Self-Driving Car Module- A CNN Based Transfer Learning Model

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APPROVAL

This Project titled "Self-Driving Car Module- A CNN Based Transfer Learning Model", submitted by Md. Najmul Hasan, Id No: 191-15-2557 to the Department of Computer Science and Engineering, Daffodil International University, has been accepted as satisfactory for the partial fulfillment of the requirements for the degree of B.Sc. in Computer Science and Engineering and approved as to its style and contents. The presentation has been held 5th January 2023.

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DECLARATION

I hereby declare that this project has been done by me under the supervision of **Amatul Bushra Akhi, Assistant professor, Department of CSE,** Daffodil International University. I also declare that neither this project nor any part of this project has been submitted elsewhere for award of any degree or diploma.

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ABSTRACT

Humans' lives will be made easier by the commercial use of self-driving cars. This essay's goal is to discuss the subject. The most significant features of self-driving car technology are covered. Design examines the fundamental components of a self-driving car. The four primary technologies of a self-driving car are addressed and evaluated: a navigation system, path planning, environment perception, and automobile control. The research's findings, significant scientific advances, research successes, and the research institution have all been condensed. This study uses a variety of words, including path planning, vehicle control, vehicle navigation, environment perception, and self-driving automobiles. Vision-based navigation systems can now be considered as a possible substitute to traditional navigation sensors like Global Navigation Satellite Systems (GNSS) and Inertial Navigation Systems thanks to improvements in computer vision . Tesla, BMW, Mclaren, and TATA are all manufacturing electric cars with self-driving features, but this feature is only applicable for first world countries. Autonomous cars can not detect paths on Highway and intercity ways of second and third world countries, so transfer learning will help us to work on that. Self-driving cars will change how people commute, work, and play while also promoting a cleaner, safer environment. A safer environment would come from the employment of autonomous automobiles on the road as a consequence of prompt and wise decision-making, which would stop avoidable traffic congestion and fatalities from happening. As there are no record of same type research of work previously we can not compare the result but we got 94% of accuracy using this model.

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CHAPTER 1
Introduction

1.1 Introduction

In the 1920s, the first period of self-driving vehicles began. The development of new technologies made significant strides in the latter 1960s. The ALV projects were managed by the Robotics Institute at Carnegie Mellon University Navlab. VaMP twin robot vehicles, Daimler-Vita-2 Benz robot cars, and Ernst Dickman's VaMP all demonstrated lane-based self-driving in 1994. the 2004 DARPA[1]. We are currently in a new computer era when it is possible to develop machines that can do a variety of tasks either as well as or better than humans. Autonomous technology is an example of the modern era of technology. In recent years, self-driving technology has been widely incorporated into luxury vehicles, and this concept has been covered in several news stories and publications. However, the paucity of literature covering the primary technology of the self-driving automobile has left many difficulties unclear. What is the status of the self-driving car? Is it beneficial for human society for self-driving automobiles to be widely used in commerce? An autonomous vehicle can reach a location by using data from its automotive sensors, such as route data, awareness of the surroundings, and route control. which is referred to as a "self-driving car". A self-driving car's goal is to deliver people or things to a specific location without the assistance of a human driver. The Highway Traffic Safety Administration says there are a few layers to this self-driving car.

1.2 Problem Statement

The ability to detect infections by seeing and counting white platelets is one of the current challenges in clinical science. Neutrophils and Eosinophils belong to the primary whole gathering, whereas Lymphocytes and Monocytes belong to the subsequent entire gathering. White platelets are divided into two primary groups (Granulocytes and A granulocytes) and five final groups [7]. According to the World Health Organization's (WHO) malignant growth measurements, there were 7.6 billion people worldwide in 2021, with 18 million cases of chronic disease and 9.5 million deaths. In 2040, WHO prophesy that the amount of expected disease occurrences will depend on a staggering figure of 29.5 million people. Blood cancer is a generic word that covers a variety of blood tumors, and it accounts for 8–10% of all malignant tumors worldwide that are typically referred to as cancerous growths Every year, 900,000 or more people are diagnosed with blood diseases worldwide, but the majority of those affected continue to exist unaware of this common state because the sign looks like typical fever and weariness and don't actually manifest in the early stages. Nearly 140 different types of blood malignant development exist, with leukemia, lymphoma, and multiple myeloma constituting the major subtypes [1].

1.3 Research Objectives

a) To make a new revolution in the autonomous car field.
b) To obtain a completely autonomous car

1.4 Research Questions

a) How can we make a effective model for autonomous car?
b) How can we reduce time complexity?

1.5 Report Layout

Chapter 1 Includes a description of the key study subjects and research aims.

Chapter 2 The pertinent literature review is underlined.

Chapter 3 Explains the suggested process in great detail.

Chapter 4 Provide a justification for the outcome analysis of existing output.

Chapter 5 Highlights a potential research direction and finishes the existing research.

