

A model-based design approach applied on a driver monitoring system

Thomas Kleinhenz, Seyed Nourbakhsh, Stefan Zürbes
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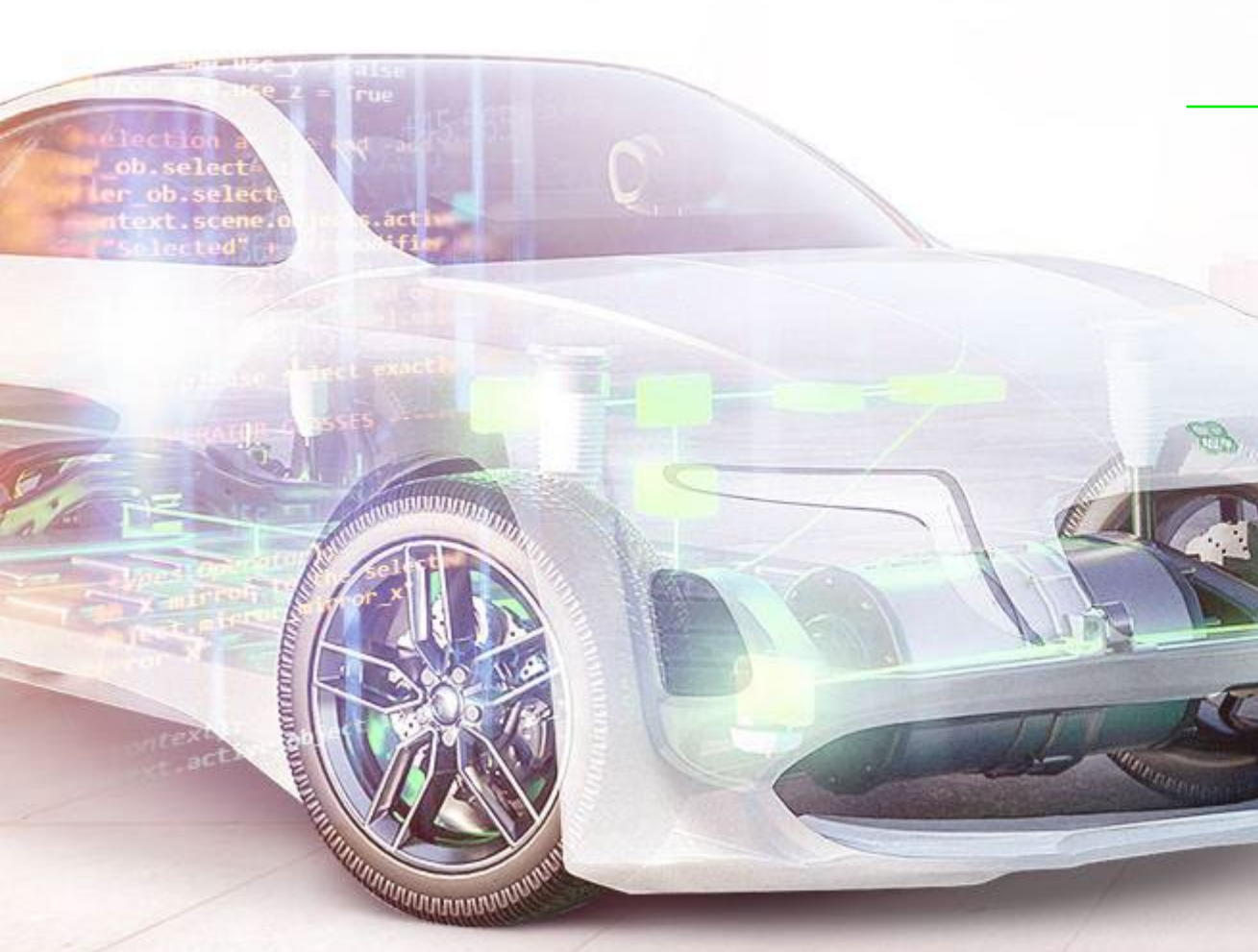
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Driving the future of software



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A leader in **automotive software** with over 30 years serving the industry, EB's software powers over 1 billion devices in more than 100 million vehicles and offers flexible, innovative solutions for connected car infrastructure, human machine interface (HMI) technologies, and driver assistance.

