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# Brain Controlled Wheel Chair for the Physically Challenged People using Neuro – Sky Sensor

Selvaganapathy Manoharan<sup>1</sup>, Nishavithri Natarajan<sup>2</sup>

Asst. Professor, Dept. of ECE, CK College of Engineering & Technology, Cuddalore, India<sup>1</sup>

Asst. Professor, Dept. of ECE, Mailam Engineering College, Mailam, India<sup>2</sup>

**ABSTRACT:** The goal of this project is to measure electric activity in the brain due to firing of the neurons, parse wave to obtain attention and meditation level of brain and using it to move a Wheel Chair. The interactions between neurons create an electric discharge which cannot be measured using current technology. There are different techniques available to detect electric activity in brain. One technique is Electroencephalography (EEG). EEG measures voltage fluctuation along the scalp that results from the interaction between the neurons in the brain. These voltage fluctuations are processed and output to a microcontroller by the EEG sensor. The data packets obtained from the EEG sensor are stored in microcontroller. The attention and meditation levels are obtained from the processed data. These levels are used to control the direction and motion of the Wheel Chair.

**KEYWORDS:** Electro Encephalo Gram, Brain Computer Interface, Canonical Variate Analysis, Serial data encryption, Level Analysis platform, Canny – edge detection.

## I. INTRODUCTION

Millions of people around the world suffer from mobility impairments and hundreds of thousands of them rely upon powered wheelchairs to get on with their activities of daily living. However, many patients are not prescribed powered wheelchairs at all, either because they are physically unable to control the chair using a conventional interface, or because they are deemed incapable of driving safely.

In this paper, we describe the overall robotic architecture of our brain-actuated wheelchair. We begin by discussing the brain computer interface, since the human is central to our design philosophy. Then, the wheelchair hardware and modifications are described, before we explain how the shared control system fuses the multiple information sources in order to decide how to execute appropriate manoeuvres in cooperation with the human operator. Finally, we present the results of an experiment involving four healthy subjects and compare them with those reported on other brain-actuated wheelchairs. We find that our continuous control approach offers a very good level of performance, with experienced BCI wheelchair operators achieving a comparable performance to that of a manual benchmark condition.

## II. RELATED WORKS

### MOTIVATION

- Making the people to be independent on remote operations.
- Independent of other peoples to operate.
- Muscle contraction and brain wave oriented sensing for different operations & Movements.

### LITERATURE SURVEY

### REFERENCE PAPER

Tom Carlson, Member IEEE, and Jose del R. Millan, “Brain Controlled Wheel Chair – A Robotic architecture”.

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From this paper, we learned about to show how four healthy subjects are able to master control the movement of wheel chair using an asynchronous motor. And the implementation was in software implementation. Initially we refer this paper for the completion of our first module (EEG Sensor), (i.e.) the BCI interface from this paper. Brain computer Interface (BCI) is used to extract the EEG signal from the user scalp.

## REAL TIME SURVEY

The real time surveys are made with EEG Scan Centres for knowing the details as follows:

**Name of the Centre:** Krishna Scans.

**Location:** Nellikuppam Main Road (Opp. To GH), Cuddalore – 607001.

### Description:

The details collected are:

- a. About EEG sensor.
- b. Placement of EEG signal.
- c. Real time EEG data sheets.
- d. Real time data acquisition

## TECHNICAL SURVEY

Technical Surveys made with the technical persons (Neurologists) for knowing the following details.

### Name of the technical persons:

1. Dr. M. Velumani, M.D., D.M., (Neuro Surgeon).
2. Dr. K. Renuka Devi, M.D., D.M., (Neuro).

**Location:**Cuddalore.

### Description:

The details collected are:

- a. About the EEG Signals.
- b. Whether every EEG human signals has same impulse for their thoughts.
- c. Changes in EEG signals when the human is in different thoughts.

## III.BRAIN COMPUTER INTERFACES (BCI) IMPLEMENTATION

A Brain Computer Interface (BCI) is any system which can derive meaningful information directly from the user's brain activity in real time. The most important applications of the technology are mainly meant for the paralyzed people who are suffering from severe neuromuscular disorders. Most BCIs use information obtained from the user's encephalogram (EEG), though BCIs based on other brain imaging methods are possible. This section briefly describes several EEG-based BCIs. The P300 BCI is described in detail in next section.

Since we are interested in detecting motor imagery, we acquire monopole EEG at a rate of 512Hz from the motor cortex using 16 electrodes (see Fig. 1). The electrical activity of the brain is diffused as it passes through the skull, which results in a spatial blur of the signals, so we apply a Laplacian filter, which attenuates the common activity between neighbouring electrodes and consequently improves our signal to noise ratio.

After the filtering, we estimate the power spectral density (PSD) over the last second, in the band 4–48Hz with a 2Hz resolution. It is well know that when one performs motor imagery tasks, corresponding parts of the motor cortex are activated, which, as a result of event related desynchronisation, yields a reduction in the mu band power (~8–13Hz) over these locations (e.g. the right hand corresponds to approximately C1 and the left hand to approximately C2 in Fig. 1). In order to detect these changes, we estimate the PSD features every 62.5 ms (i.e. 16 times per second) using the Welch method with 5 overlapped (25%) Hanning windows of 500 ms.