CHAPTER 2
Literature Review

2.1 Related works

The basics, advancement, and key facets of self-driving automobiles are covered in detail in this study [1]. The challenges that stem from the automobile sectors, which experience considerable losses, are defined in the framework. That issue has several solutions from various circumstances. Different technologies will be used to address additional issues and lessen challenges. Self-driving automobiles [2] would alter how people live, work, and play while also reducing pollution and fostering a safer environment. Use of driverless cars on the road would reduce unnecessary traffic congestion and fatalities. A safety algorithm is presented in a study that enables the autonomous automobile to make appropriate motion planning and path planning decisions.

Drugs for type II diabetes and obesity are being developed with AMP-activated kinase (AMPK) [3] as a target, and its involvement in the activation of drug metabolism warrants careful consideration. PB is a hypnotic anticonvulsant medication with diabetic-lowering effects. AMPK's function in drug metabolism certainly needs more research. Establishing the precise technological requirements for an Arduino-based voice control system is the aim of this study [4]. The technology may be used for a number of products, like wheelchairs and robot automobiles. Equipment for the method being supplied is inexpensive and very effective. Google's Keras and TensorFlow frameworks are used to create code [5]. To train 50 epochs, the training procedure takes roughly 8 hours. The accuracy of a model trained with the aforementioned data was 992.38 percent during training and 89.04 percent during validation.An improved real-time vehicle tail light intention detecting method was created by a research [6]. The suggested approach merges the SPPF and PANet modules with YOLOv4-tiny with a multi-scale detection mechanism. It increased vehicle, stop, left-turn, and right-turn light recognition accuracy by 1.81, 15.16, 40.04, and 41.53%, respectively.

The goal of this work [7] is to explain and evaluate current vision approaches for localization and to offer recommendations for combining visual data with additional navigational metrics like GNSS or INS. To increase localization performance and lessen the computational load for real-time localization, future efforts should concentrate on developing sensor fusion architectures. On November 3, 2007, the DARPA [8] Urban Challenge was held at the formerly George AFB in Victorville, California. This incident was historic because it marked the first time in an urban setting that autonomous vehicles interacted with both manned and unmanned vehicle traffic. Astonishingly, six robotic vehicles made it across the finish line, demonstrating to the world that autonomous urban driving is a possibility. By 2020, Zoox [9] wants to have completely autonomous taxis operating on public roads. Australian designer Tim Kentley-Klay and engineer Jesse Levinson are the founders of the business. They envision gullwing electric taxis that are elegant, sophisticated, and luxurious. It has no front or back end, in contrast to competing designs, although it can drive just as effectively in any direction. In 2013, he sketched out concept designs for what he calls the "world's first autonomous taxi." Zoox has visited universities around the world to share his vision. He envisions a Zoox L4 doing a three-point turn as it drives across a road to pick up passengers. The longest trip that has ever been taken by an automated vehicle was accomplished by a driverless van [10]. The van departed Italy on July 20 and arrived in Shanghai on Thursday for the World Expo. During its three-month voyage, it passed via Kazakhstan, Russia, and Eastern Europe. It then traveled through China's Gobi Desert and around the Great Wall before arriving in time for a celebration. Bryan Cantanzaro [11], vice president of applied deep learning at Nvidia, made the following bold assertion on Twitter on September 20: in certain GPU-intensive games, such as the venerable first-person platformer Portal. In some 3D games, a machine-learning system creates seven of every eight pixels on the screen. That will speed up rendering by up to five times. The method will enable new capabilities in common consumer gadgets. The toughest and longest-running field robotics and unmanned systems [12] competition in Europe is called the European Land Robot Trial (ELROB). made in the spirit of open sciences and open research, designed and directed by professionals, and made for users, businesses, and the R&D sector. In the self-driving car course MTR37C [13], students can design and build an autonomous vehicle that can operate on a racetrack. The approach is focused on creating low-cost initiatives, which are crucial for universities in underdeveloped nations. In order to assess the students' competence and information gained from the first edition of the course, a post-course survey will be given to them. We provide a full overview of the typical design of the autonomous system for self-driving automobiles in this study [14]. The perception system and the decision-making system make up the architecture's two primary sections. The duties of route planning, path planning, behavior selection, motion planning, control, and obstacle avoidance are split among the subsystems that make up each subsystem. The world's most sophisticated intelligent systems may be autonomous vehicles. A small research team only needed 10 months to port IARA's autonomous technology to an Embraer Legacy 500. To make SAE Level 4 or, ideally, Level 5 self-driving cars accessible to the general public, there is still more work to be done. We provide a full overview of the typical design of the autonomous system for self-driving automobiles in this study [15]. The perception system and the decision-making system make up the architecture's two primary sections. A tiny research team only needed 10 months to port IARA's autonomous technology to the Embraer Legacy 500. This study presents the design of an aeroengine igniting device with changeable frequency and energy. It regulates both frequency, which is controlled between 1 Hz and 15 Hz, and energy, which is controlled between 1 J and 5 J. Further research is needed to determine how to improve the dependability and electro-magnetic compatibility properties of ignition devices. An autonomous car [16] could be controlled by a mobile app via Bluetooth, which continuously receives and processes data. The car was controlled by the touch sensor of a mobile app at the same time. Technology can be applied on a large scale to develop robots and for military purposes. Using Android-powered cell phones, Bluetooth, and an Arduino microcontroller, the auto robot [17] was created. This study demonstrated that cars could go both on level roads and in rocky terrain. It will be a big help to individuals in getting their work done quickly and creatively.

