

Automated Drowsiness Detection For Improved Driving Safety

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Abstract. Several approaches were proposed for the detection and prediction of drowsiness. The approaches can be categorized as estimating the fitness of duty, modeling the sleep-wake rhythms, measuring the vehicle based performance and online operator monitoring. Computer vision based online operator monitoring approach has become prominent due to its predictive validity of detecting drowsiness. Previous studies with this approach detect driver drowsiness primarily by making pre-assumptions about the relevant behavior, focusing on blink rate, eye closure, and yawning. Here we employ machine learning to datamine actual human behavior during drowsiness episodes. Automatic classifiers for 30 facial actions from the Facial Action Coding system were developed using machine learning on a separate database of spontaneous expressions. These facial actions include blinking and yawn motions, as well as a number of other facial movements. In addition, head motion was collected through automatic eye tracking and an accelerometer. These measures were passed to learning-based classifiers such as Adaboost and multinomial ridge regression. The system was able to predict sleep and crash episodes during a driving computer game with 98% accuracy across subjects. This is the highest prediction rate reported to date for detecting real drowsiness. Moreover, the analysis revealed new information about human facial behavior during drowsy driving.

1 Introduction

In recent years, there has been growing interest in intelligent vehicles. A notable initiative on intelligent vehicles was created by the U.S. Department of Transportation with the mission of prevention of highway crashes [1]. The ongoing intelligent vehicle research will revolutionize the way vehicles and drivers interact in the future.

The US National Highway Traffic Safety Administration estimates that in the US alone approximately 100,000 crashes each year are caused primarily by driver drowsiness or fatigue [2]. Moreover regardless of the state's reporting format drowsiness maybe underreported due to a lack of firm evidence upon which to base a police finding [3]. Thus incorporating automatic driver fatigue detection mechanism into vehicles may help prevent many accidents. Here you will find some background on the Fatigue Detection and Prediction technologies and the motivation for our approach.

2 Fatigue Detection and Prediction Technologies

Fatigue detection and prediction technologies identified by Dinges and Mallis [4] can be categorized into four groups which are described in detail below.

2.1 Fitness-for-duty technologies

Fitness-for-duty technologies are based on assessing the vigilance or alertness capacity of an operator before the work is performed. Performance of the subject at a chosen task is used as a measure to detect existing fatigue impairment. Eye hand coordination [5] or driving simulator tasks are some of the previously used methods in detecting fatigue using this approach. This measure is potentially good in measuring existing fatigue however their predictive validity is still not well known [6].

2.2 Mathematical models of alertness dynamics

This approach uses mathematical models in order to predict the performance of an individual based on past sleep and workload factors. US Army medical researchers have developed a mathematical model to predict human performance on the basis of prior sleep [7]. They integrated this model into a wrist-activity monitor based sleep and performance predictor system called "Sleep Watch". The Sleep Watch system includes a wrist-worn piezo electric chip activity monitor and recorder which will store up records of the wearer's activity and sleep obtained over several days. While such models show potential to easily predict fatigue in operators a large amount of validation and possible fine tuning of the models are needed before they can be fully accepted [6].

2.3 Vehicle-based performance technologies

Vehicle-based performance technologies places sensors on standard vehicle components, e.g., steering wheel, gas pedal, and analyzes the signals sent by these sensors to detect drowsiness [8].

Some of the previous studies use driver steering wheel movements and steering grip as an indicator of fatigue impairment. Microcorrections for steering

are necessary for environmental factors and the reduction in number of micro-corrections to steering indicate an impaired state [9]. Some car companies adopted this technology however the main problem with steering wheel input is that they do not really work very effectively, or at least only work in very limited situations [10]. Other technologies measure drivers acceleration, braking, gear changing, lane deviation and distances between vehicles. It is important for such techniques to be adapted to the driver, since Abut and his colleagues note that there are noticeable differences among drivers in the way they use the gas pedal [11].

Reasonably simple systems that purport to measure fatigue through vehicle-based performance are currently commercially available, however, their effectiveness in terms of reliability, sensitivity and validity is uncertain (i.e. formal validation tests either have not been undertaken or at least have not been made available to the scientific community) [6].