EB is a wholly owned subsidiary of Continental.

Driving the future of software



Technical competencies

EB's technical core competencies are developments of automotive-grade (software) products and engineering services.



Employees

3.400+ employees worldwide.
Spans three continents and eleven countries.



Consistent growth

Average growth (CAGR) > 10 %



Global presence

Development and business offices in Austria, China, Finland, France, Germany, India, Israel, Japan, Romania, South Korea and USA.



Continental AG

Wholly owned subsidiary of Continental AG, acting autonomously.



100+ million

Over 100 million vehicles on the road and 1 billion embedded devices.



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e.solutions

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Elektrobit

01 | Motivation



Motivation

- Model-based design can help to improve the efficiency for developing complex automotive software systems
- In a proof-of-concept, we aimed to confirm this statement by developing a driver monitoring system including a camera system, computer vision, and a basic HMI interface
- One important aspect is to automatically generate code for embedded deployment including test benches for system verification and design evaluation according to ISO 26262 and ISO 61508 with the goal to save time
- Further goals were to
 - prove efficiency improvements given by model-based design
 - prove Elektrobit competence to develop end-2-end software systems
 - integrate 3rd party functions (i.e., camera system) in a model and actual system

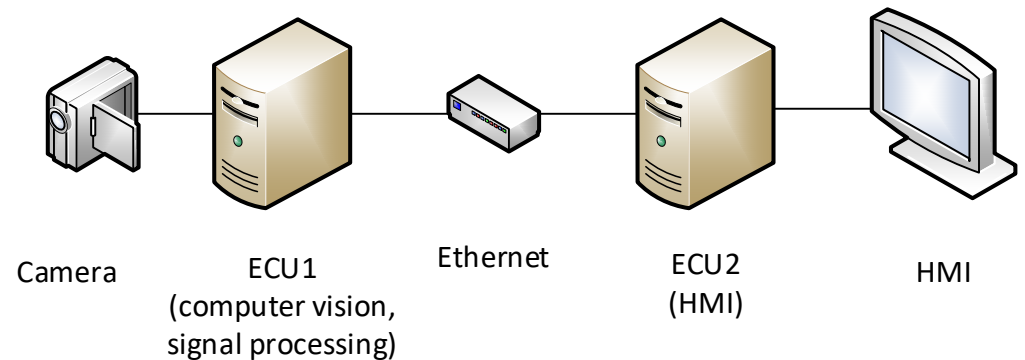


02 |
Driver
monitoring
system proof of
concept



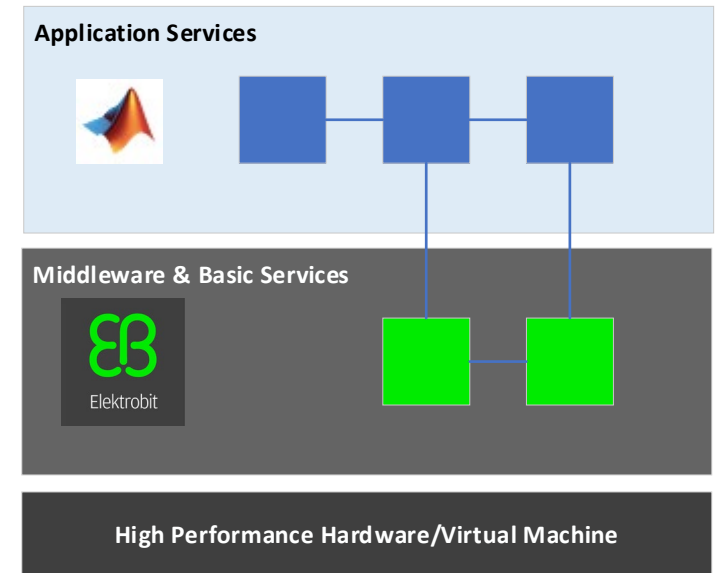
Driver monitoring system proof of concept

