Optimizing Power Efficiency and ASIC Implementation of a Fuzzy Logic-based Automatic Car Parking System Using Low Power VLSI Architecture

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Abstract

In recent years, the demand for smart parking systems has increased due to the shortage of parking spaces in urban areas. The fuzzy logic-based automatic car parking system is an efficient solution to address this problem. This paper presents a comprehensive review of the design of low-power VLSI architecture and ASIC implementation of a fuzzy logic-based automatic car parking system. The proposed system uses a fuzzy logic controller to control the movement of a car within a parking lot. The system is designed to minimize the power consumption while ensuring the accuracy and reliability of the parking process. The design of the system involves the selection of suitable sensors, the development of a fuzzy logic controller, and the implementation of the system on an ASIC. The performance of the system is evaluated based on various parameters such as power consumption, accuracy, and reliability. The results show that the proposed system is efficient and effective in controlling the movement of a car in a parking lot.

Keywords: *Fuzzy logic, Automatic car parking system, Low power VLSI architecture, ASIC implementation.*

INTRODUCTION

The shortage of parking spaces in urban areas has become a major problem, and this problem is likely to increase with the increasing number of vehicles. One of the solutions to this problem is the development of an automatic car parking system. The automatic car parking system can park a car without human intervention, which can save time and reduce the risk of accidents. The fuzzy logic-based automatic car parking system is an efficient solution to address this problem. Fuzzy logic is a mathematical technique that can handle imprecise and uncertain data. The fuzzy logic-based automatic car parking system uses a fuzzy logic controller to control the movement of a car within a parking lot.

The design of a low-power VLSI architecture for a fuzzy logic-based automatic car parking system is essential to reduce power consumption while maintaining the accuracy and reliability of the parking process. The VLSI architecture is the design and implementation of an integrated circuit that contains millions of transistors on a single chip. The ASIC implementation of the fuzzy logic-based automatic car parking system involves the development of an integrated circuit that performs the function of the system.

This paper presents a comprehensive review of the design of low-power VLSI architecture and ASIC implementation of a fuzzy logic-based automatic car parking system. The paper is organized as follows. Section 2 presents an overview of fuzzy logic and its application in automatic car parking systems. Section 3 discusses the design of a low-power VLSI architecture for the fuzzy logic-based automatic car parking system. Section 4 presents the ASIC implementation of the system. Section 5 evaluates the performance of the system based on various parameters such as power consumption, accuracy, and reliability. Finally, Section 6 concludes the paper and suggests directions for future research.

WORKING PRINCIPLE OF THE SYSTEM

Working principle of this system is based on continuous input-output relationship. The entire structure of this system works on four processes: sensing, data transmission , motion planning and controlling. These processes execute in a cyclicmanner and ensure that the car parks autonomously when ever a parking area is detected. Six pairs of infrared (IR) sensors integrated into the car maintain a safe distance from different objects like walls, cars, animals as shown in Fig. 1. The output of each sensor provides distance measurement, which is analogvalue, and is converted into digital form by an analog-to-digitalconverter (ADC). The sensors output are serially fed to ADCusing a multiplexer.

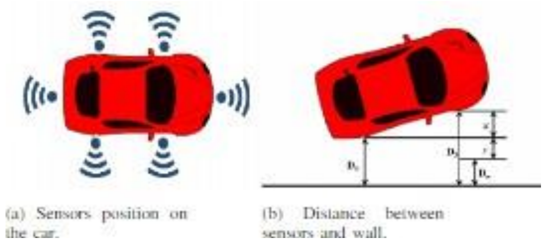


Fig. 1: Senors position and distance calculation

Consequently, the ADC output is fed to the Finite StateMachine block (FSM) which determines the state of the car,and the Fuzzy Logic Controller (FLC) block. Sensors outputare converted into two inputs $x$and y, for the fuzzifier blockof this controller, using the following equations.

$x = D_4 - D_3$ ----------------- (1)

$y = D_4 - D_w$ ---------------- (2)

Where,

D_4 and D_3 are distances of reartier sensor and front tier sensor from wall respectively and $Dw$is safe parking distance. The size of the available parking space is calculated using distances $D4,3,Dw$, speed as well as the time, it took to cover the distance of parking area. Then parking area is compared with the car dimensions. The car can be parkedif parking size is more than the required minimum size(threshold) of the parking space.