2.4 In-vehicle, on-line, operator status monitoring technologies

These set of techniques aim to measure the behaviour of the driver. These approaches can use Physiological Signals or Computer Vision Systems to understand the behavior of the subject.

Physiological Signals Some of the previous studies in operator status monitoring technology focus on the measurement of physiological signals such as heart rate, pulse rate and Electroencephalography (EEG) [12]. It has been reported by researchers that as the alertness level decreases EEG power of the alpha and theta bands increases [13]. Hence providing indicators of drowsiness. However this method has drawbacks in terms of practicality since it requires a person to wear an EEG cap while driving.

Computer Vision Systems Computer vision is a prominent technology in monitoring the operator status. It is useful in detecting and recognizing the facial motion and appearance changes occurring during drowsiness [14] [15]. The advantage of computer vision techniques is that they are non-invasive, and thus are more amenable to use by the general public.

Most of the published research on computer vision approaches to detection of fatigue has focused on the analysis of blinks [16]. Percent closure (PERCLOS) is analyzed in many studies [17] [18]. Some of these studies used infrared cameras to estimate the PERCLOS measure [17]. It is worth pointing out that infrared technology for PERCLOS measurement works fairly well in the darkness of night, but not very well in daylight, because ambient sun light reflections make it impractical to obtain retinal reflections of infra-red [6].

The effect of drowsiness on other facial expressions have not been studied thoroughly until recently. Gu & Ji presented one of the first fatigue studies that incorporates certain facial expressions other than blinks. Their study feeds action unit information as an input to a dynamic bayesian network. The network

was trained on subjects posing a state of fatigue [19]. The video segments were classified into three stages: inattention, yawn, or falling asleep. For predicting falling-asleep, head nods, blinks, nose wrinkles and eyelid tighteners were used.

Previous approaches to drowsiness detection primarily make pre-assumptions about the relevant behavior, focusing on blink rate, eye closure, and yawning. Here we employ machine learning methods to datamine actual human behavior during drowsiness episodes. The objective of this study is to discover what facial configurations are predictors of fatigue. In this study, facial motion was analyzed automatically from video using a fully automated facial expression analysis system based on the Facial Action Coding System (FACS) [20]. In addition to the output of the automatic FACS recognition system we also collected head motion data using an accelerometer placed on the subject's head, as well as steering wheel data.

3 Methods

3.1 Driving task

Subjects played a driving video game on a windows machine using a steering wheel ³ and an open source multi-platform video game ⁴ (See Figure 1). The windows version of the video game was maintained such that at random times, a wind effect was applied that dragged the car to the right or left, forcing the subject to correct the position of the car. This type of manipulation had been found in the past to increase fatigue [21]. Driving speed was held constant. Four subjects performed the driving task over a three hour period beginning at midnight. During this time subjects fell asleep multiple times thus crashing their vehicles. Episodes in which the car left the road (crash) were recorded. Video of the subjects face was recorded using a DV camera for the entire 3 hour session.

3.2 Head movement measures

Head movement was measured using an accelerometer that has 3 degrees of freedom. This three dimensional accelerometer ⁵ has three one dimensional accelerometers mounted at right angles measuring accelerations in the range of 5g to +5g where g represents earth gravitational force.

3.3 Facial Action Classifiers

The facial action coding system (FACS) [22] is arguably the most widely used method for coding facial expressions in the behavioral sciences. The system describes facial expressions in terms of 46 component movements, which roughly correspond to the individual facial muscle movements. An example is shown in

³ Thrustmaster[®] Ferrari Racing Wheel

⁴ The Open Racing Car Simulator(TORCS)

⁵ Vernier[®]



Fig. 1. Driving simulation task.