- Our proof-of-concept consists of the following components
 - One basic ECU running on a Raspberry Pi 3 and connected with a standard video camera
 - One further ECU running on a second Raspberry Pi 3 board, hosting Elektrobits cadian HMI system
 - Both Raspberry Pis were connected via ethernet



Driver monitoring system proof of concept

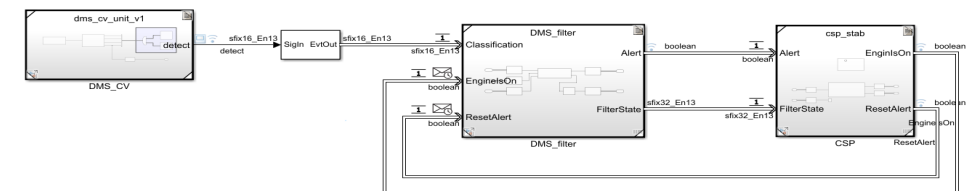
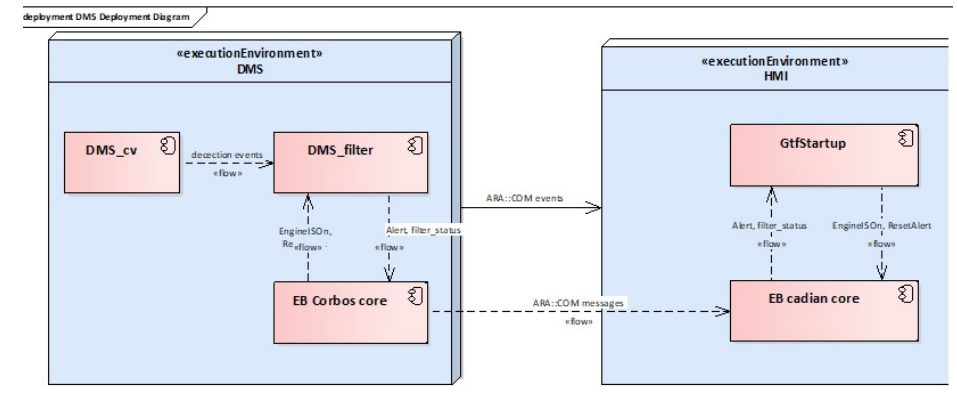
- Our aim was to realize the following functions and procedures
 - The system communicates using an automotive infrastructure based on Elektrobits corbos adaptive AUTOSAR products
 - It shall detect a driver presents and its property like drowsiness in the first ECU and report it to the HMI system, which present this info
 - All application code shall be auto-generated using MathWorks workflow. Only for the Elektrobit cadian HMI system, manually coding of required events shall be done
 - The system shall be tested with a live camera video
 - On the HMI system, the drowsiness generates a warning event
- Using MathWorks, we wanted to cover all steps defined of the V model into the MathWorks model-based design process. This includes requirements definition for software and hardware implementation.



Driver monitoring system proof of concept

The project consists of the following steps

1. Initial design on block diagram level plus definition for requirements
2. Architecture definition of the AUTOSAR adaptive function block and interfaces
3. A computer vision function block that do the image processing real time handling and inference to a Neuronal Network
4. Host simulation to proof the functionality
5. Test of the functions for a set of input videos with different image and actor conditions
6. Code generation and deployment on two Raspberry Pi 3 B+ boards
7. Finally, system testing with a live camera video
8. Report generation of code adviser for “Complete requirement mapping coverage”, ISO 26262, ISO 61508, MISRA C:2012



Driver monitoring system proof of concept

Proof of functionality

- Several video files were used to have comparable conditions
- After system definition and design readiness at system level with one or several simulation the functionality has been tested and validated.
- The output of the complete system has been validated

The image displays a simulation environment for a driver monitoring system. The main window shows a block diagram with components: **DMS_cv** (containing **dms_cv_unit_v1** and a **detect** block), **SignIn EvtOut**, **DMS_filter** (containing **Classification**, **Alert**, **EnginesOn**, and **FilterState**), and **ResetAlert**. Signals like **sfix16_En13** and **boolean** connect these blocks. A red arrow labeled "Simulation start" points to the **Run** button in the top toolbar.

