

**Development and Implementation of a Driver  
Hypovigilance Detection System Based on EEG using  
DWT**

**MOUSA KADHIM WALI**

**UNIVERSITY MALAYSIA PERLIS**

**2013**

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**Development and Implementation of a Driver  
Hypovigilance Detection System Based on EEG using  
DWT**

By

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Mousa Kadhim Wali  
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## TABLE OF CONTENTS

	<b>PAGE</b>
<b>DECLARATION OF THESIS</b>	i
<b>ACKNOWLEDGEMENTS</b>	ii
<b>TABLE OF CONTENTS</b>	iii
<b>LIST OF TABLES</b>	ix
<b>LIST OF FIGURES</b>	xii
<b>LIST OF ABBREVIATIONS</b>	xvi
<b>LIST OF SYMBOLS</b>	xx
<b>ABSTRAK</b>	xxi
<b>ABSTRACT</b>	xxii
<b>CHAPTER 1 INTRODUCTION</b>	
1.1 Background	1
1.2 Motivation	5
1.3 Problem Statement	5
1.4 Limitations of Earlier Works and Research Objectives	6
1.5 Scope	8
1.6 Thesis Organization	9
<b>CHAPTER 2 REVIEW ON HYPOVIGILANCE DETECTION METHODS</b>	
2.1 Introduction	11
2.2 Hypovigilance	14

2.2.1	Definition	14
2.2.2	Hypovigilance Manipulation	15
2.2.3	Hypovigilance Measurement methods	17
2.2.3.1	Physiological Signals Based Hypovigilance Detection	17
2.2.3.2	Physical Based Hypovigilance Detection	18
2.2.3.3	Performance Based Hypovigilance Detection	19
2.2.3.4	Subjective Measures	19
2.3	Electroencephalogram	20
2.3.1	Electrodes Placement	21
2.3.2	Amplifier	22
2.3.3	Filters	23
2.3.4	Frequency Bands	24
2.4	Preprocessing	25
2.4.1	Effects of Noises and Artefacts	25
2.4.2	Methods of Noises and Artefacts Removal	26
2.5	Feature Extraction	28
2.5.1	Time Domain Features	28
2.5.2	Frequency Domain Features	29
2.5.2.1	Fast Fourier Transform	29
2.5.3	Time-Frequency Domain Features	31
2.5.3.1	Wavelet Transform	32
2.5.3.2	Continuous Wavelet Transform	33
2.5.3.3	Discrete Wavelet Transform	34

<b>2.6</b>	<b>Classification</b>	<b>36</b>
<b>2.7</b>	<b>Review on Real Time Hypovigilance Detection System</b>	<b>38</b>
<b>2.8</b>	<b>Previous Studies Results on Hypovigilance Detection Methods</b>	<b>39</b>
<b>2.8.1</b>	<b>Physiological Signals Method</b>	<b>39</b>
<b>2.8.1.1</b>	<b>Utilizing EEG Frequency Bands</b>	<b>40</b>
<b>2.8.1.2</b>	<b>Hypovigilance Indices Review</b>	<b>41</b>
<b>2.8.2</b>	<b>Physical Method</b>	<b>42</b>
<b>2.8.3</b>	<b>Performance Method</b>	<b>42</b>
<b>2.9</b>	<b>Summary</b>	<b>43</b>
<b>CHAPTER 3 RESEARCH METHODOLOGY</b>		
<b>3.1</b>	<b>Introduction</b>	<b>49</b>
<b>3.2</b>	<b>Data Acquisition</b>	<b>51</b>
<b>3.2.1</b>	<b>Subjects' Description</b>	<b>51</b>
<b>3.2.2</b>	<b>Experimental Setting</b>	<b>51</b>
<b>3.2.3</b>	<b>Protocol Design</b>	<b>54</b>
<b>3.3</b>	<b>Preprocessing</b>	<b>57</b>
<b>3.3.1</b>	<b>Butterworth Filtering</b>	<b>57</b>
<b>3.4</b>	<b>Discrete Wavelet Transform</b>	<b>61</b>
<b>3.4.1</b>	<b>Implementation of DWPT</b>	<b>62</b>
<b>3.4.2</b>	<b>Implementation of Inverse Wavelet Packet Transform</b>	<b>73</b>
<b>3.5</b>	<b>Application of FFT Algorithm on Hypovigilance Detection</b>	<b>76</b>
<b>3.5.1</b>	<b>Amplitude spectrum</b>	<b>82</b>