Figure 2. FACS provides an objective and comprehensive way to analyze expressions into elementary components, analogous to decomposition of speech into phonemes. Because it is comprehensive, FACS has proven useful for discovering facial movements that are indicative of cognitive and affective states. In this paper we investigate whether there are Action units (AUs) such as chin raises (AU17), nasolabial furrow deepeners(AU11), outer(AU2) and inner brow raises (AU1) that are predictive of the levels of drowsiness observed prior to the subjects falling sleep

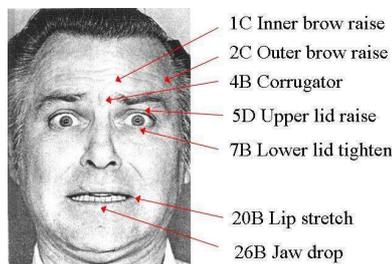


Fig. 2. Example facial action decomposition from the Facial Action Coding System.

In previous work we presented a system, named CERT, for fully automated detection of facial actions from the facial action coding system [20]. The workflow of the system is based is summarized in Figure 3. We previously reported detection of 20 facial action units, with a mean of 93% correct detection under controlled posed conditions, and 75% correct for less controlled spontaneous expressions with head movements and speech.

For this project we used an improved version of CERT which was retrained on a larger dataset of spontaneous as well as posed examples. In addition, the

system was trained to detect an additional 11 facial actions for a total of 31 (See Table 1). The facial action set includes blink (action unit 45), as well as facial actions involved in yawning (action units 26 and 27). The selection of this set of 31 out of 46 total facial actions was based on the availability of labeled training data.

Table 1. Full set of action units used for predicting drowsiness

AU	Name
1	Inner Brow Raise
2	Outer Brow Raise
4	Brow Lowerer
5	Upper Lid Raise
6	Cheek Raise
7	Lids Tight
8	Lip Toward
9	Nose Wrinkle
10	Upper Lip Raiser
11	Nasolabial Furrow Deepener
12	Lip Corner Puller
13	Sharp Lip Puller
14	Dimpler
15	Lip Corner Depressor
16	Lower Lip Depress
17	Chin Raise
18	Lip Pucker
19	Tongue show
20	Lip Stretch
22	Lip Funneller
23	Lip Tightener
24	Lip Presser
25	Lips Part
26	Jaw Drop
27	Mouth Stretch
28	Lips Suck
30	Jaw Sideways
32	Bite
38	Nostril Dilate
39	Nostril Compress
45	Blink

The facial action detection system was designed as follows: First faces and eyes are detected in real time using a system that employs boosting techniques in a generative framework [23]. The automatically detected faces are aligned based on the detected eye positions, cropped and scaled to a size of 96×96 pixels and then passed through a bank of Gabor filters. The system employs 72 Gabor

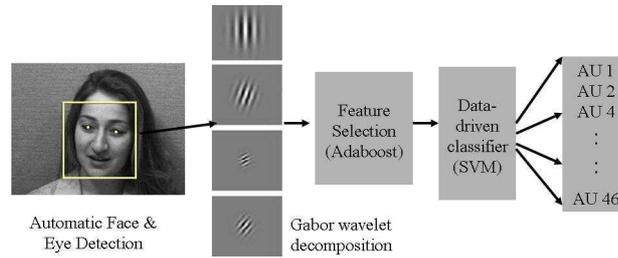


Fig. 3. Overview of fully automated facial action coding system.

spanning 9 spatial scales and 8 orientations. The outputs of these filters are normalized and then passed to a standard classifier. For this paper we employed support vector machines. One SVM was trained for each of the 31 facial actions, and it was trained to detect the facial action regardless of whether it occurred alone or in combination with other facial actions. The system output consists of a continuous value which is the distance to the separating hyperplane for each test frame of video. The system operates at about 6 frames per second on a Mac G5 dual processor with 2.5 ghz processing speed.