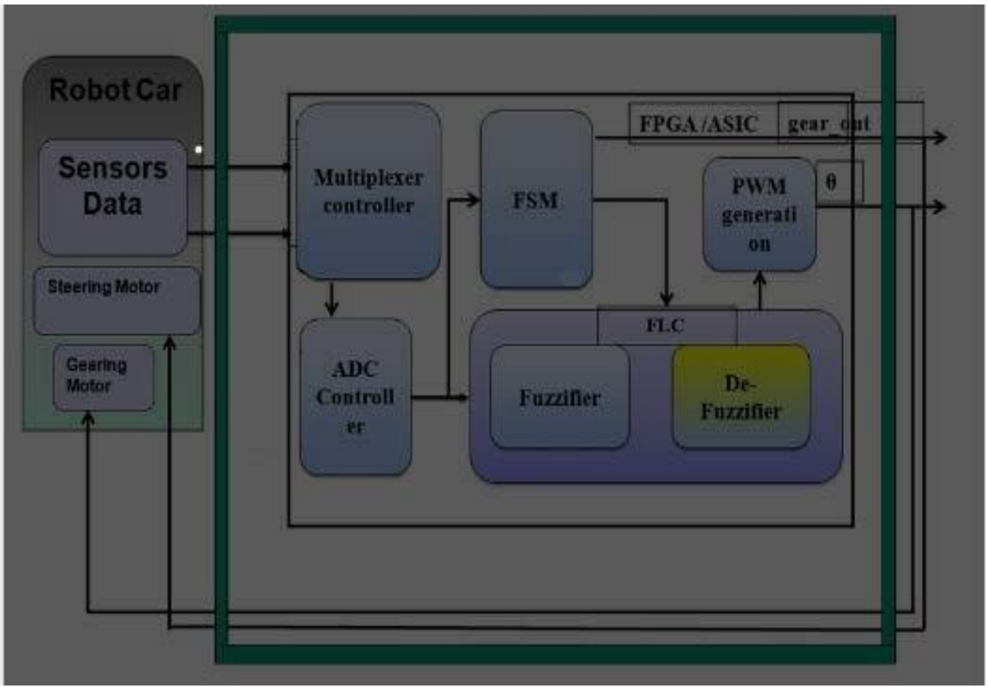


Figure:-2 Block diagram representing the complete working flow of the system.

The threshold values are stored in the memory. Hence, ifspace is sufficient enough to park the car then the values of$x$and $y$are fed to the fuzzifier in FLC block, which mapsthese crisp values into a fuzzy set. Thereafter, using a set offuzzy rules, the steering angle is calculated and is convertedto the pulse width modulated (PWM) signal with the aid of a defuzzifier block. This PWM signal is fed to an actuatorin order to control the direction and speed of car movement.The working flow of the complete system is schematicallyillustrated in Fig. 2.

WORKING OF PROPOSED MODULES

The suggested system primarily aggregates two modules:the central controller (CC) and FLC module. The detailedexplanation of the working of these modules is presented inthis section.

A. Central Controller Module

It is the most important module of the proposed system which assists automated parallel car-parking. This Central Controller (CC) module consists of an FSM that senses the distance of the car from all angles at every instant of time and keeps on updating the states [4]. Based on these states and control actions, appropriate output values (like steering angleand speed) are generated. It is to be noted that the FSM of the car parking system model consists of six states and eachof them is determined by inputs $x$and y, as shown in Fig. 3

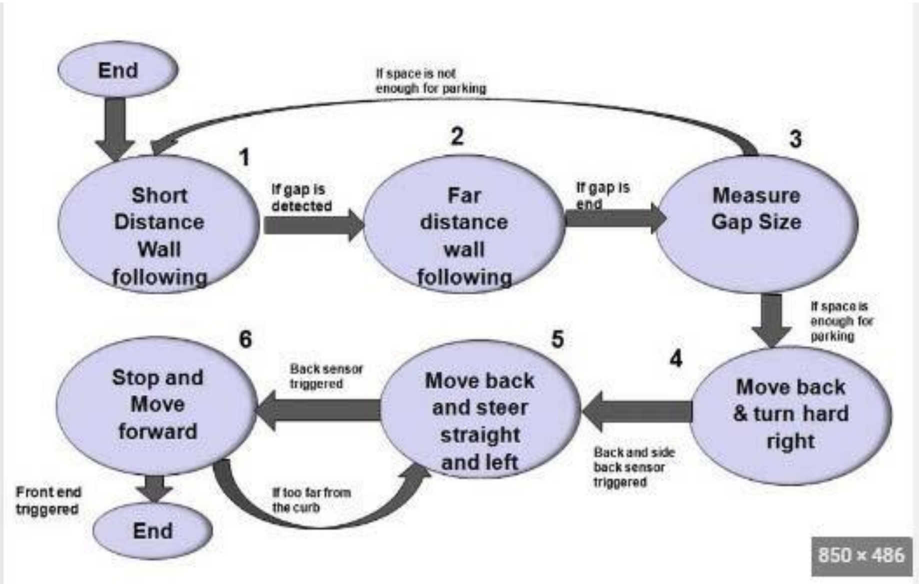


Fig. 3: Schematic representation of the finite state machine(FSM) block of the proposed system

The FSM works as follows:

State **1:** In this state, the car performs short distance wallfollowing and moves forward until a gap is detected. Once thegap is detected, it makes a transition to *state* 2.