<b>3.6</b>	Hypovigilance Indices	83
<b>3.7</b>	Spectral Features	85
<b>3.7.1</b>	Power Spectral Density	86
<b>3.7.2</b>	Spectral Centroid	86
<b>3.8</b>	The Filter Bank Method	87
<b>3.9</b>	Analysis of Variance (ANOVA) Based Statistical Features Test	87
<b>3.10</b>	Hypovigilance Classification	88
<b>3.10.1</b>	Data Preparation for Classification	88
<b>3.10.1.1</b>	Data Preparation for Distraction Classification	88
<b>3.10.1.2</b>	Data Preparation for Drowsiness Classification	89
<b>3.10.2</b>	Probabilistic Neural Network	90
<b>3.10.3</b>	K-Nearest Neighbor	92
<b>3.10.4</b>	Fuzzy Subtractive Clustering	93
<b>3.11</b>	Performance Measures	98
<b>3.12</b>	Real-Time Embedded System	99
<b>3.12.1</b>	Limitations of the Emotiv Wireless EEG System	101
<b>3.12.2</b>	EEG Data Acquisition Device for Real Time Interfacing	101
<b>3.12.3</b>	Channel Number Capturing Circuit	104
<b>3.12.4</b>	Channel Sample Value Capturing Circuit	105
<b>3.12.5</b>	Single Board Computer (TS7800)	107
<b>3.12.5.1</b>	PC-104 Connector Programming	108
<b>3.12.5.2</b>	A/D Calculations	110
<b>3.12.5.2</b>	System Performance	110

<b>3.13</b>	<b>Summary</b>	<b>112</b>
<b>CHAPTER 4 RESULTS AND DISCUSSION</b>		
<b>4.1</b>	<b>Introduction</b>	<b>113</b>
<b>4.2</b>	<b>Preprocessing</b>	<b>114</b>
<b>4.3</b>	<b>Development of Hypovigilance Indices</b>	<b>116</b>
<b>4.3.1</b>	<b>Distraction Index</b>	<b>117</b>
<b>4.3.2</b>	<b>Drowsiness Index</b>	<b>127</b>
<b>4.3.3</b>	<b>Hypovigilance Index</b>	<b>132</b>
<b>4.4</b>	<b>Statistical Validation of Features by ANOVA Test</b>	<b>134</b>
<b>4.4.1</b>	<b>Distraction State</b>	<b>135</b>
<b>4.4.2</b>	<b>Drowsiness State</b>	<b>136</b>
<b>4.5</b>	<b>Classification Method</b>	<b>137</b>
<b>4.5.1</b>	<b>Distraction State</b>	<b>138</b>
<b>4.5.2</b>	<b>Drowsiness State</b>	<b>145</b>
<b>4.5.3</b>	<b>Hypovigilance State</b>	<b>152</b>
<b>4.6</b>	<b>Application</b>	<b>153</b>
<b>4.6.1</b>	<b>GUI Description of DWT Toolbox</b>	<b>153</b>
<b>4.6.2</b>	<b>Real Time Implementation</b>	<b>157</b>
<b>4.6.2.1</b>	<b>System Verification</b>	<b>157</b>
<b>4.6.2.2</b>	<b>Memory Utilization</b>	<b>158</b>
<b>4.6.2.3</b>	<b>CPU Utilization</b>	<b>160</b>
<b>4.7</b>	<b>Summary</b>	<b>164</b>

## **CHAPTER 5 CONCLUSION AND FUTURE WORK**

<b>5.1</b>	<b>Conclusion</b>	165
5.1.1	Hypovigilance Elicitation Method	166
5.1.2	Newly Proposed Hypovigilance Indices	166
5.1.3	Hypovigilance Classification	167
5.1.4	Hypovigilance Detection by Real-Time Embedded System	168
<b>5.2</b>	<b>Future Works</b>	168