2.2 Scope of the Problem

Every problem creates new types of opportunities. As this is a modern technology this might create problems also. But the end of a certain period will become a part of human life and also will create opportunities to make human life easy. In this field we already have a big problem which is that it can run very frequently and that's only possible because builders had no idea of 3rd world countries' rood. So here we will also have a scope to solve this problem and make a product which is friendly for all other regions.

2.3 Challenges

This autonomous feature is now applicable for first world countries besides it’s not friendly for second and third world countries. Autonomous cars can not detect paths on Highway and intercity ways of second and third world countries.

CHAPTER 3

Materials and Methods

3.1 Working Process

The entire process is separated into Five steps. These are listed below:

a) Image Collection/Data Preparation

b) Image Preprocessing

c) Data Split

d) Transfer Learning Model

f) Result Survey

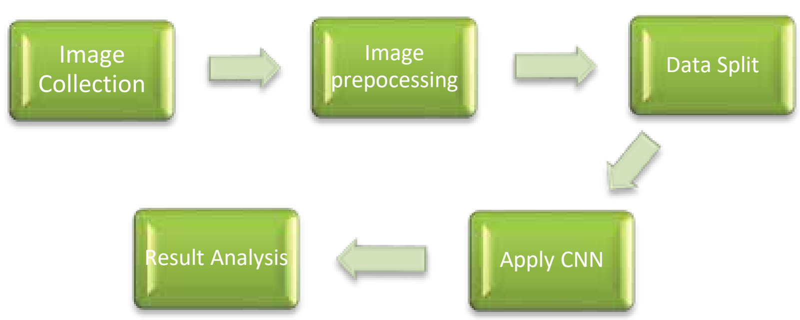


Figure 1: Working process of CNN model

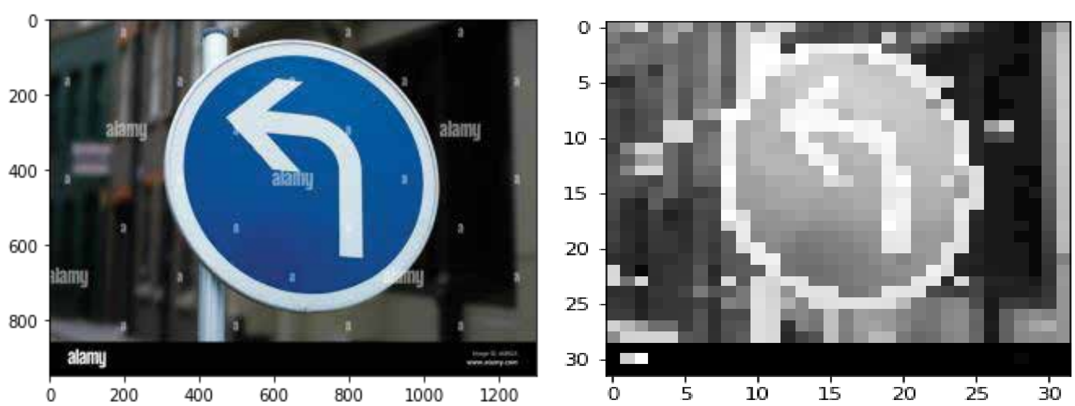
3.2 Dataset Preparation

In this study, we use secondary datasets which are collected from the internet. In this datasets we found some road signal and road lane image which helps to run a car without any trouble. This data trained the model to be prepare for the on road performance.

Figure 2: Example of images in the Dataset.

3.3 Image Pre-processing

Pre-Processing includes dealing with incorrect properties. At first we Convert Image to grayscale then we apply canny method. We also reshape the image.



(a) **(b)**

Figure 3: (a) Before reshaping the image, (b) After reshaping the image

3.3.1 Convert Image to grayscale

To convert an image to grayscale, you can use the following formula to calculate the intensity value for each pixel: gray = 0.2989 * red + 0.5870 * green + 0.1140 * blue. Where red, green, and blue are the RGB values for the pixel. Once you have the intensity value for each pixel, you can set the red, green, and blue values to this intensity value to get a grayscale version of the image.