State **2:** In this state, car performs far distance wall followinguntil the gap is ended and once the gap is ended, it will moveto *state* 3.

State **3:** In this state, parking size will be calculated basedon the time, it stayed in state 2, and the speed of the car. Theparking size will be compared with the car dimensions. If theparking size is sufficient for car parking then it will move to*state* 4else it will move to *state* 1.

State **4:** In this state, car moves back with hard right turnsteering and move to *state* 5

State **5:** This state is initiated with a straight movement followed by gradual left steering, to follow the wall in the backward direction. *state* 5will finish when the back sensor detects very close distance from the wall and it moves to*state* 6;

State 6: Here, the car moves straight forward until the frontsensor is triggered and then it stops

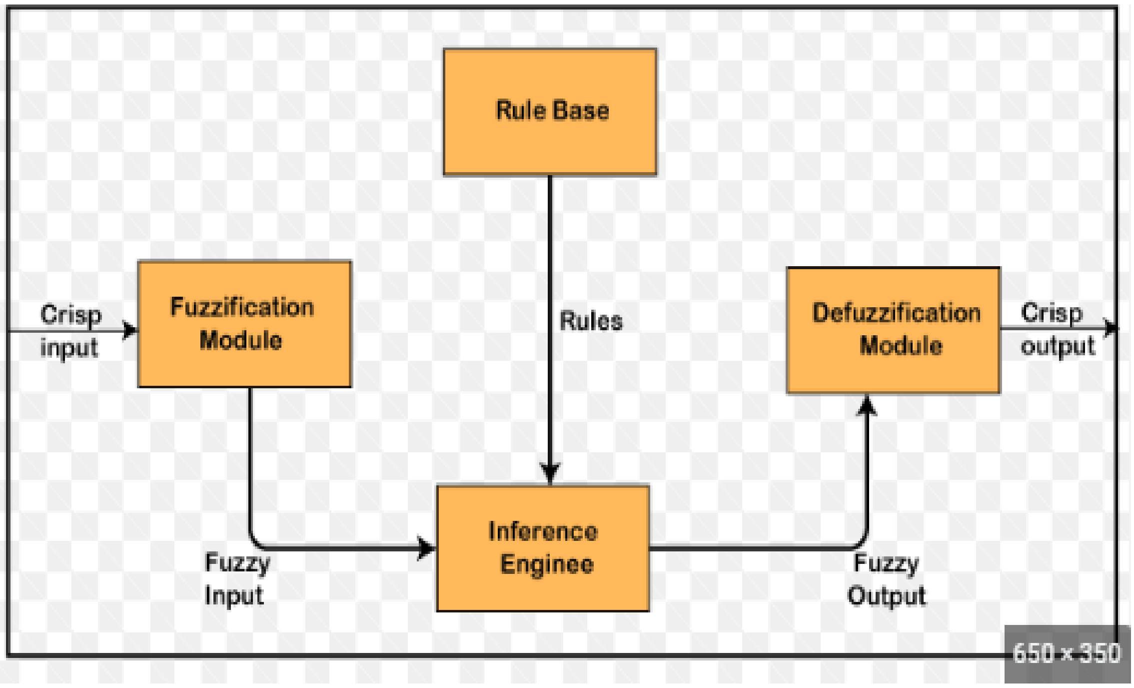


Figure:- 4 Block diagram of fuzzy logic controller module

B. Fuzzy Logic Controller Module

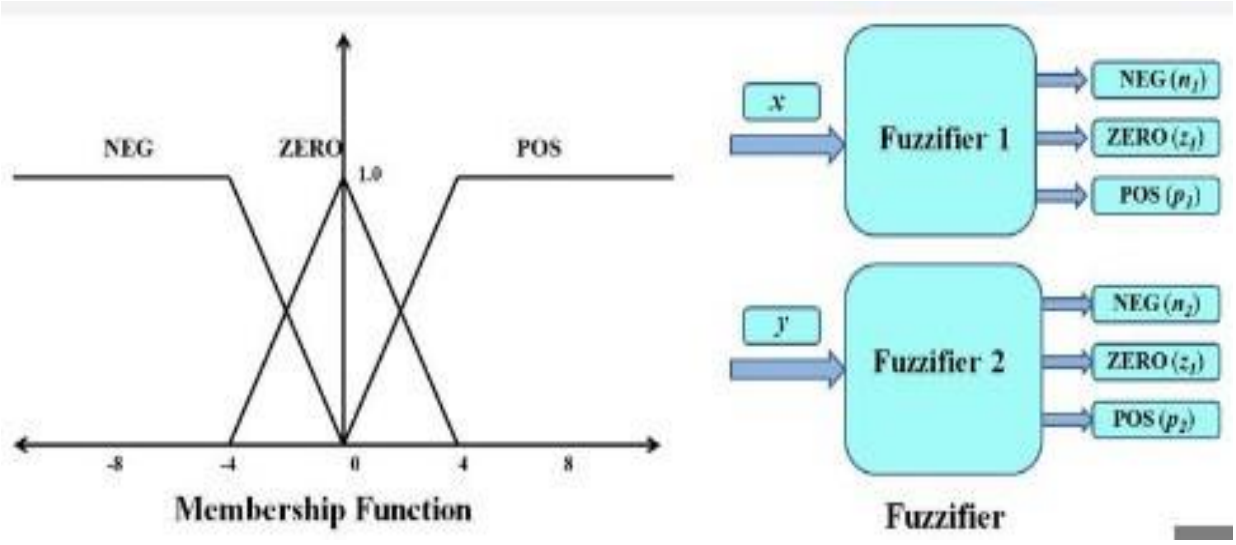


Fig. 5: Membership function and fuzzifer

The FLC module consists of three important sub modules: fuzzifier, defuzzifier and fuzzy rule base, as shown in Fig. 4.1)

Fuzzifier: In real world applications, inputs are fetchedfrom sensors (crisp values), which cannot be directly fed to therule base system. Therefore, a fuzzifier maps real-valued pointxϵU$\subset Rn$to a fuzzy set A'ϵU[11]. The range of inputs xandyis mapped to sets NEG (n1,2), POS (p1,p2) and ZERO(z1,z2) by using membership function, as shown in Fig. 5.

Fuzzy Rule Base: A fuzzy set is processed by a set of if-then rules, called fuzzy rule, which is a knowledge base todetermine the behavior of the output. Fuzzy rules are collectedfrom human experts and play a crucial role in determining the output of a system. These rules need to be re-tuned on the basis of experience, to get accurate output.

For a different combination of inputs, the fuzzy rule base function is shown in TABLE I.3) Defuzzifier: On the other hand, the defuzzifier converts behavior based output obtained from fuzzy rule base back to a crisp value. Subsequently, this crisp value is fed to the actuator