<b>REFERENCES</b>	171
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<b>Appendix A</b>	185
<b>Appendix B</b>	186
<b>Appendix C</b>	187
<b>Appendix D</b>	190
<b>Appendix E</b>	199
<b>Appendix F</b>	205
<b>Appendix G</b>	213
<b>Appendix H</b>	220
<b>Appendix I</b>	221

<b>LIST OF PUBLICATIONS</b>	222
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## LIST OF TABLES

NO.		PAGE
2.1	EEG frequency band and its related frequency range.	18
2.2	EEG frequency bands and its association with hypovigilance.	24
2.3	Summary of previous studies on vigilance state.	45
2.4	Summary of previous studies on drowsiness state.	47
3.1	The low pass and high pass filter coefficients of db4, db8, sym8, & coif5.	63
3.2	EEG band level and its bandwidth used for hypo-vigilance detection.	67
3.3	Bit reversal process of 512 samples.	77
3.4	Fuzzy rule generation for SC and PSD features over 4 EEG frequency bands.	97
3.5	Fied description of TS7800 resources related to “vmstat” command.	111
4.1	Relation between each distraction levels based on ADDI.	120
4.2	Validation of 80 frames of each level ( 4 distraction stimuli * 20 subjects) based on db4.	121
4.3	Validation of proposed distraction index using different wavelet functions and FB method.	122
4.4	Percentage of mean of distraction of the 50 subjects on each type of stimulus based on db4 wavelet function.	122
4.5	Percentage of mean of distraction of the 50 subjects on each type of stimulus based on db8 wavelet function.	122
4.6	Percentage of mean of distraction of the 50 subjects on each type of stimulus based on sym8 wavelet function.	123
4.7	Percentage of mean of distraction of the 50 subjects on each type of stimulus based on coif5 wavelet function.	123
4.8	Percentage of mean of distraction of the 50 subjects on each type of stimulus based on FB method.	123

<b>4.9</b>	High distraction in % on four types of distraction stimuli over 50 subjects based on db4.	125
<b>4.10</b>	Relation between each level of drowsiness levels based ADSI.	128
<b>4.11</b>	Accuracy of detection of 20 frames of each level of drowsiness for the left 20 subjects based on db4.	131
<b>4.12</b>	Validation of proposed sleepy index using different wavelet functions and FB method .	131
<b>4.13</b>	Relation between each level of hypovigilance levels based on ADDI & ADSI.	133
<b>4.14</b>	Hypovigilance detection table for db4, db8, sym8, coif5 & FB method.	134
<b>4.15</b>	ANOVA test of SC & PSD features over db4, db8, sym8, coif5 & FB method for each distraction level.	136
<b>4.16</b>	ANOVA test of SC & PSD features over db4, db8, sym8, coif5 & FB method for each drowsiness level.	137
<b>4.17</b>	Classification results of KNN, PNN, Fuzzy subtractive classifiers over 4 distraction levels based on db4 wavelet.	139
<b>4.18</b>	Classification results of KNN, PNN, Fuzzy subtractive classifiers over 4 distraction levels based on db8 wavelet	140
<b>4.19</b>	Classification results of KNN, PNN, Fuzzy subtractive classifiers over 4 distraction levels based on sym8 wavelet.	141
<b>4.20</b>	Classification results of KNN, PNN, Fuzzy subtractive classifiers over 4 distraction levels based on coif5 wavelet.	143
<b>4.21</b>	Classification results of KNN, PNN, Fuzzy subtractive classifiers over 4 distraction levels based on FB method.	144
<b>4.22</b>	comparison of maximum mean distraction classification rate of present work with that of earlier works.	145
<b>4.23</b>	Classification result of KNN, PNN, Fuzzy classifiers over 4 drowsiness levels based on db4 wavelet function.	146
<b>4.24</b>	Classifications result of KNN, PNN, Fuzzy subtractive classifiers over 4 drowsiness levels based on db8 wavelet.	147
<b>4.25</b>	Classifications result of KNN, PNN, Fuzzy subtractive classifiers over 4 drowsiness levels based on sym8 wavelet.	148
<b>4.26</b>	Classifications result of KNN, PNN, Fuzzy subtractive classifiers over 4 drowsiness levels based on coif5 wavelet.	149
<b>4.27</b>	Classifications result of KNN, PNN, Fuzzy subtractive classifiers over 4 drowsiness levels based on FB method.	150