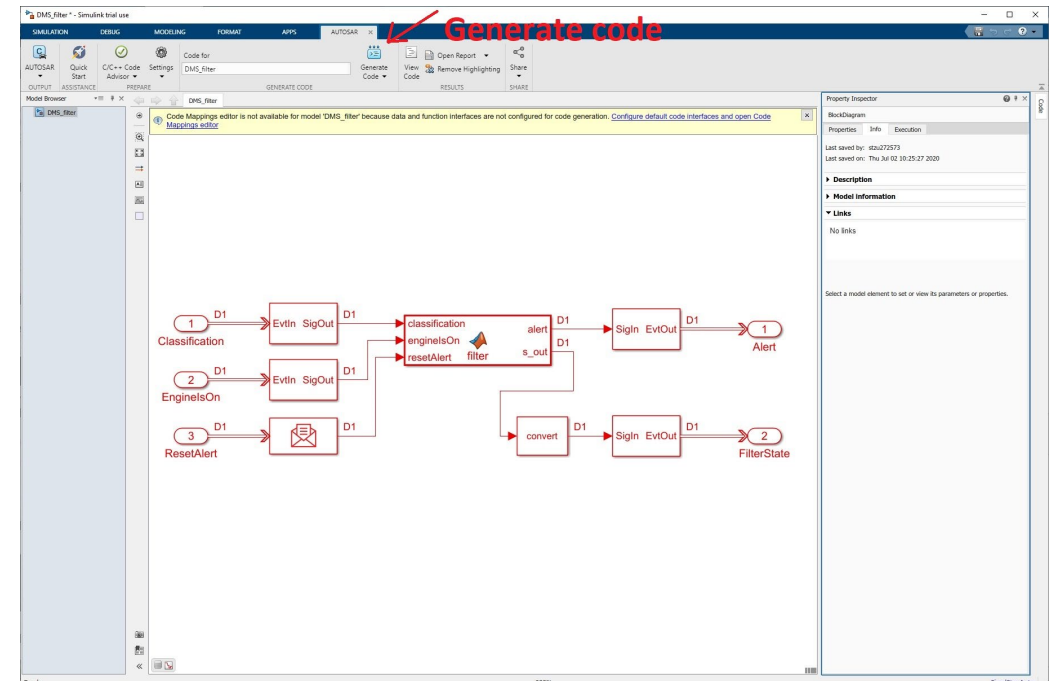
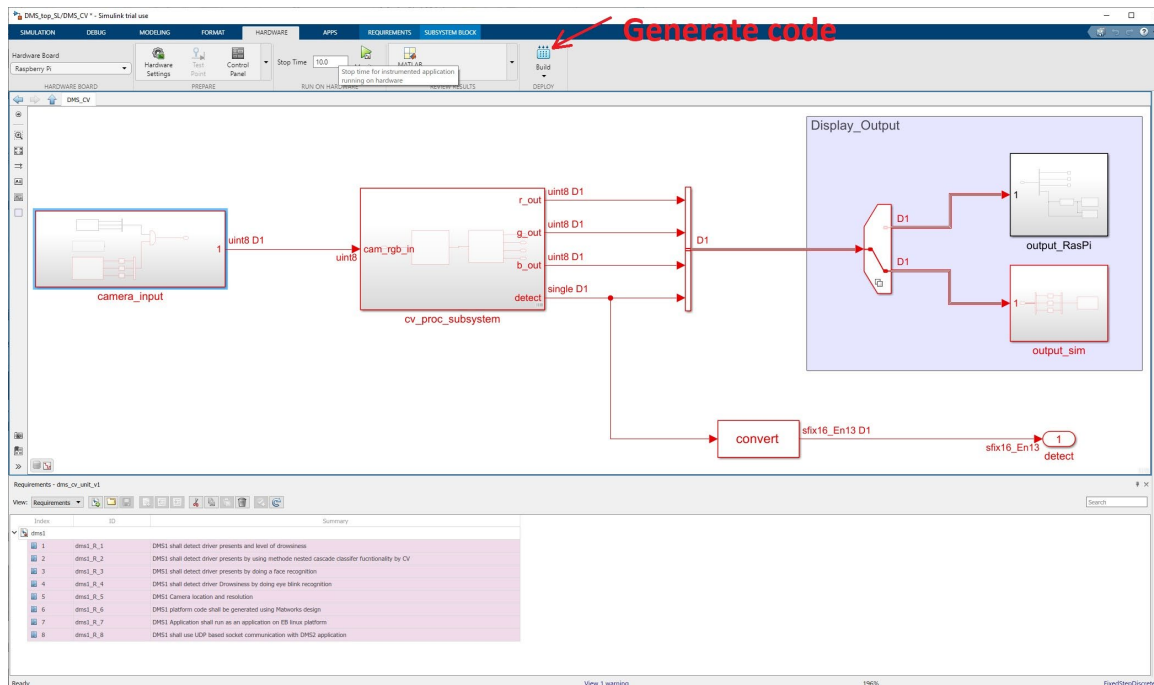
Below the diagram is a "To Video Display" window showing a video feed of a man's face. A yellow bounding box is drawn around the face, and two smaller yellow boxes are drawn around the eyes, indicating successful face and eye detection.

