A Novel Event Based Image Sensor Architecture

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- Image sensors are present in various aspects of our life.
- Today we face the following challenges:

Power consumption, increasing resolution and frame rate. The last two, increase the resources required for image and video processing, a good example is **Automotive**.



How can we solve these engineering challenges?















Introduction of **frameless event based** image sensors and processing architectures:

- Compression of temporal redundancy(Tobi Delbruck [2]).
- Compression of spacial redundancy (Amani Darwish[1]).
- Event-based Object Classification (Prophesee[3]).

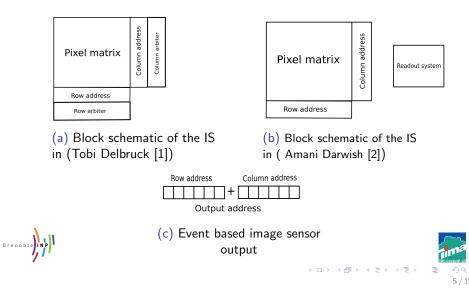


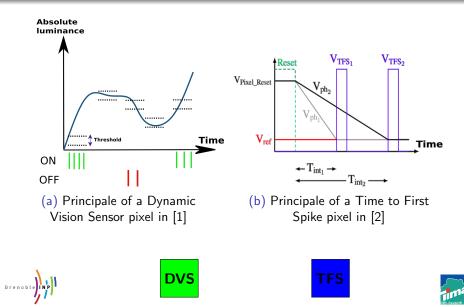




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In both [2] and [1], the output of the image sensors is a **frameless** series of row and column addresses of active pixels:





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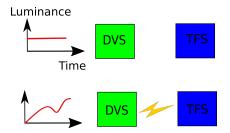
Can we combine spatial and temporal redundancies suppression and generate an event based processable output?





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The combination of the two pixel (DVS, TFS) to harvest the benefits of both.



The TFS will measure absolute luminance only if the DVS pixel detects a change.







(b) Architecture B depicting 1 DVS per 3 TFS



(c) Architecture C depicting 1 DVS per 5 TFS



(d) Architecture D depicting 1 DVS per 8 TFS

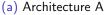
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(e) Architecture E depicting 1 DVS per 24 TFS

Figure : Suggested image sensor kernels









(b) Architecture B

Figure : Example of pixel matrix of architecture A and B

To form the image sensor matrix, the kernel is repeated until we reach the desired resolution.





Scenario	Dimensions	Frame rate	DVS thresholds
Highway	1200 imes 600	30 fps	1,5,10 %
Parking	1200 imes 600	30 fps	1,5,10 %

Worst case, will be detecting all the events from the input videos for 10 seconds:

 $1200\times 600\times 30\times 10=216000000\textit{Events}$





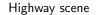
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(a) Highway scenario: car on the (b) Parking scenario: a man walks in road the front of a car

Figure : The two simulation scenarios







Parking scene

(a) Original highway scene

Highway.mp4

parking.mp4

(b) Original parking scene

(c) Simulation output video for architecture B, 5 % DVS threshold, Highway scenario

(d) Simulation output video for architecture B, 5 % DVS threshold, Parking scenario

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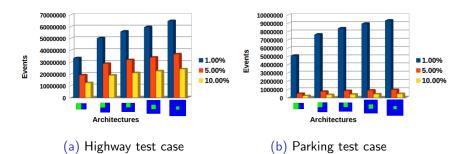


Figure : The number of generated events per architecture and DVS threshold



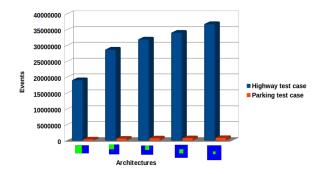


Figure : Comparison of architectures activity per test case for 5 % DVS threshold





Conclusion

The simulation results confirm that achieving complete redundancies suppression is possible, while maintaining the relevant information of the scene.





Upcoming work

One of the presented architectures will be implemented in 28 nm FDSOI technology to provide the first proof of concept.





References I

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THANK YOU