<b>4.28</b>	Comparison of maximum mean distraction classification rate of present work with that of earlier works.	151
<b>4.29</b>	Hypovigilance levels classification using Fuzzy subtractive classifier.	152
<b>4.30</b>	Computation time of hypovigilance algorithm under TS7800.	161
<b>4.31</b>	Comparison of hypovigilance real time EEG processing system in terms of CPU speed and memory usage.	163

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## LIST OF FIGURES

NO.		PAGE
2.1	Factors lead to driver hypo-vigilance.	15
2.2	Types of Hypovigilance and its effects.	16
2.3	The international 10-20 system of electrodes placements.	21
2.4	Filter bank implementation of DWT & inverse DWT.	35
3.1	Overview of hypovigilance detection system using wireless EEG .	50
3.2	Electrode diagram for 14 channels based on the International 10-20 system.	52
3.3	Virtual reality-based driving environment for EEG data acquisition (a) back view (b) front view.	53
3.4	Different types of hypovigilance and EEG signal plot: (a) Subject distracted by mobile (mental task), (b) subject distracted by GPS, (c) subject in drowsy state, (d) electrodes position and signals.	54
3.5	EEG data acquisition protocol for hypovigilance detection.	56
3.6	Direct form representation of 4th order Butterworth BPF.	60
3.7	The filter frequency response of 4th order Butterworth filter.	61
3.8	The characteristic of db4 (a) wavelet (b) scaling function.	64
3.9	The characteristic of db8 (a) wavelet (b) scaling function.	64
3.10	The characteristic of sym8 (a) wavelet (b) scaling function.	64
3.11	The characteristic of coif5 (a) wavelet (b) scaling function.	64
3.12	Five level decomposition of input EEG signals with a sampling frequency of $F_s=128$ Hz using DWPT.	66
3.13	DWPT implementation on input signals for two level decomposition.	67
3.14	Implementation of filter bank structure based DWPT (db4) decomposition on EEG signals to extract the wavelet coefficients for (a) alpha (b) theta frequency band.	72
3.15	Reconstruction of original signal using inverse wavelet packet transform.	73

<b>3.16</b>	Nine stages block diagram in the computation of $N = 512$ point FFT of hypovigilance frame.	80
<b>3.17</b>	FFT process of 512 samples of hypovigilance frame.	81
<b>3.18</b>	Hypovigilance indices block diagram.	84
<b>3.19</b>	Features derivation and classification block diagram.	85
<b>3.20</b>	Conventional filter bank method block diagram.	87
<b>3.21</b>	The proposed PNN architecture.	92
<b>3.22</b>	Gaussian membership function with $m=5$ and $\epsilon=2$ .	94
<b>3.23</b>	Fuzzy system structure for two features of 14 EEG channels.	97
<b>3.24</b>	Basic scheme of our proposed EEG-based BCI system.	100
<b>3.25</b>	Compludis EEG device (a) The PIB device (b) the control box.	102
<b>3.26</b>	EEG device & Embedded System TS7800 Block Diagram.	103
<b>3.27</b>	Data capturing circuit between PIB and Control box.	104
<b>3.28</b>	The decoding circuit of the control box signals.	105
<b>3.29</b>	The decoding circuit of the PIB signals.	106
<b>3.30</b>	The decoding circuit timing diagram.	107
<b>3.31</b>	Front view of both TS7800 and the proposed circuit.	108
<b>3.32</b>	The connection of the data through B row of PIC104 connector of SBC.	109
<b>3.33</b>	TS-7800 resources after “vmsat” command.	111
<b>4.1</b>	The raw and preprocessed EEG signal for different level of distraction on Subject 7.	115
<b>4.2</b>	The raw and preprocessed EEG signal for different level of drowsiness on Subject 7	116
<b>4.3</b>	EEG signal amplitude of neutral state of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	118
<b>4.4</b>	EEG signal amplitude of low level distraction of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	119