To the right is a "Diagnostic Viewer" window showing a log of simulation events. The log contains numerous entries such as "Face detected, eyes are closed[248.000000]= at 109; 50; 134; 134 -- HMI: Detect = 1; Send UDP = 1" and "Face detected, eyes are open[261.000000]= at 180; 40; 134; 134 --". A red arrow labeled "Log output" points to this window.

Driver monitoring system proof of concept

Computer Vision & adaptive AUTOSAR software components

- After system definition, design readiness at system level and simulation of the functionality is done, code generation for parts of the system are started
- In this case, this was done for computer vision, and adaptive AUTOSAR software components for signal processing



Driver monitoring system proof of concept

Elektrobit corbos adaptive Autosar SWC

- MathWorks generates all code including .cpp, .hpp and .arxml files
- The generated code is imported to Elektrobit corbos studio
- Together with other generated files inside Elektrobit corbos studio the target executable is generated
- The outcome is an executable that can run on target
- Executable have the binding capabilities to Elektrobit corbos core stack

```
workspace - Autosar Adaptive - dms_fil/src/simulink/DMS_filter.cpp - EB Corbos Studio
File Edit Source Refactor Navigate Search Project Run Window Help
Project Explorer Outline
runnable.hpp console.hpp console.cpp DMS_filter.h DMS_filter.cpp main.cpp
2# // DMS_filter.cpp
19
20
21 #include "DMS_filter.h"
22 #include "DMS_filter_private.h"
23
24 #include "runnable.hpp"
25
26 template<typename... Types>
27 void dbgLog(int Level, Types... args) {
28     if (Runnables::verbosity >= Level) {
29         eb::ara_com_test::Console::out("DMS_filterModelClass", args...);
30     }
31 }
32
33 // Model step function
34 void DMS_filterModelClass::step()
35 {
36     const ara::com::SampleContainer< ara::com::SamplePtr< const eb::dms::proxy::
37         events::Classification::SampleType > > *Classification_SmplCont;
38     const ara::com::SampleContainer< ara::com::SamplePtr< const eb::dms::proxy::
39         events::EngineIsOn::SampleType > > *EngineIsOn_SmplCont;
40     const ara::com::SampleContainer< ara::com::SamplePtr< const eb::dms::proxy::
41         events::ResetAlert::SampleType > > *ResetAlert_SmplCont;
42     real_T rtb_s_out;
43     boolean_T rtb_alert;
44     Int32_T rtb_DataTypeConversion;
45
46     // Fetch data for event "Classification" from ARA middleware
47     if (ClassificationPort && ClassificationPort->Classification_Update()) {
48         // Access event data
49         Classification_SmplCont =
50             &ClassificationPort->Classification_GetCachedSamples();
51         // Receive: '<S1>/Message Receive'
52         // Copy event data to application
53         DMS_filter_B_MessageReceive = *Classification_SmplCont->begin();
54         dbgLog(16, "Classification=", DMS_filter_B_MessageReceive);
55
56         // Received new event data
57         // Explicitly clean the event data cache
58         ClassificationPort->Classification_Cleanup();
59     }
60
61     // Fetch data for event "EngineIsOn" from ARA middleware
62     if (StatusPort && StatusPort->EngineIsOn_Update()) {
63         // Access event data
