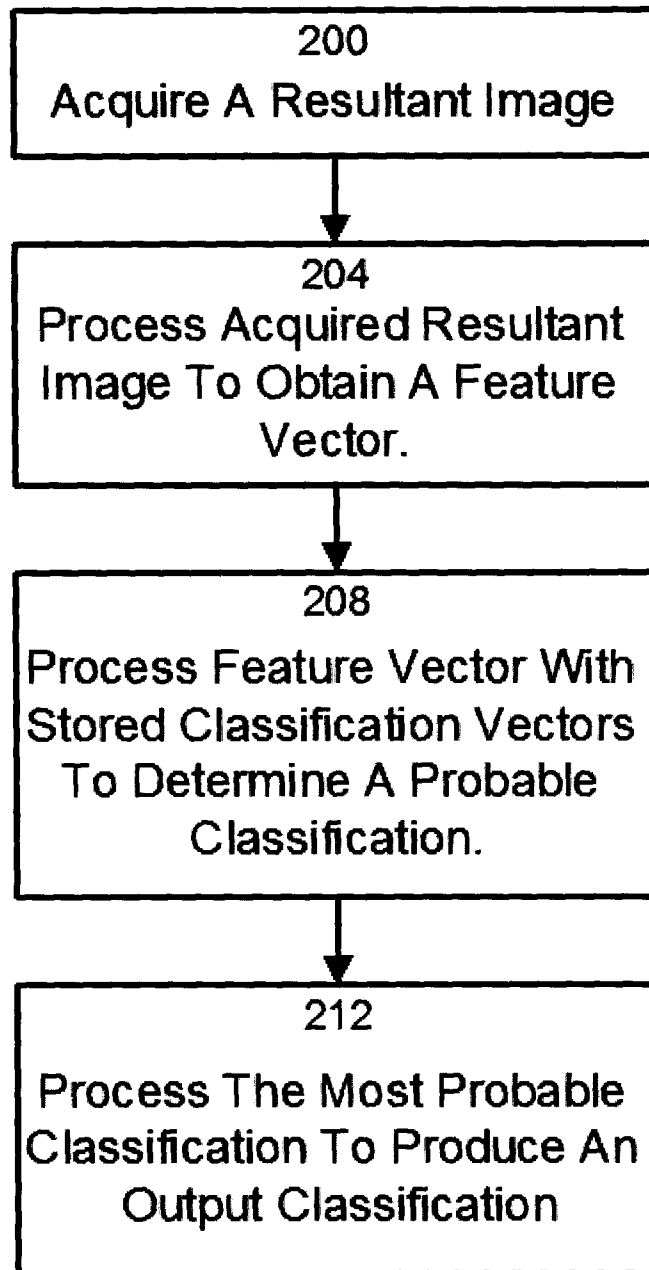
19. The system of any of claims 13, 14, 15, 16, 17 or 18 further comprising a decision processor operable to combine the most probable classification from the classifier with a temporal model and a set of classification state change probabilities to output an operating classification.

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20. The system of claim 19 wherein the operating classification is provided as an input to a supplemental restraint system.

1/3Fig. 1

2/3**Fig. 2**

3/3**Fig. 3**

INTERNATIONAL SEARCH REPORT

International application No.
PCT/CA2008/000477

A. CLASSIFICATION OF SUBJECT MATTER

IPC: **B60R 21/015** (2006.01) , **G06K 9/20** (2006.01) , **G06K 9/46** (2006.01) , **G06K 9/62** (2006.01)

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC: **B60R 21/015** (2006.01) , **G06K 9/20** (2006.01) , **G06K 9/46** (2006.01) , **G06K 9/62** (2006.01)

USPC: 701/001, 701/045,280/735,180/271,382/224

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

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Delphon, keywords: vehicle interior classification, image capture, wavelet transform, passenger, occupant, image subtraction

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X ---- Y	US 6,810,133 (KHAIRALLAH ET AL.) 26 October 2004 (26-10-2004) *see entire document*	1,2,4-8,13,14,16 and 17 ---- 3,9-12,15,18-20
Y	US 2004/0220705 (BASIR ET AL.) 4 November 2004 (04-11-2004) *see entire document*	9,10 and 18-20
Y	US 2006/0088219 (ZHANG ET AL.) 27 April 2006 (27-04-2006) *see entire document*	3,11,12 and 15
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X	US 6,459,974 (BALOCH ET AL.) 1 October 2002 (01-10-2002) *see entire document*	1,2 and 4-7
X	US 2005/0271280 (FARMER ET AL.) 8 December 2005 (08-12-2005) *see entire document*	1,2 and 4-7

[] Further documents are listed in the continuation of Box C.

[X] See patent family annex.

* Special categories of cited documents :	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention
"A" document defining the general state of the art which is not considered to be of particular relevance	"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
"E" earlier application or patent but published on or after the international filing date	"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art
"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)	"&" document member of the same patent family
"O" document referring to an oral disclosure, use, exhibition or other means	
"P" document published prior to the international filing date but later than the priority date claimed	

Date of the actual completion of the international search

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Robert Gruber 819- 953-1889

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