<b>4.5</b>	EEG signal amplitude of medium distraction level of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	119
<b>4.6</b>	EEG signal amplitude of high distraction level of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	120
<b>4.7</b>	The EEG band variation under SMS stimuli for subject No. 29 in amplitude spectrum for different level of distraction (a) Neutral (b) Low (c) Medium (d) high.	124
<b>4.8</b>	EEG signal amplitude of awake state of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	129
<b>4.9</b>	EEG signal amplitude of drowsy state of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	129
<b>4.10</b>	EEG signal amplitude of high drowsy state of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	130
<b>4.11</b>	EEG signal amplitude of sleep 1 state of the subjects using db4 wavelet function (a) Preprocessed EEG signal and its frequency bands (b) Amplitude spectrum of EEG signal.	130
<b>4.12</b>	The EEG band variation for subject No. 29 in amplitude spectrum for different level of drowsiness (a) Neutral (b) drowsy (c) high drowsy (d) sleep 1.	132
<b>4.13</b>	Proposed methodology on developing software GUI for implementing Discrete Wavelet Packet Transform and Fast Fourier Transform.	154
<b>4.14</b>	Layout of Visual Basic based DWT Software GUI for signal processing applications.	155
<b>4.15</b>	Wavelet Viewer of db2 of both scaling and wavelet function.	156
<b>4.16</b>	DWT decomposition and its frequency spectrum plot of (a) level 1 (b) level 2.	156
<b>4.17</b>	Calibration impulse signal for system verification.	158
<b>4.18</b>	Memory usage before hypovigilance detection started.	159
<b>4.19</b>	Memory usage after hypovigilance detection started .	160

<b>4.20</b>	CPU usage before hypovigilance detection started.	162
<b>4.21</b>	CPU usage after hypovigilance detection started.	162

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## LIST OF ABBREVIATIONS

A/D	Analogue to Digital Converter
ADDI	Alpha Dependent Distraction Index
ADSI	Alpha Dependent Sleepy Index
ANN	Artificial Neural Network
ANOVA	Analysis of Variance
AR	Average Rejection
BCI	Brain Computer Interface
BP	Back Propagation
BVP	Blood Volume Pressure
CA	Approximation Coefficients
CAR	Common Average Reference
CCD	Charge Coupled Device
CD	Details Coefficients
CHCLK	Channel Clock
CHNU	Channel Number
CMRR	Common Mode Rejection Ratio
CNS	Central nervous system
CPT	Continuous Performance Test
CPU	Central Processing Unit
CSD	Cross Spectral Density
CSP	Common Spatial Pattern
CWT	Continuous Wavelet Transform
DAQ	Data Acquisition
DCLK	Data Clock

DFT	Discrete Fourier Transform
DR	Detection Rate
DSTRT	Data Start
DWPT	Discrete Wavelet Packet Transform
DWT	Discrete Wavelet Transform
ECD	Eye Closure Duration
ECG	Electrocardiography
EEG	Electroencephalogram
EMG	Electromyography
EoG	Electrooculography
ERP	Event Related Potential
FB	Filter Bank
FIR	Finite Impulse Response
FLD	Fisher Linear Discriminator
FN	False Negative
FNR	False Negative Rate
FP	False Positive
FPGA	Field Programmable Gate Array
FS	Fuzzy System
GPS	Global Position System
GSR	Galvanic Skin Response
GUI	Graphical User Interface
HRV	Heart Rate Variability
ICA	Independent Component Analysis
IO	Input / Output

IWPT	Inverse Wavelet Packet Transform
JTV	Johns Test of Vigilance
KNN	K Nearest Neighbour
KSS	Karolinska Score Scale
LACLK	Load Clock
LCD	Liquid Crystal Display
LDA	Linear Discriminate Analysis
MIROS	Malaysian Institute of Road Safety Research
MRA	Multi Resolution Analysis
MSB	Most Significant Bit
MSE	Multi Scale Entropy
MUX	Multiplexer
NSF	National Sleep Foundation
PCA	Principle Component Analysis
PCI	Peripheral Component Interconnect
PERCLOS	Percentage Eye Rate Closure
PIB	Patient Interface Box
PNN	Probabilistic Neural Network
PSD	Power Spectral Density
PWD	Pseudo Wigner Distribution
RBF	Radial Basis Function
RD	Random Diagonal
RF	Radio Frequency
RMSE	Root Mean Square Error
SBC	Single board computer