64         EngineIsOn_SmplCont = &StatusPort->EngineIsOn_GetCachedSamples();
65
66         // Receive: '<S2>/Message Receive'
67         // Copy event data to application
68         DMS_filter_B_MessageReceive_h = *EngineIsOn_SmplCont->begin();
69         dbgLog(14, "EngineIsOn=", Int(DMS_filter_B_MessageReceive_h));
70
71         // Received new event data
72         // Explicitly clean the event data cache
73         StatusPort->EngineIsOn_Cleanup();
74     }
75
76     // Fetch data for event "ResetAlert" from ARA middleware
77     DMS_filter_B_MessageReceive_f = false;
78     if (StatusPort && StatusPort->ResetAlert_Update()) {
79         // Access event data
80         ResetAlert_SmplCont = &StatusPort->ResetAlert_GetCachedSamples();
81     }
82 }
```

Driver monitoring system proof of concept

- Finally, the generated code is deployed on two Raspberry Pi 3 B+ boards:
- The first Raspberry board is used for
 - hosting the computer vision function. All required code has been generated, compiled and tested
 - hosting the AUTOSAR stack. Again, all required coded has been generated including *.axml file generation. This code was compiled with EB corbos studio, successfully deployed and tested
- On the second Raspberry board, Elektrobit cadian HMI system is deployed
- Both Raspberry PIs were connected via ethernet
- The system was tested with a live camera video
- On the HMI system, the drowsiness generates a warning popup message. The correct functionality of the system could be validated



03 | Conclusion and next steps



Conclusion and next steps

The driver monitoring system PoC proves that

- Model-based design provides mechanism for doing system design of complex systems without increasing costs
- It allows a consistent specification, analyze & interrogate the design, and enable a high level of automation
- It avoids disruptions in the workflow: evolutionary development of models from concept phase to final code generation
- Validation and design advisor help to check the design in all steps
- The design process and needed time is optimized
- MathWorks tool chain includes all necessary tools beside the target compile for specific customize targets

the fantastic

Functional Safety
ECU configuration
EB tresos AutoCore
memory partitioning
mode management CAN
LIN Application Interfaces
E2E protection AUTOSAR 4.0
standardization
SAE J1939
SW-C template
debug & trace
quality efficiency
error handling
EB tresos Studio
FIBEX TCP/IP
backward compatibility multicore singlecore LIN
FlexRay integration consulting transferability
XCP robust body comfort powertrain chassis
scalability
timing model
trigger event
partial networking



Conclusion and next steps

- Does it help to be faster? Yes, it does!
- Thinking in models & building blocks helps
 - to set the right focus,
 - to be more efficient by re-using what is already invented, and
 - to concentrate on the key value and innovations you would like to achieve
- Next steps
 - Include cyber security aspects into the model-based system design

Contact us



Elektrobit

Thomas Kleinhenz

Senior Manager, Connected Mobility Solutions
EB – Driving the future of software

thomas.kleinhenz@elektrobit.com
[elektrobit.com](https://www.elektrobit.com)