TABLE I: Fuzzy rule bas

ΔACE →

ACE ↓

	NB	NS	ZZ	PS	PB
NB	ZZ	PS	PB	PB	PB
NS	NS	ZZ	PS	PB	PB
ZZ	NB	NS	ZZ	PS	PB
PS	NB	NB	NS	ZZ	PS
PB	NB	NB	NB	NS	ZZ

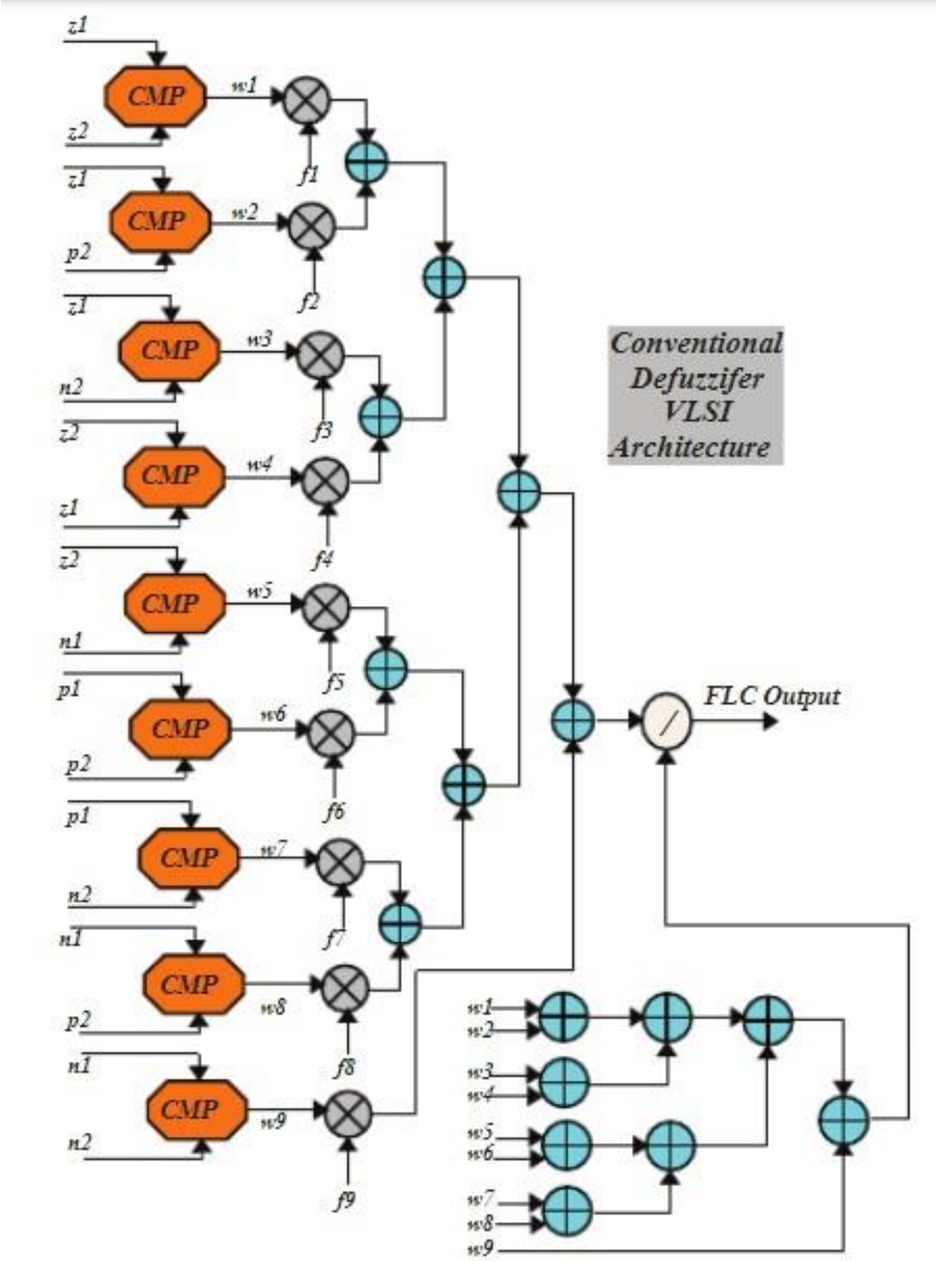


Fig. 6: Conventional architecture of defuzzifer.

The defuzzification has been performed using the following equation [12]

$$\theta = \frac{\sum_{i=1}^{9} w_i \times f_i}{\sum_{i=1}^{9} w_i} \quad \text{------------(3)}$$

where f_i=fuzzy rule base function and w_i=weighting parameter

As mentioned in Eq. (3), a defuzifier can be conventionally realized using nine comparators (represented as CMP), nine multipliers, sixteen adders and one division block, as shown in Fig. 6. This architecture uses each multiplier and comparator only once thereby, enabling concurrent operations of comparators and multipliers. The output of fuzzifier 1 $(n_1, z_1, p_1)$and fuzzifier 2 (n_2, z_2, p_2) are compared with each other.The weighting parameter (minimum value after comparison) is multiplied by appropriate fuzzy rule base function and output of all multipliers is added. To evaluate crisp value, the output of the adder is divided by the total sum of all weighting parameters.