Facial expression training data The training data for the facial action classifiers came from two posed datasets and one dataset of spontaneous expressions. The facial expressions in each dataset were FACS coded by certified FACS coders. The first posed datasets was the Cohn-Kanade DFAT-504 dataset [24]. This dataset consists of 100 university students who were instructed by an experimenter to perform a series of 23 facial displays, including expressions of seven basic emotions. The second posed dataset consisted of directed facial actions from 24 subjects collected by Ekman and Hager. Subjects were instructed by a FACS expert on the display of individual facial actions and action combinations, and they practiced with a mirror. The resulting video was verified for AU content by two certified FACS coders. The spontaneous expression dataset consisted of a set of 33 subjects collected by Mark Frank at Rutgers University. These subjects underwent an interview about political opinions on which they felt strongly. Two minutes of each subject were FACS coded. The total training set consisted of 6000 examples, 2000 from posed databases and 4000 from the spontaneous set.

4 Results

Subject data was partitioned into drowsy (non-alert) and alert states as follows. The one minute preceding a sleep episode or a crash was identified as a non-alert state. There was a mean of 24 non-alert episodes with a minimum of 9 and a maximum of 35. Fourteen alert segments for each subject were collected from the

first 20 minutes of the driving task.⁶ Our initial analysis focused on drowsiness prediction within-subjects.

4.1 Facial Actions Associated with Driver Fatigue

The output of the facial action detector consisted of a continuous value for each facial action and each video frame which was the distance to the separating hyperplane, i.e., the margin. Histograms for two of the action units in alert and non-alert states are shown in Figure 4. The area under the ROC (A) was computed for the outputs of each facial action detector to see to what degree the alert and non-alert output distributions were separated.

In order to understand how each action unit is associated with drowsiness across different subjects, Multinomial Logistic Ridge Regression (MLR) was trained on each facial action individually. Examination of the A for each action unit reveals the degree to which each facial movement was able to predict drowsiness in this study. The As for the drowsy and alert states are shown in Table 2. The five facial actions that were the most predictive of drowsiness by increasing in drowsy states were 45, 2 (outer brow raise), 15 (frown), 17 (chin raise), and 9 (nose wrinkle). The five actions that were the most predictive of drowsiness by decreasing in drowsy states were 12 (smile), 7 (lid tighten), 39 (nostril compress), 4 (brow lower), and 26 (jaw drop). The high predictive ability of the blink/eye closure measure was expected. However the predictability of the outer brow raise (AU 2) was previously unknown.

We observed during this study that many subjects raised their eyebrows in an attempt to keep their eyes open, and the strong association of the AU 2 detector is consistent with that observation. Also of note is that action 26, jaw drop, which occurs during yawning, actually occurred less often in the critical 60 seconds prior to a crash. This is consistent with the prediction that yawning does not tend to occur in the final moments before falling asleep.

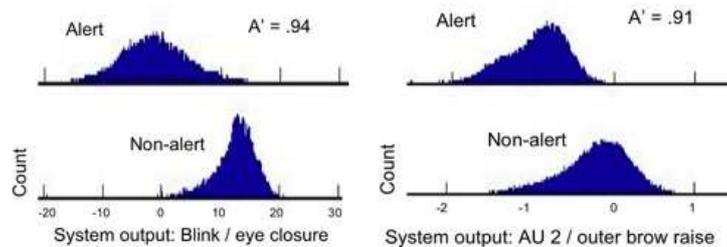


Fig. 4. Histograms for blink and Action Unit 2 in alert and non-alert states. A' is area under the ROC.

⁶ Several of the drivers became drowsy very quickly which prevented extraction of more alert segments.

Table 2. MLR model for predicting drowsiness across subjects. Predictive performance of each facial action individually is shown.

More when critically drowsy

AU	Name	A'
45	Blink/eye closure	0.94
2	Outer Brow Raise	0.81
15	Lip Corner Depressor	0.80
17	Chin Raiser	0.79
9	Nose wrinkle	0.78
30	Jaw sideways	0.76
20	Lip stretch	0.74
11	Nasolabial furrow	0.71
14	Dimpler	0.71
1	Inner brow raise	0.68
10	Upper Lip Raise	0.67
27	Mouth Stretch	0.66
18	Lip Pucker	0.66
22	Lip funneler	0.64
24	Lip presser	0.64
19	Tongue show	0.61