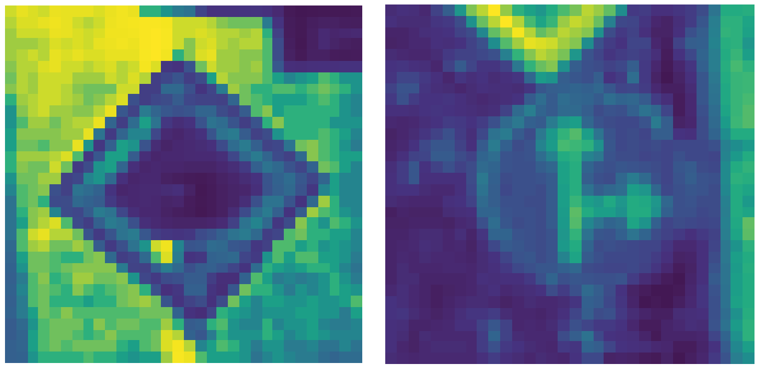


Figure 4. Example of after Convert Image to grayscale

3.3.2 Canny Method

The Canny edge detection method is a popular algorithm for detecting edges in an image. TheCanny method applies multiple steps to an image to detect edges, including: Noise reduction, Gradient computation, Non-maximum suppression, Hysteresis thresholding.

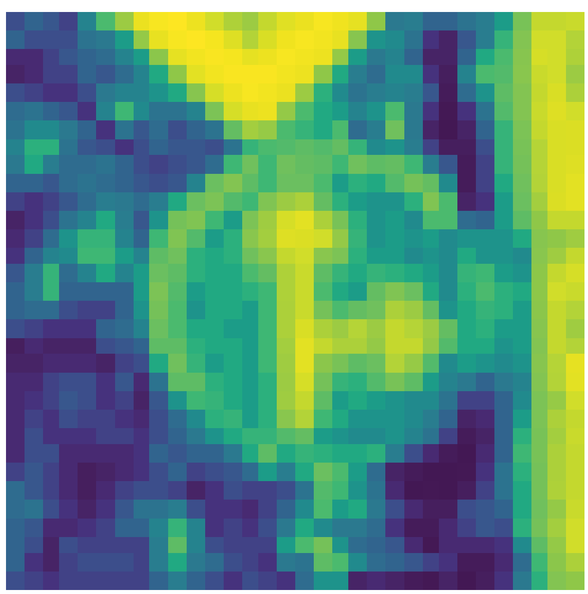


Figure 5: Example of after applying Canny method

3.3.2.1 Noise reduction

Using a Gaussian filter to remove noise from the image. Reducing noise in an image is the process of removing random variations in the pixel intensity values, which can be caused by a variety of factors, such as sensor noise,compression, and quantization errors.

3.3.2.2 Gradient computation

Using the Sobel operator to calculate the gradient magnitude and direction of the image.

3.3.2.3 Non-maximum suppression

Suppressing pixels that are not local maxima along the direction of the gradient.

3.3.2.4 Hysteresis thresholding

Using two thresholds to identify strong and weak edges, and connecting only strong edges to form complete edges.The Canny method produces clear and sharp edges in images, and is widely used in computer vision and image processing applications.

3.4 Convolutional Neural Network

Convolution Neural Network or in short CNN is a revolutionary method of Deep Learning algorithms which is used for image recognition by the help of pixel data processing. The first stage is to define CNN engineering and its preparation, which often depends on the use and type of data. The input layer that defines the picture size for CNN is made up of design layers. The neurons that connect various areas of the image or layers that came before make up the next layer, known as the convolution layer. After examining the image, the convolutional layer advances the items localized by these areas. To hasten preparatory interactions and lessen responsiveness, standardization and ReLU layers are sandwiched between convolutional and ReLU layers. The smaller-than-average cluster is eliminated from the actuation, and the scaled-down bunch standard deviation is divided, improving preparation and accelerating learning. Every component with a value below zero is set to zero in the ReLU layer, a nonlinear starting capability utilized for convolution and bunch standardization after edge activity.

3.4.1 Convolutional Layer

The convolution layer, which is the main layer handling the image, uses neurons as element-removing units. The convolutional layer, the basic structural element of a CNN, is where the majority of calculations take place. The three elements are input data, a channel, and a component map. We can assume that the data will be displayed as a number of photos, each of which is a 3D network of pixels. This implies that the data will consist of three elements: a level, a breadth, and a profundity, which equate to RGB in an image. Additionally, a component indicator, often referred to as a piece or a channel, can be used to scan the picture's open fields and detect whether an element is there. A convolution is an illustration of this cycle. The element finder is a two-layered (2-D) cluster of loads that addresses a section of the image. The channel size, which is normally a 3x3 framework, although they can vary in size, also affects how big the responsive field will be. Once the channel has been applied to a specific region of the image, a spot item is established between the information pixels and the channel. After that, the outcome exhibit is treated in light of this particular thing. The channel advances one step and repeats the cycle until the section has cleared the full image. The result of a number of spot items from the information and the channel is a component map, initiation map, or convolved highlight. When the loads in the component locator move across the image, boundary sharing maintains their consistency. As a result of backpropagation and inclination plunge, a few restrictions, including the weight values, vary throughout preparation. Three hyperparameters that influence the volume size of the outcome should be determined first, though, before the brain network preparation process gets started. These include: 1. The depth of the outcome depends on how many filters were used. 2. The part's stride is the distance it covers in pixels across the information grid. 3. When the channels don't fit the information picture, zero-padding is usually applied. This increases or measures the yield by reducing to zero those elements that are not part of the information grid. Three different types of padding exist: Valid padding, identical padding, and complete padding The proposed model has two convolution layers with softmax as its actuation capabilities, followed by a pooling layer.