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Not only is this important feedback to regulate the wheelchair control signals, but we also use it as the basis for dead reckoning (or estimating the trajectory that has been driven).

We apply the simple differential drive model derived in. To ensure that the model is always analytically solvable, we neglect the acceleration component. In practice, since in this application we are only using the odometer to update a 6m×6m map, this does not prove to be a problem.

However, if large degrees of acceleration or slippage occur and the odometer does not receive any external correcting factors, the model will begin to accumulate significant errors.

The job of the shared controller is to determine the meaning of the vague, high-level user input (e.g. turn left, turn right, keep going straight), given the context of the surrounding environment .

We do not want to restrict ourselves to a known, mapped environment – since it may change at any time (e.g. due to human activities) – so the wheelchair must be capable of perceiving its surroundings. Then, the shared controller can determine what actions should be taken, based upon the user’s input, given the context of the surroundings.

The overall robotic shared control architecture is depicted in Fig. 3 and we discuss the perception and planning blocks of the controller over the next few subsections.

The environment is sensed using a fusion of complementary sensors, then the shared controller generates appropriate control signals to navigate safely, based upon the user input and the occupancy grid.

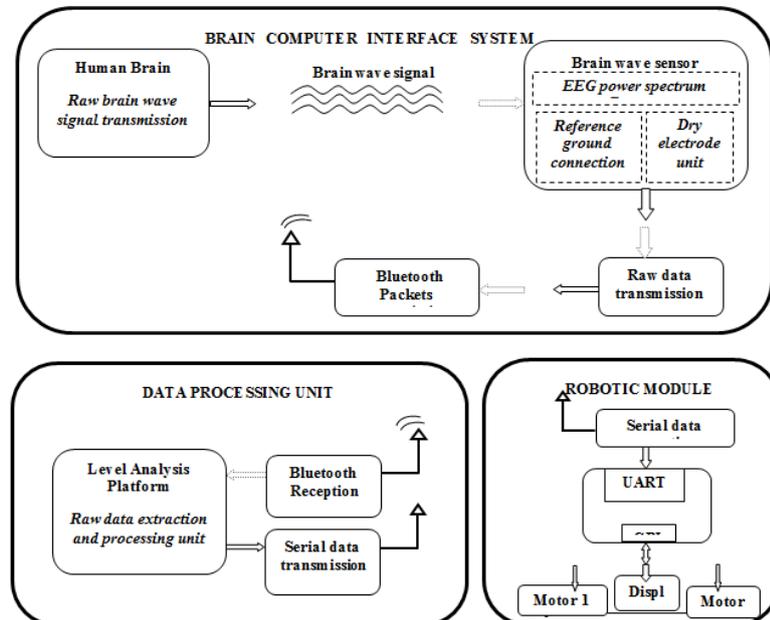


Fig. 2: Proposed Architecture

## VI.SHARED CONTROL ARCHITECTURE

The Fig. 3 shows the auxiliary working of the wheel chair model that exists in real time. It consists of various modules such as:

- User Input
- Sensor Module
- Wheel Chair Module

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## A. PERCEPTION

Unlike for humans, perception in robotics is difficult. To begin with, choosing appropriate sensors is a not a trivial task and tends to result in a trade-off between many issues, such as: cost, precision, range, robustness, sensitivity, complexity of post-processing and so on. Furthermore, no single sensor by itself seems to be sufficient.

For example, a planar laser scanner may have excellent precision and range, but will only detect a table's legs, reporting navigable free space between them. Other popular approaches, like relying solely upon cheap and readily available sonar sensors have also been shown to be unreliable for such safety-critical applications. To overcome these problems, we propose to use the synergy of two low-cost sensing devices to compensate for each other's drawbacks and complement each other's strengths.

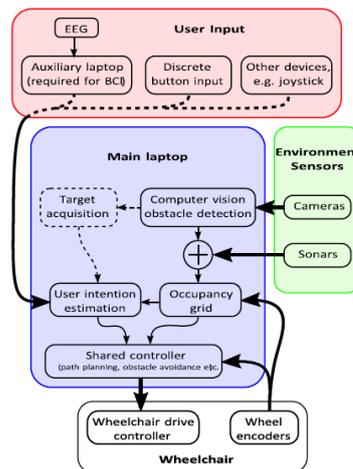


Fig. 3: The user's input is interpreted by the shared controller given the context of the surroundings.

## B. COMPUTER VISION-BASED OBSTACLE DETECTION

The obstacle detection algorithm is based on monocular image processing from the webcams, which ran at 10Hz. The concept of the algorithm is to detect the floor region and label everything that does not fall into this region as an obstacle; we follow an approach similar to that proposed in, albeit with monocular vision, rather than using a stereo head.