Less when critically drowsy

AU	Name	A'
12	Smile	0.87
7	Lid tighten	0.86
39	Nostril Compress	0.79
4	Brow lower	0.79
26	Jaw Drop	0.77
6	Cheek raise	0.73
38	Nostril Dilate	0.72
23	Lip tighten	0.67
8	Lips toward	0.67
5	Upper lid raise	0.65
16	Lower lip depress	0.64
32	Bite	0.63

4.2 Automatic Detection of Driver Fatigue

The ability to predict drowsiness in novel subjects from the facial action code was then tested by running MLR on the full set of facial action outputs. Prediction performance was tested by using a leave-one-out cross validation procedure, in which one subjects data was withheld from the MLR training and retained for testing, and the test was repeated for each subject. The data for each subject by facial action was first normalized to zero-mean and unit standard deviation. The MLR output for each AU feature was summed over a temporal window of 12 seconds (360 frames) before computing A. MLR trained on all AU features ob-

tained an A of .90 for predicting drowsiness in novel subjects. Because prediction accuracy may be enhanced by feature selection, in which only the AUs with the most information for discriminating drowsiness are included in the regression, a second MLR was trained by contingent feature selection, starting with the most discriminative feature (AU 45), and then iteratively adding the next most discriminative feature given the features already selected. These features are shown on Table 3. Best performance of .98 was obtained with five features: 45, 2, 19 (tongue show), 26 (jaw drop), and 15. This five feature model outperformed the MLR trained on all features.

Table 3. Drowsiness detection performance for novel subjects, using an MLR classifier with different feature combinations. The weighted features are summed over 12 seconds before computing A'.

Feature	A'
AU45	.9468
AU45,AU2	.9614
AU45,AU2,AU19	.9693
AU45,AU2,AU19,AU26	.9776
AU45,AU2,AU19,AU26,AU15	.9792
all the features	.8954

Effect of Temporal Window Length: We next examined the effect of the size of the temporal window on performance. The five feature model was employed for this analysis. The performances shown to this point in the paper were for temporal windows of one frame, with the exception of the novel subject analysis (Tables 2 and 3), which employed a temporal window of 12 seconds. The MLR output in the 5 feature model was summed over windows of N seconds, where N ranged from 0.5 to 60 seconds. Figure 5 shows the area under the ROC for drowsiness detection in novel subjects over time periods. Performance saturates at about 0.99 as the window size exceeds 30 seconds. In other words, given a 30 second video segment the system can discriminate sleepy versus non-sleepy segments with 0.99 accuracy across subjects.

4.3 Coupling of Steering and Head Motion

Observation of the subjects during drowsy and nondrowsy states indicated that the subjects head motion differed substantially when alert versus when the driver was about to fall asleep. Surprisingly, head motion increased as the driver became drowsy, with large roll motion coupled with the steering motion as the driver became drowsy. Just before falling asleep, the head would become still.

We also investigated the coupling of the head and arm motions. Correlations between head motion as measured by the roll dimension of the accelerometer output and the steering wheel motion are shown in Figure 6. For this subject

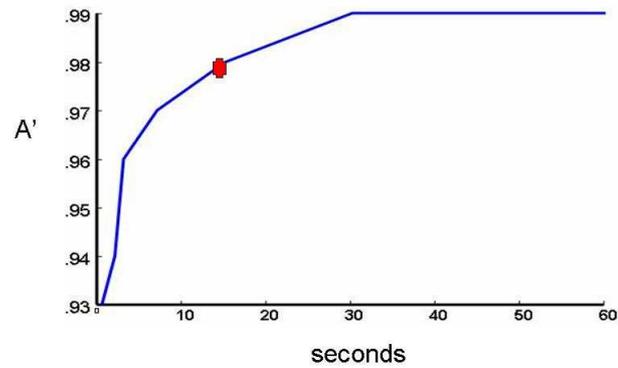


Fig. 5. Performance for drowsiness detection in novel subjects over temporal window sizes.

(subject 2), the correlation between head motion and steering increased from 0.33 in the alert state to 0.71 in the non-alert state. For subject 1, the correlation between head motion and steering similarly increased from 0.24 in the alert state to 0.43 in the non-alert state. The other two subjects showed a smaller coupling effect. Future work includes combining the head motion measures and steering correlations with the facial movement measures in the predictive model.