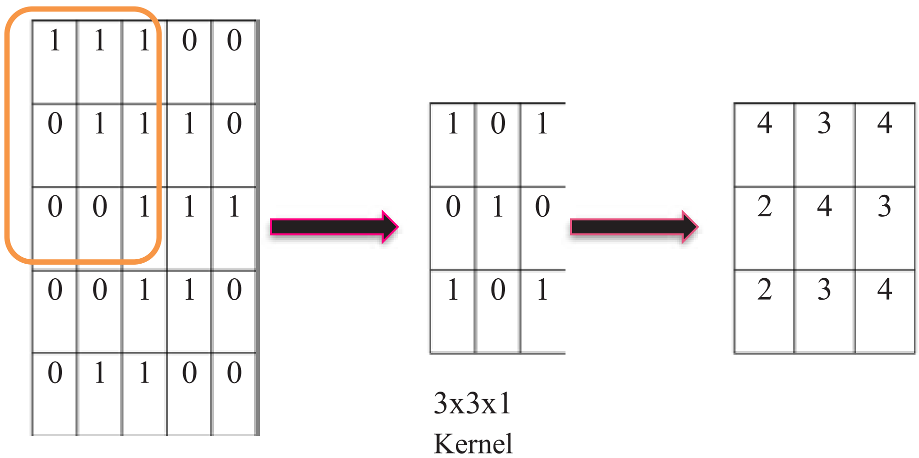


Figure 6: A 3x3x1 convolved feature resulted from the convolving of a 5x5x1 picture with a 3x3x1 kernel.

3.4.2 Maxpool Layer

Another crucial idea in CNNs is the pooling layer, which frames a non-straight down-testing layer. The image is divided into non-covering regions using the maximum pooling non-straight capability of this model, which yields the highest value for each of these areas. The major goals of the pooling layer are to reduce the number of boundaries, the amount of internal computation, and overfitting [26]. The best CNNs start by max-pooling layers and two-dimensional (2-D) data portions that are horizontally stretched in steps of two. The actuation plot is likewise reduced to 25% of the intriguing area, supporting the profundity size to its normal size. As a result of the horrible behavior of the pooling layer, there are only two approaches for max-pooling that are frequently used. The pooling layer can extend out over the entire spatial range of the data because the step and channels are frequently both fixed to 2 2. Anywhere The step is changed from using covered pooling to 2 using a bit size fix in step 3. Consuming a part above 3 will frequently significantly reduce the prototype's presentation because of the disastrous way that pooling acts.

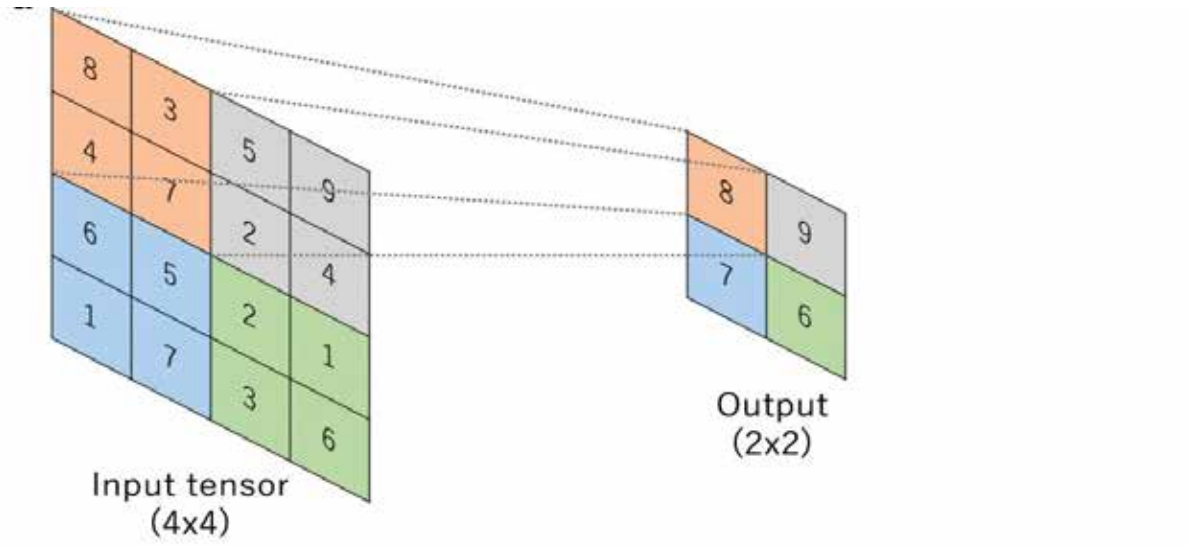


Figure 7: Max Pooling Layer Representation using Hyperparameters 2 X 2 filters and Stride size 2

3.4.3 Fully Connected Layer

Full-associated layer is exactly what it is called. The pixel upsides of the information picture are, as was already established, marginally related layers that are not directly connected to the outcome layer. However, each hub in the result layer directly associates with a hub in the preceding layer in the fully associated layer. This layer performs the characterisation process by taking into consideration the materials that have been removed via the earlier levels and their varied paths. Convolutional and pooling layers often use ReLu capabilities, but FC layers typically rely on a softmax enactment capacity to organize inputs effectively and generate a likelihood ranging from 0 to 1.