The first step is to segment the image into constituent regions. For this, we use the watershed algorithm, since it is fast enough to work in real-time. We take the original image and begin by applying the well-known canny edge-detection, as a distance transform is then applied, such that each pixel is given a value that represents the minimum Euclidean distance to the nearest edge. The watershed segmentation algorithm itself is applied to this relief map, using the peaks as markers, which results in an image with a (large) number of segments. To reduce the number of segments, adjacent regions with similar average colours are merged. Finally, the average colour of the region that has the largest number of pixels along the base of the image is considered to be the floor. All the remaining regions in the image are classified either as obstacles or as navigable floor, depending on how closely they match the newly-defined floor colour. The result is what where the detected obstacles are highlighted in red.

Since we know the relative position of the camera and its lens distortion parameters, we are able to build a local occupancy grid that can be used by the shared controller, as is described in the following section.

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Fig. 4.1:Original Image

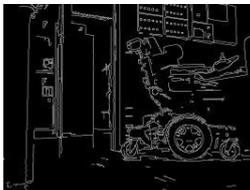


Fig. 4.2:Edge Detection



Fig. 4.3:Distance Transform



Fig. 4.4:Watershed Segmentation



Fig. 4.5:Detected Obstacles

## C. UPDATING THE OCCUPANCY GRID

At each time-step, the occupancy grid is updated to include the latest sample of sensory data from each sonar and the output of the computer vision obstacle detection algorithm. We extend the histogram grid construction method described by fusing information from multiple sensor types into the same occupancy grid. For the sonars, we consider a ray to be emitted from each device along its sensing axis.

The likelihood value of each occupancy grid cell that the ray passes through is decremented, whilst the final grid cell (at the distance value returned by the sonar) is incremented. A similar process is applied for each column of pixels from the computer vision algorithm. The weight of each increment and decrement is determined by the confidence we have for each sensor at that specific distance.

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The computer vision algorithm only returns valid readings for distances between 0.5m and 3m. Using this method, multiple sensors and sensor modalities can be integrated into the planning grid.

As the wheelchair moves around the environment, the information from the wheel–encoder based dead–reckoning system is used to translate and rotate the occupancy grid cells, such that the wheelchair remains at the centre of the map.

In this way, the cells accumulate evidence over time from multiple sensors and sensor modalities. As new cells enter the map at the boundaries, they are set to “unknown”, or 50% probability of being occupied, until new occupancy evidence (from sensor readings) becomes available.

## D. MOTION PLANNING

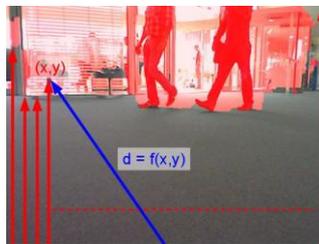


Fig. 5: Motion planning for the Wheel Chair

All the motion planning is done at the level of the occupancy grid, which integrates the data from multiple sensors. We base our controller on a dynamical system approach to navigation, since this easily allows us to incorporate the notion of obstacles (repellers) and targets (attractors), and results in naturally smooth trajectories [17]. Previously, we have implemented.

## VII. RESULTS AND DISCUSSION

All subjects were able to achieve a remarkably good level of control in the stationary online BCI session, as can be seen in Table I. Furthermore, the actual driving task was completed successfully by every subject, for every run and no collisions occurred. A comparison between the typical trajectories followed under the two conditions is shown in Fig 7. The statistical tests reported in this section are paired Student’s *t*-tests.

A great advantage that our asynchronous BCI wheelchair brings, compared with alternative approaches like the P300– based chairs, is that the driver is in continuous control of the wheelchair. This means that not only does the wheelchair follow natural trajectories, which are determined in real–time by the user but also that the chair spends a large portion of the navigation time actually moving.

In terms of path efficiency, there was no significant difference ( $p = 0.6107$ ) across subjects between the distance travelled in the manual benchmark condition ( $43.1 \pm 8.9\text{m}$ ) and that in the BCI condition ( $44.9 \pm 4.1\text{m}$ ). Although the actual environments were different, the complexity of the navigation was comparable to that of the tasks investigated on a P300– based wheelchair in.

## VIII. CONCLUSION

In summary, the training procedure for spontaneous motor imagery–based BCIs might take a little longer than that for stimulus–driven P300 systems, but ultimately it is very rewarding.

After learning to modulate their brain signals appropriately, we have demonstrated that both experienced and inexperienced users were able to master a degree of continuous control that was sufficient to safely operate a wheelchair in a real world environment.

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## IX. FUTURE ENHANCEMENT

In future, it is improved by sensing the movement eyeballs through “**Blue Brain Technology**”. The destination can be reached by seeing the location once where the user wants to move.

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## BIOGRAPHY



**M. Selvaganapathy** is working as an Asst. Professor in CK College of Engineering & Technology, Cuddalore. He completed his B.E – ECE in Krishnasamy College of Engineering & Technology, Cuddalore and M.E – Communication Systems in Mailam Engineering College, Mailam. Currently pursuing Ph.D. under image processing in Annamalai University. His research areas are Image & Video Watermarking, Embedded automations, etc.



**N. Nishavithri** had completed her B.E – ECE and M.E – Communication Systems in Mailam Engineering College, Mailam. Currently she is working as an Asst. Prof. in Mailam Engineering College with an experience of 3.5 years. Her research areas are Wireless Sensor Networks, Embedded automation, etc.