4.4 Coupling of Eye Openness and Eyebrow Raise

Coupling of eye openness and eyebrow raise. We observed that for some of the subjects coupling between eye brow ups and eye openness increased in the drowsy state. In other words subjects tried to open their eyes using their eyebrows in an attempt to keep awake. See Figure 7.

5 Conclusion

This paper presented a system for automatic detection of driver drowsiness from video. Previous approaches focused on assumptions about behaviors that might be predictive of drowsiness. Here, a system for automatically measuring facial expressions was employed to datamine spontaneous behavior during real drowsiness episodes. This is the first work to our knowledge to reveal significant associations between facial expression and fatigue beyond eyeblinks. The project also

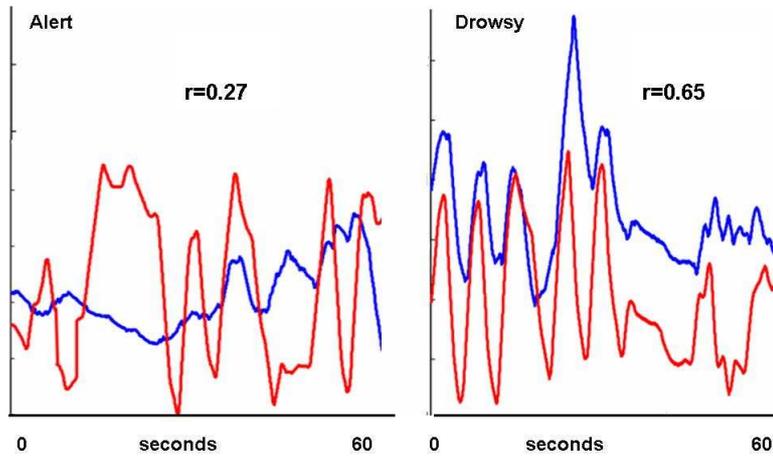


Fig. 6. Head motion and steering position for 60 seconds in an alert state (left) and 60 seconds prior to a crash (right). Head motion is the output of the roll dimension of the accelerometer.

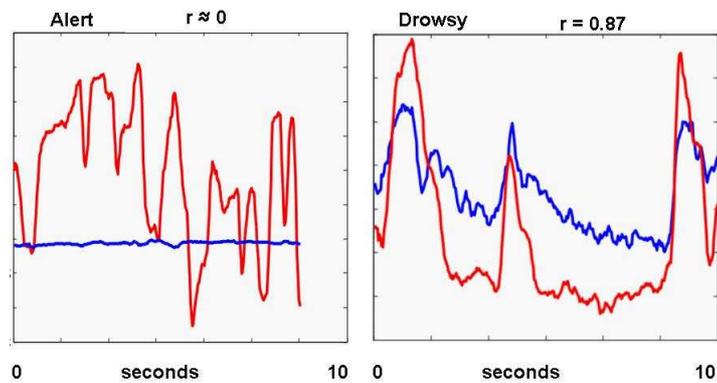


Fig. 7. Eye Openness (red/black) and Eye Brow Raises (AU2) (Blue/gray) for 10 seconds in an alert state (left) and 10 seconds prior to a crash (right)

revealed a potential association between head roll and driver drowsiness, and the coupling of head roll with steering motion during drowsiness. Of note is that a behavior that is often assumed to be predictive of drowsiness, yawn, was in fact a negative predictor of the 60-second window prior to a crash. It appears that in the moments before falling asleep, drivers yawn less, not more, often. This highlights the importance of using examples of fatigue and drowsiness conditions in which subjects actually fall sleep.

6 Future Work

In future work, we will incorporate motion capture and EEG facilities to our experimental setup. The motion capture system will enable analyzing the upper torso movements. In addition the EEG will provide a ground-truth for drowsiness. The new sample experimental setup can be seen in Figure 8.



Fig. 8. Future experimental setup with the EEG and Motion Capture Systems

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