3.5 Transfer Learning

Transfer learning is a machine learning technique where a model trained on one task is re-purposed on a second related task. The idea is to leverage the knowledge gained from solving the first task to improve performance on the second task. This is particularly

useful when there is limited labeled data available for the second task, as the pre-trained model can provide useful features that can be fine-tuned for the new task. Transfer learning is widely used in deep learning for tasks such as image classification, object detection, and natural language processing.

3.6 Methodology

This system integrates automated control, architecture, AI, computer vision, and several other technologies. Innovative computer pattern recognition and clever control technologies produced it. The advancement of self-driving automobiles also provides a measure of a country's strength in both research and industry. To make explanations simpler, Based on function implementation, this study proposed a new classification for self-driving car fundamental technology, as shown in Figure 1.

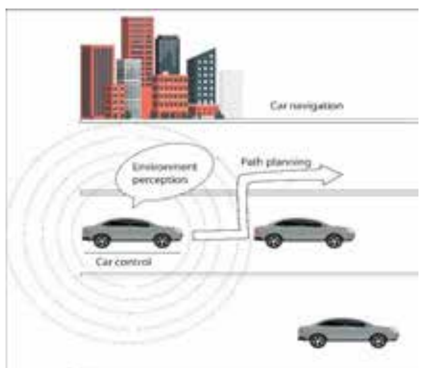


Figure 8: Self-driving car fundamental technology

The fact that an automated system takes the place of the human driver is the self-driving car's main advantage over a manual vehicle.

Based on these characteristics and the necessary functions for the on-board and driving equipment, the self-driving car's core technology is broken down into four main components: the navigation system, path planning, environment perception, and vehicle control. This article suggests an alternative classification system based on the purpose of the self-driving automobile as opposed to the technique based on the automotive level. This classification allows for a clear definition of the major technologies for the deployment of self-driving cars as well as their current state of development. Environment perception, vehicle navigation, path planning, and the core self-driving car technology are the four sections of this article.

3.6.1 Navigation system:

During self-driving, two issues must be resolved: where the car is now located, and how to travel from there to the destination. A human's understanding of driving may readily resolve these two problems. However, in the case of self-driving vehicles, the ability for the vehicle to autonomously and intelligently determine its location and carry out path planning to its target is required. The self-driving car's internal navigation system is configured using GPS to achieve this goal. Figure 2 illustrates the organizational layout of the auto navigation system and its metadata processing methodology. The geographic information system (GIS) and global positioning system (GPS) in cars may obtain a location's longitude and latitude from a satellite. Deep neural networks are used in deep learning-based methods to track moving obstacles' future states based on the current camera data and identify their positions and geometries in images [13]. The location system's road data and the digital map database serve as the source data entered into the map-matching model, where the path planning computation is made feasible by applying sophisticated path planning algorithms like the Dijkstra algorithm and the Bellman-Ford algorithm. After certain calculations, the autonomous vehicle may find itself in a minute. Using all of this location and destination data, the path planning model can easily design and compute the driving route for the self-driving automobile.

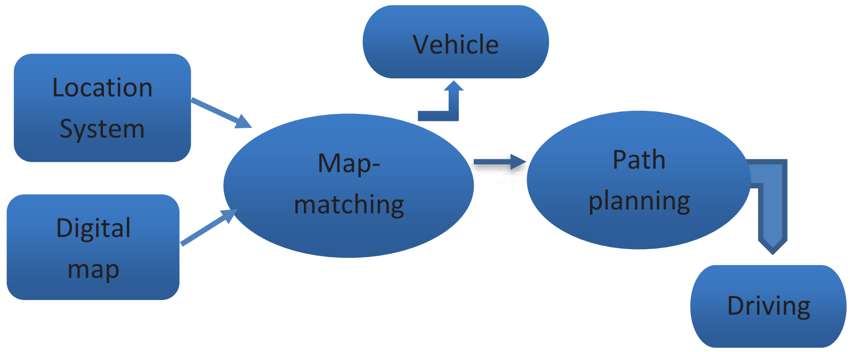


Figure 9: Navigation system

3.6.2 Positioning system:

The position of the vehicle is the main objective of the locating system. Relative, absolute, and hybrid location systems are the three different categories of location systems. In the case of relative location, the vehicle's current position is determined by multiplying the prior position by the moving distance and direction. An inertial navigation system is a relative location system (INS). The gyroscope sensor and the accelerometer that are installed in the car are used to determine the angular velocity and accelerated velocity of the vehicle in INS. By integrating this angular velocity and accelerated velocity information, the relative course angle and speed of the automobile may be calculated. Current vehicle position may be determined by combining it with the previous vehicle location. In order to fit and forecast line curves, GPS/INS position and road conditions are employed. To find the self-driving automobile dubbed Boss on the road, Carnegie Mellon used limited GPS data coupled with aerial photography.