SC	Spectral Centroid
SCR	Surface Laplician
SD	Standard Deviation
SDLP	Standard deviation of lane position
TORCS	The Open Racing Car Simulator
SDLP	Standard Deviation of Lane Position
SDRAM	Skin Conductive Resistance
SL	Storage Dynamic RAM
SMS	Short Message Service
SOM	Self Organizing Map
STFT	Short Time Fourier Transform
STRT	Start
SVM	Support Vector Machine
SWM	Steering Wheel Movement
TN	True Negative
TP	True Positive
TPR	True Positive Rate
TSK	Takagi-Sugeno-Kang
USD	Universal Serial Bus
VLD	Variation of Lane Deviation
WPT	Wavelet Packet Transform
WVD	Wigner Ville Distribution

## LIST OF SYMBOLS

$\delta$	Delta Band
$\theta$	Theta Band
$\alpha$	Alpha Band
$\beta$	Beta Band
$\gamma$	Gamma Band
$\sigma$	Adjustable Smoothing Parameter in PNN
$\xi$	Width of the Gaussian Function
$\psi$	Wavelet
$\omega$	Angular Frequency
$\Omega$	Ohm
K $\Omega$	Kilo Ohm
$\mu V$	Micro volts
$\mu S$	Micro Second
S	Signal
$S_{EXT}$	External Signal
A	Mean Amplitude of the Aamplitude Spectrum

## **Pembangunan dan Pelaksanaan Pemandu Hypovigilance Sistem Pengesanan Berdasarkan EEG menggunakan DWT**

### **Abstrak**

Dalam tesis ini, analisis isyarat “electroencephalogram” (EEG) dalam bidang masa-frekuensi dengan aplikasi untuk pengenalan pengawasan-hiper pemandu telah dimajukan. Sebanyak lima stimuli telah dipertimbangkan dalam memajukan sistem pintar pengawasan-hiper ini. Dengan menggunakan sistem antarabangsa 10-20, 14 multi-saluran EEG tanpa-wayar telah ditempatkan di permukaan kulit kepala. Pengkalan data EEG telah disediakan menggunakan 50 subjek (43 lelaki dan 7 perempuan) dan pelbagai keadaan pengawasan-hiper (neutral, alih perhatian rendah, alih perhatian sederhana, alih perhatian tinggi, berjaga, mengantuk, mengantuk kuat, peringkat tidur) telah dirangsang menggunakan stimuli audio dan visual (pemain media, GPS, fikir mental, SMS, dan memandu untuk 1 jam). Indeks pengalihan perhatian, mengantuk dan pengawasan-hiper diperoleh dari jalur-jalur frekuensi EEG; delta (0-4Hz), theta (4-8Hz), alpha (8-12Hz), dan beta (14-32Hz) menggunakan “Discrete Wavelet Transform” (DWT) dan “FFT” hibrid. Ciri-ciri statistik (“Spectral centroid” (SC), “Power Spectral Density” (PSD)) yang diperoleh dari jalur-jalur frekuensi EEG dengan menggunakan pelbagai ombak kecil (db4, db8, sym8, and coif5) telah digunakan untuk mengelaskan tahap pengawasan-hiper menggunakan tiga pengelasan “Probabilistic Neural Network” (PNN), “K Nearest Neighbour” (KNN) dan “subtractive fuzzy classifier”. Sebagai hasil kajian ini, kadar pengesanan indeks purata pengalihan perhatian dan indeks mengantuk adalah 88.75% dan 85%, kedua-duanya berasaskan db4. Selain itu, klasifikasi mengantuk dan peralihan perhatian yang berasaskan “subtractive fuzzy classifier” mencapai kadar pengelasan maksimum 79.21% dengan menggunakan sym8 dan 84.41% menggunakan db4. Implementasi matematik penapisan pra-pemprosesan Butterworth, DWT dan FFT berasaskan kod bahasa C telah dilaksanakan melalui system terbenam masa sebenar (TS7800) menggunakan indeks pengawasan-hiper untuk pengesanan kerana kaedah indeks memerlukan masa pengiraan dan penggunaan memori yang rendah berbanding kaedah pengelasan. Kaedah bank penapisan konvensional telah disiasat dan dibandingkan dengan kaedah hibrid dalam istilah kepelbagaian indeks dan pengelasan. Kesimpulannya, sistem pengesanan pengawasan-hiper berasaskan db4 memberi kadar purata pengesanan yang terbaik menggunakan kaedah indeks. Hasil tesis ini adalah antaramuka grafik pengguna (GUI) yang dibangunkan dalam platform Visual Basic dengan DWT sebagai aplikasi pemprosesan isyarat, sebagai tambahan kepada peranti keras sistem pengesanan masa sebenar.