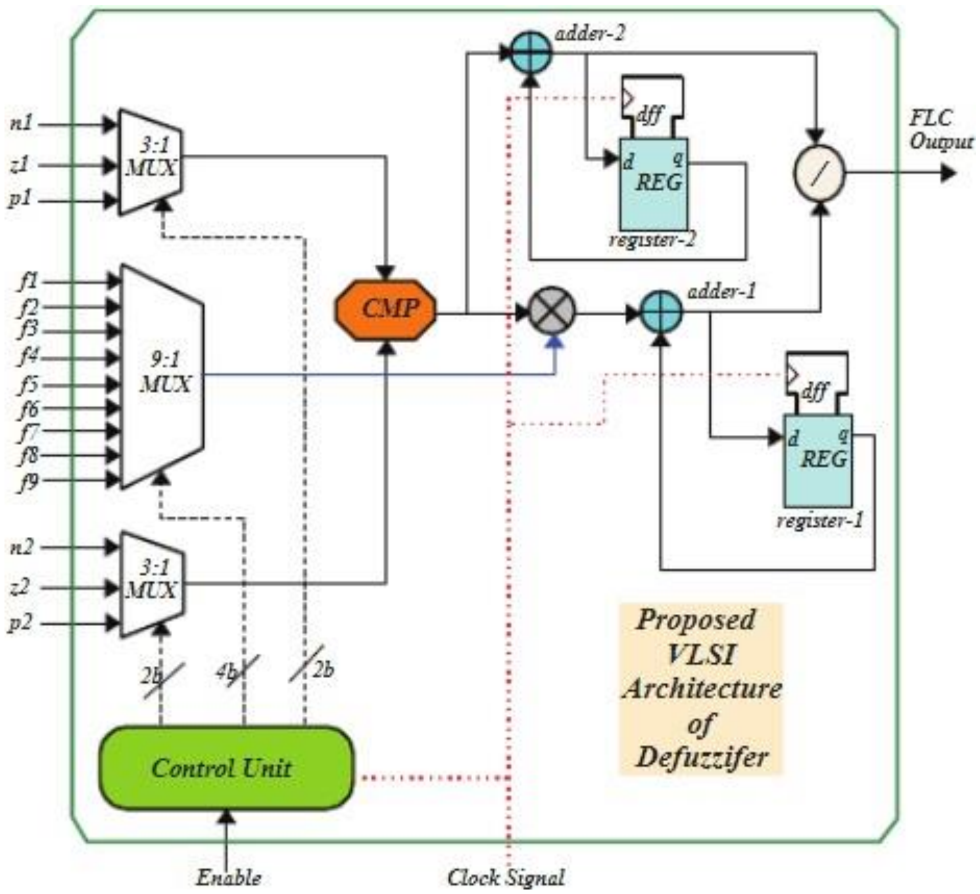
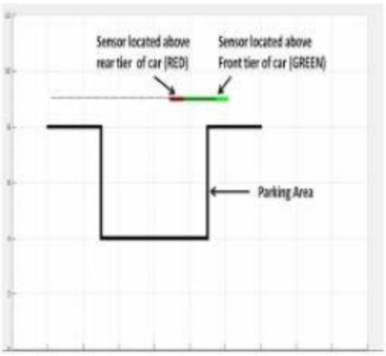


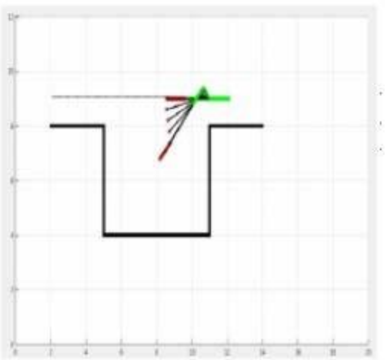
Fig. 7: Optimized resource-shared architecture of the de-fuzzifer for the proposed car-parking system

Above architecture of the defuzzifier has been used to design the ASIC for the complete car-parking system and this will be discussed in section IV. Due to more number of multipliers, comparators and adders, approximately half of chip area is consumed by FLC block and power consumption increases.

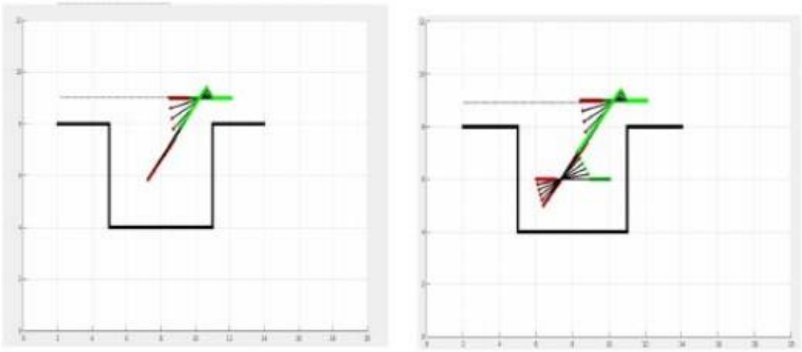
In order to reduce the overall chip area and power consumption, we optimized the defuzzifer architecture using re-source sharing technique, as shown in Fig. 7. This enables multiple non-concurrent operations to share the same resource and thereby, reducing the overall area of the circuit. The optimized architecture has been realized using one 9:1 andtwo 3:1 multiplexers for the selective operation of multiplierand comparator, for different combinations of a set of input data, (n_1,z_1,p_1), (n_2,z_2,p_2) and fuzzy rule base function.Using a multiplexer driven by the positive edge of the clock,the data is serially fed to the comparator. The output of thecomparator (weighting parameter) is fed to the multiplier alongwith fuzzy rule base function using a control logic block, asshown in Fig. 7. Two registers (REG) are used as buffers whichare initialized to zero. Output of the multiplier is added withregister-1 value and output of adder-1 is used as feedback inputfor register-1. Similarly, comparator and register-2 outputs arefed as inputs for adder-2 and its output is used as feedbackinput for register-2, as shown in Fig. 7. Therefore, after everyclock cycle, the outputs of the adder-1 and the adder-2 arestored in registers in order to use with respective data in thenext clock cycle. To evaluate crisp value, output of adder-1 isdivided by adder-2. Hence, with the aid of resource sharingtechnique and multiplexing the input data at subsequent clockcycles, reduces the overall chip area and power consumption