3.6.3 Electronic map (EM):

Digital data is kept in EM for geographical aspects, traffic data, building data, traffic signs, and road facilities. Human-designed EMs are utilized in self-driving cars. Self-driving cars based on EMs will be created in the future, with the ability to recognize road signs automatically and share driving information among themselves. The activity layer information is available on the ADAS map. For example, depending on the automobile, The Adaptive Speed Recommendation (ASR), which takes into consideration the current speed and braking distance at the curve in the road, may alert drivers to slow down 50–300 meters ahead of a slowdown area. When establishing the right speed for the vehicle, ASR will consider the breadth, number, and general condition of the road, among other things.

3.6.4 Map matching:

A self-driving car's most important component is map matching. Using GPS/INS geographic information and EM map data, a map matches and plots a route. The EM is fused throughout this computation using a sophisticated fusing technique.

3.6.5 Global Path Planning:

Using global path planning, the best route to take to get from point A to point B is identified. Common path planning methods including the Dijkstra algorithm, Bellman-Ford algorithm, Floyd algorithm, and a heuristic approach are utilized to combine the EM data and determine the best path. To incorporate the data from EM into path planning, the location module is required.

3.7 Ambience Factor:

Environment perception makes up a self-driving car's second module. An automobile has to be autonomously aware of its surroundings in order to offer the necessary information for control decisions. The three main methods for detecting the surroundings are laser navigation, optical navigation, and radar navigation. Multisensory is fused together to detect the surroundings during environment perception. For instance, the radar sensor is used for distance perception, the optical sensor is used to detect traffic symbols, and the laser sensor is utilized to bridge the gap between the real and digital worlds. Figure 3 illustrates it.

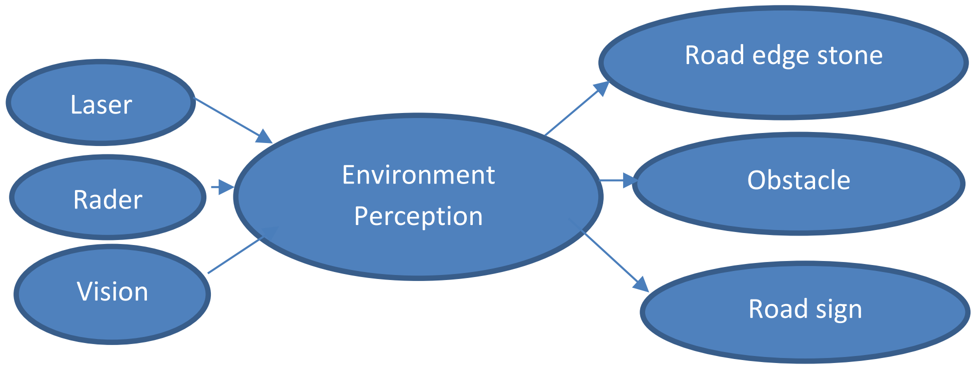


Figure 10: Car location map

3.7.1 Laser perception:

A laser perception system is technically a type of radar that uses infrared sensors. In laser perception, the target is hit repeatedly with laser pulses, and the transmitter detects the reflected signal. The target point's cloud data may be formed by keeping an eye on the length of the reflection, the strength of the reflection signal, and the shift in operation frequency. From there, it is possible to compute information about the taste testing object, such as position (distance and angle), shape (size), and state (velocity and attitude).

3.7.2 Radar perception:

Radar perception is most commonly employed for Sonar distance sensing, which is accomplished by measuring the return time of millimeter-waves sent by the radar sensor.

3.7.3 Visual perception:

Visual perception is required for a self-driving automobile, in order to recognize traffic lights. The majority of traffic lights are now built for human vision. In addition, machine vision is utilized for locating objects, navigating, evaluating motion, and so on). There are two primary growth directions in visual perception. Visual Simultaneous Localization and Mapping (SLAM) based on the map is one of them.

3.8 Vehicle control:

The fundamental fact in vehicle control is vehicle speed and direction control. In general, vehicle control functionality is determined by the vehicle's state perception and the evolution of the vehicle's control technique.

3.9 The perception of vehicle speed and direction:

The two most crucial components of vehicle self-status perception are speed and direct perception. Photoelectric code is often employed in speed perception, although potentiometer and photoelectric angle code are also used in direct perception.

In contrast, the vehicle may assess its own condition through the use of GPS/INS or an attitude and heading reference system (AHRS). A very effective three-dimensional motion measurement system called AHRS is based on micro-electromechanical systems.

3.10 The main research institutions of self-driving car

The two most crucial components of vehicle self-status perception are speed and direct perception. Photoelectric code is often employed in speed perception, although potentiometer and photoelectric angle code are also used in direct perception. In contrast, the vehicle may assess its own condition through the use of GPS/INS or an attitude and heading reference system (AHRS). A very effective three-dimensional motion measurement system called AHRS is based on micro-electromechanical systems.