# **Development and Implementation of a Driver Hypovigilance Detection System Based on EEG using DWT**

## **ABSTRACT**

In most real-time scenarios, it is highly essential to evaluate the level of hypovigilance in drivers, pilots, security guards and sportsmen to ensure efficient performance in their work. Driver hypovigilance is one of the major causes for road accidents. Drowsiness and distraction are two major components of hypovigilance. Most real time detection systems use the conventional classifier based approach to distinguish different levels and proposed the measurement index to differentiate lower numbers of hypovigilance levels (such as drowsy versus awake, distraction versus neutral, etc.). Furthermore, existing detection systems are bulky and costly. In this thesis electroencephalogram (EEG) signal analysis in the time-frequency domain with application to driver hypovigilance recognition is developed. Five stimuli are considered for devolving an intelligent hypovigilance detection system. 14 wireless multi channel EEG are placed over the entire scalp through international 10-20 system. The EEG dataset is developed with 50 subjects (43 males and 7 females) and the discrete hypovigilance states (neutral, low distraction, medium distraction, high distraction, awake, drowsy, high drowsy, sleep stage 1) are evoked by using audio and visual stimuli (media player, GPS, mental think, SMS, and driving for 1hour). Distraction, sleepy, and hypovigilance indices were derived from EEG frequency bands; delta (0-4Hz), theta (4-8Hz), alpha (8-12Hz), and beta (14-32Hz) using hybridization of Discrete Wavelet Transform (DWT) and FFT. Two statistical features (Spectral centroid (SC), Power Spectral Density (PSD)) derived from EEG frequency bands using different wavelets (db4, db8, sym8, and coif5) are used to classify the hypovigilance levels using three classifiers namely; Probabilistic Neural Network (PNN), K Nearest Neighbour (KNN) and subtractive fuzzy classifier. As a result of this study, the average of distraction and sleepy index detection rate were 88.75% and 85% respectively, both based on db4. On the other hand, subtractive fuzzy classifier based distraction and drowsiness achieves maximum classification rate of 79.21% based on sym8, and 84.41% based on db4, respectively. The embedded system (TS7800) has been used in this research as real time hypovigilance detection system based on hybridization of discrete wavelet transform and fast Fourier transform. The conventional filter bank method had been investigated and compared with hybrid method. The Results of this research indicated that db4 based hypovigilance detection system gave best average detection rate using index method. While classification method showed that sym8 and db4 gave high accuracy results when they were applied for features extraction of distraction and drowsiness states, respectively. The output of this thesis is the newly distraction, drowsiness, and hypovigilance indices obtained by hybridization of DWT and FFT, in addition to hardware real time detection system based on embedded system.

# CHAPTER 1

## INTRODUCTION

### 1.1 Background

Driver hypovigilance is one of the major causes for road accidents. Drowsiness and distraction are two major components of hypovigilance. The Development of an efficient detection system is highly essential to reduce the number of road accidents in day-to-day life. Researchers have already developed many research tools to efficiently monitor the above factors using different modalities. Although researchers have been working in this area for the past several decades, many detection systems do not work efficiently in real-time scenarios. This is due to inefficient methodology on appropriately detecting the driver's hypovigilance levels. Hence, the development of an effective level measurement index is truly essential for reducing fatalities and economic losses due to vehicle accidents. Based on statistics from the Malaysian Institute of Road Safety Research (MIROS), the number of road accidents increased to 397,194 in 2009 compared to 250,429 in 2000. Moreover, MIROS statistics revealed that 414,421 road accidents were reported in 2010 (Carskadon and Dement, 2011).

The U.S.A National Highway Traffic Safety Administration concluded that drivers have a higher level of distraction by 30% during driving and about 100,000 accidents cases are registered every year by the police due to severe driver fatigue (Stutts *et al.* , 2003). Thereby, an estimated 550 deaths, 71,000 injuries and \$12.5 billions in economic losses occur each year.