(a) Forward path following of car.



(b) Detection of parking place and re-versing slowly.



(c) Parallel Reverse parking of car. (d) Car parked sucessfully.

Fig. 8: MATLAB simulated waveform representations of thereverse parallel car parking system

EXPERIMENTAL RESULT AND COMPARISONA.

Functional VerificationThe overall architecture of the system as shown in Fig.2 has been coded in Verilog hardware descriptive language(HDL) and then synthesized on FPGA. The sensors' dataobtained from ADC output have been used to check the overallfunctioning of the architecture. Fig. 9 shows the state transitionwith a set of sensors' data, fetched from ADC. As the carmoves from $state$ 0to $state$ 1PWM signal (yellow colored)is generated. When the car is moving from $state$ 4to $state$ 5and $state$ 5to $state$ 6, there is a change in the steeringangle and that steering angle is controlled by PWM dutycycle. Therefore, the duty cycle of PWM changes during thesetransitions as shown in Fig. 10(a) and Fig. 10(b) respectively.The proposed architecture of the system has been simulatedin MATLAB environment and the outputs at various stages ofthe register transfer level (RTL) blocks have been verified withthe simulated MATLAB values. For the functional verificationof the algorithm, the PWM output of FLC controller has furtherbeen used to project the trajectory of a car in MATLAB. Thestate transitions of the car, to park in a parking area, from state1 to state 5 are shown in Fig. 10. The red and green color pointsindicate the position of the sensors on the rear and front sideof the car, respectively, whereas square size block, is the carparking area. Dotted line indicates the trajectory of the carduring forward motion. The car follows a forward path untilit detects a sufficient space for parking area as shown in Fig.8(a). Once parking place is found, car reverses its direction andmoves backward till it can easily steer in the anti-clockwise

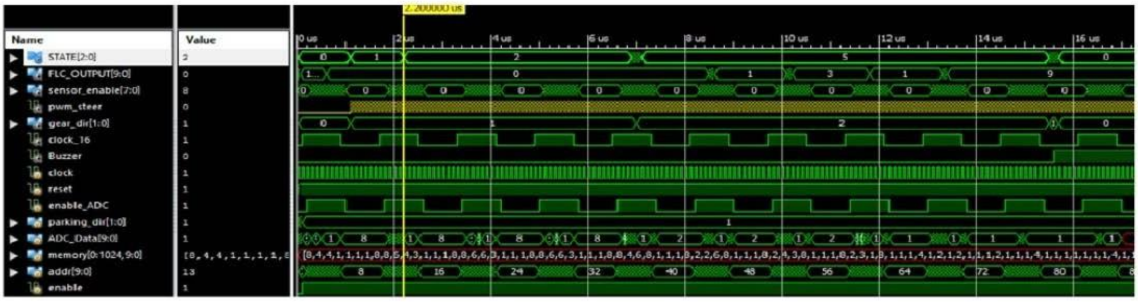
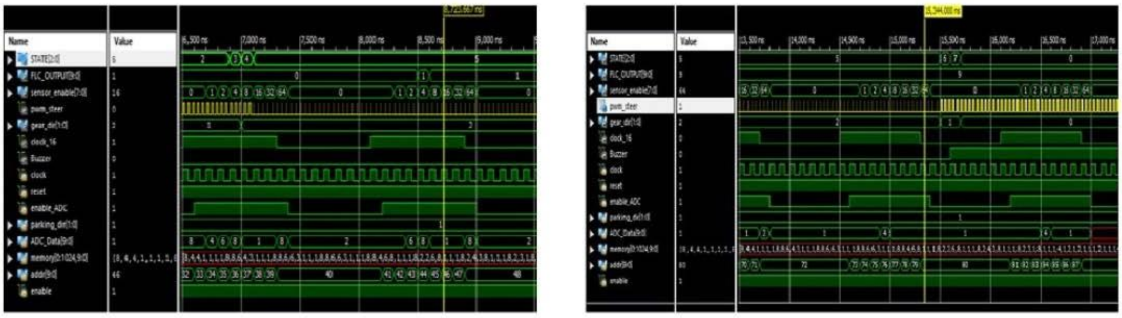


Fig. 9: Waveform for the state transition diagram.