3.10.1 Prototype:

A self-driving van made the world's longest voyage in 2010, traveling from Italy to China over 13,000 kilometers (8,077 miles) in three months.About 56 mechatronic career students who are enrolled in their fourth or fifth year received a survey. The minimal sample size with a 95% confidence interval and a 5% margin of error was calculated to be 49 students [2].

However, when it comes to self-driving cars, Google is the most well-known brand. Google's self-driving car is being developed by a group under the direction of Sebastian Thrun, director of Stanford University's Artificial Intelligence Laboratory. In Nevada, United States, in May 2012, Google's self-driving automobile received its first driver's license. By the end of 2014, the eight self-driving cars in the project had traveled more than 700,000 kilometers, despite the fact that the driving route included urban, highway, hilly, and other roads. During this time, there had been no proactive accidents. Google unveiled the "first actual build" of its self-driving car just before Christmas Eve in 2014.

CHAPTER 4

Experimental Results and Discussion

4.1 Results and Discussion

We already know that prototypes for experimental self-driving cars have been created, that some common self-driving cars have been tested for more than a million kilometers, and that many American states have approved the test for a license to operate a self-driving car. The reality of a self-driving car, however, is influenced not only by self-driving car technology, but also by vehicle cost, social customs, human psychology, regulation, and other factors; as a result, it will take some time before fully commercializing self-driving cars. Currently, a self-driving car has a number of sensors that are absent from conventional vehicles. The VANET technology, which was created to guarantee the safety and dependability in the transport, is used to identify vehicles and learn about the surroundings for the autonomous car in the proposed method [5].

Also it can be environment and cost friendly. From the source of tesla we know that it can run up to 267 miles on a single charge and it can cost up to $16.10[19] and if we want to go the same distance on a petroleum based car it can cost up to $70.

4.1.1 Camera and LiDAR Contention:

LIDAR and Vision are the two main sensors used by self-driving cars to perceive their surroundings, and each has advantages and downsides. The benefit of LIDAR is that it can perceive the surrounding surroundings of the vehicle more clearly. The collection and interpretation of the sensed data is made possible by the main forward cameras, which can see up to 150 meters ahead, the rearward looking cameras, which can see up to 100 meters ahead, the wide forward cameras, which can see 60 meters ahead, the ultrasonic, forward-looking side cameras, RADAR, and the LiDAR[5].

The issue is caused by two factors: one, the human desire for security, and the other, societal and ethical concerns. People have been accustomed to driving automobiles for more than a century. Unlike other new technologies, the self-driving car is more likely to injure or even kill passengers.

4.1.2 Law problem:

The present legal system is incapable of dealing with self-driving cars. There are four issues to consider: The first issue is one of licensing. Many nations have yet to establish laws for self-driving automobiles. Do current cars must be fitted with a self-driving control system in order to be legal? Who will be held accountable in any given situation?
The principle of the proportional–integral–derivative (PID) algorithm.

4.1.3 Level on Judgment Standard:

The National Highway Traffic Safety Administration's categorization of vehicle automation (NHTSA) [17].

Table I: Level of judgement

No-automation (Level 0)	At all times, the driver is in complete control of the vehicle.
Automating particular tasks (Level 1)	Autonomous braking and electronic stability control are two examples of discrete vehicle functionalities.
Automation of many functions (Level 2):	It is possible to automate at least two controls at once, such as adaptive cruise control and lane-keeping assistance.
limited automation for self-driving cars (Level 3)	In some situations, the driver may give up total command of all safety-critical functions. When the car determines that the driver needs to take over, it provides him with "sufficiently comfortable transition time" to do so.
Autonomous driving in its entirety (Level 4)	The vehicle manages all safety-critical tasks throughout the journey, and the driver is not required to do anything at any time. Due to the fact that it would control all operations from start to finish, including parking, this vehicle may be filled with empty cars.

CHAPTER 5

Conclusion and Future Work

5.1 Conclusion

Self-driving cars will change how people commute, work, and play while also promoting a cleaner, safer environment. By enabling the driverless car to make wise decisions about its motion planning, path planning, and vehicle control by providing a perfect trajectory adjustment and decision making on the obstacle detection, the paper presenting the safety algorithm ensures a highly effective and safer driving on roads that are shared with other vehicles and pedestrians. A safer environment would come from the employment of autonomous automobiles on the road as a consequence of prompt and wise decision-making, which would stop avoidable traffic congestion and fatalities from happening.

5.2 Future Work

As we can see in real life already we have some companies who are manufacturing electric cars with the modern technology of self driven features. We have Tesla in the top of this list along with that we have BMW, Mclaren also a renowned company from our neighbor called TATA. But this autonomous feature is now applicable for first world countries besides it's not friendly for second and third world countries. Autonomous cars can not detect paths on Highway and intercity ways of second and third world countries. We have a scope to work on that and here transfer learning will help us a lot.

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