(a) Transition from state four to five.

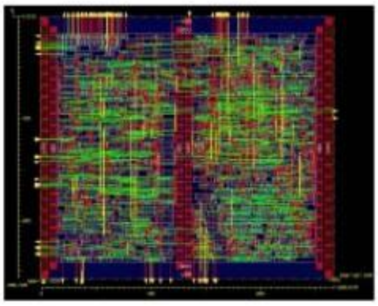
(b) Transition from state five to six.

Fig. 10: Variation in PWM waveform obtained from FPGA implementation

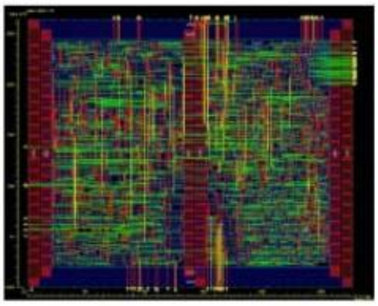
direction, as shown in Fig. 8(b). The car then moves in thebackward direction, following the wall, till the gap betweencar and the wall becomes less than the minimum gap. Thecar then steers in the clockwise direction, followed by movingforward for the parallel parking along the wall,as shown inown as Fig. 8(c) and Fig. 8(d) respectively.

B. ASIC Implementation and Comparison

ASIC implementation of the complete system consisting of conventional defuzzifier and optimized defuzzifier with the same set of memory, fuzzifier, fuzzy rule base and FSM isshown in Fig. 11(a) and Fig 11(b), respectively. The design has been synthesized, timing checked, placed, signal plus power routed, clock-tree synthesized and post-layout simulated using UMC 180 nm CMOS technology node. The frontend and backend design are performed in cadence virtuoso and So Cencounter tools. At 60 MHz frequency and supply voltage of 1.62 V, the ASIC design of the system with the optimized defuzzifier occupies an area of 46335.692 $\mu m2$and consumes a power of0.0632 m W, whereas the ASIC design of the system with the conventional defuzzifier occupies an area of 68654.566 $\mu m2$and consumes a power of 0.1823 mW.



(a) System layout using conventional defuzzifier.



(b) System layout using the proposed defuzzifier.

Fig. 11: UMC 180 nm-CMOS process ASIC chip-layouts ofcomplete car-parking system.

From TABLE II, it is observed that ASIC design with optimized defuzzifier saves an area of 32.5%and consumes 65.7%lesser power than that with the conventional defuzzifier. This comparative analys is shows that the ASIC design of the system with optimized defuzzifier performs better in terms of power consumptionand area requirement as compared to the ASIC design with conventional defuzzifier.

CONCLUSION

In conclusion, the design of a low-power VLSI architecture and ASIC implementation of a fuzzy logic-based automatic car parking system is an efficient solution to address the problem of parking space shortage in urban areas. The proposed system uses a fuzzy logic controller to control the movement of a car within a parking lot. The system is designed to minimize power consumption while ensuring the accuracy and reliability of the parking process.

The design of the low-power VLSI architecture involves the selection of suitable sensors, the development of a fuzzy logic controller, and the implementation of the system on an ASIC. The ASIC implementation of the system involves the development of an integrated circuit that performs the function of the system. The performance of the system is evaluated based on various parameters such as power consumption, accuracy, and reliability.

The results show that the proposed system is efficient and effective in controlling the movement of a car in a parking lot. The system can park a car without human intervention, which can save time and reduce the risk of accidents. The system can also adapt to changes in the parking lot, such as the presence of obstacles. The proposed system can be implemented in various types of parking lots, such as multi-level parking lots, open parking lots, and underground parking lots.

In conclusion, the design of a low-power VLSI architecture and ASIC implementation of a fuzzy logic-based automatic car parking system is a promising solution to address the problem of parking space shortage in urban areas. The proposed system is efficient, reliable, and accurate, and it has the potential to revolutionize the way we park our cars in the future. Further research is needed to optimize the performance of the system and to evaluate its effectiveness in real-world scenarios.

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