

## Advanced Autonomous Vehicle Design For Severe Environments

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Classical vehicle dynamics, which is the basis for manned ground vehicle design, has exhausted its potential for providing novel design concepts to a large degree. At the same time, unmanned ground vehicle (UGV) dynamics is still in its infancy and is currently being developed using general analytical dynamics principles with very little input from actual vehicle dynamics theory. This technical book presents outcomes from the NATO Advanced Study Institute (ASI) 'Advanced Autonomous Vehicle Design for Severe Environments', held in Coventry, UK, in July 2014. The ASI provided a platform for world class professionals to meet and discuss leading-edge research, engineering accomplishments and future trends in manned and unmanned ground vehicle dynamics, terrain mobility and energy efficiency. The outcomes of this collective effort serve as an analytical foundation for autonomous vehicle design. Topics covered include: historical aspects, pivotal accomplishments and the analysis of future trends in on- and off-road manned and unmanned vehicle dynamics; terramechanics, soil dynamic characteristics, uncertainties and stochastic characteristics of vehicle-environment interaction for agile vehicle dynamics modeling; new methods and techniques in on-line control and learning for vehicle autonomy; fundamentals of agility and severe environments; mechatronics and cyber-physics issues of agile vehicle dynamics to design for control, energy harvesting and cyber security; and case studies of agile and inverse vehicle dynamics and vehicle systems design, including optimisation of suspension and driveline systems. The book targets graduate students, who desire to advance further in leading-edge vehicle dynamics topics in manned and unmanned ground vehicles, PhD students continuing their research work and building advanced curricula in academia and industry, and researchers in government agencies and private companies.

The automotive industry appears close to substantial change engendered by "self-driving" technologies. This technology offers the possibility of significant benefits to social welfare—saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises.

This book takes a look at fully automated, autonomous vehicles and discusses many open questions: How can autonomous vehicles be integrated into the current transportation system with diverse users and human drivers? Where do automated vehicles fall under current legal frameworks? What risks are associated with automation and how will society respond to these risks? How will the marketplace react to automated vehicles and what changes may be necessary for companies? Experts from Germany and the United States define key societal, engineering, and mobility issues related to the automation of vehicles. They discuss the decisions programmers of automated vehicles must make to enable vehicles to perceive their environment, interact with other road users, and choose actions that may have ethical consequences. The authors further identify expectations and concerns that will form the basis for individual and societal acceptance of autonomous driving. While the safety benefits of such vehicles are tremendous, the authors demonstrate that these benefits will only be achieved if vehicles have an appropriate safety concept at the heart of their design. Realizing the potential of automated vehicles to reorganize traffic and transform mobility of people and goods requires similar care in the design of vehicles and networks. By covering all of these topics, the book aims to provide a current, comprehensive, and scientifically sound treatment of the emerging field of "autonomous driving".

X-by-wire Unmanned Ground Vehicles (UGVs) have been attracting increased attention for various civilian or military applications. The x-by-wire techniques (drive-by-wire, steer-by-wire, and brake-by-wire techniques) provide the possibility of achieving novel vehicle design and advanced dynamics control, which can significantly improve the overall performance, maneuverability, and mobility of the UGVs. However, there are few full x-by-wire UGVs prototype models reported in the world. Therefore, there is no book that can fully describe the design, configuration, and dynamics control approach of full x-by-wire UGVs, which makes it difficult for readers to study this hot and interesting topic. In this book, we use a full x-by-wire UGV, developed by our group, as the example. This UGV is completely x-by-wire with four in-wheel motors driven and a four-wheel independent steer steer. In this book, the overall design of the UGV, the design of the key subsystems (battery pack system, in-wheel motor-driven system, independent steer system, remote and autonomous control system), and the dynamics control approach will be introduced in detail, and the experiment's results will be provided to validate the proposed dynamics control approach.

The main topics of this book include advanced control, cognitive data processing, high performance computing, functional safety, and comprehensive validation. These topics are seen as technological bricks to drive forward automated driving. The current state of the art of automated vehicle research, development and innovation is given. The book also addresses industry-driven roadmaps for major new technology advances as well as collaborative European initiatives supporting the involvement of automated driving. Various examples highlight the state of development of automated driving as well as the way forward. The book will be of interest to academics and researchers within engineering, graduate students, automotive engineers at OEMs and suppliers, ICT and software engineers, managers, and other decision-makers.

Wouldn't it be great if you could read a book or surf on internet etc. in driver's seat while traveling in your vehicle safely? One of the driver assistant systems currently under development by most automotive manufacturers is the Adaptive Cruise Control (ACC) system. The major drawback of commercially available ACC systems is the limited performance in cornering situations, where the road presents current/future curvatures. In particular, the interaction between longitudinal and lateral controller systems has not been deeply studied. This work proposes a multi-layer control structure to create synergies and safe interaction between longitudinal and lateral controllers in order to obtain both lateral stability and safe clearance of advanced autonomous driving vehicle. It mainly focuses on the design of an Integrated Vehicle Dynamics Control strategy for Adaptive Cruise Control with auto-steering application intended to decrease driver's workload. The results of simulations conducted in Matlab/Simulink have shown that the proposed integrated controller satisfies the performance in terms of autonomous driving, path tracking and collision avoidance for various traffic situations.

This is one of the first technical overviews of autonomous vehicles written for a general computing and engineering audience. Students will find a comprehensive overview of the entire autonomous technology stack and practitioners will find many practical techniques. Throughout the book, the authors share their practical experiences designing autonomous vehicle systems. These systems are complex, consisting of three major subsystems: (1) algorithms for localization, perception, and planning and control; (2) client systems, such as the robotics operating system and hardware platform; and (3) the cloud platform, which includes data storage, simulation, high-definition (HD) mapping, and deep learning model training. The algorithm subsystem extracts meaningful information from sensor raw data to understand its environment and make decisions as to its future actions. The client subsystem integrates these algorithms to meet real-time and reliability requirements. The cloud platform provides offline computing and storage capabilities for autonomous vehicles. Using the cloud platform, new algorithms can be tested so as to update the HD map in addition to training better recognition, tracking, and decision models. Since the first edition of this book was released, many universities have adopted it in their autonomous driving classes, and the authors received many helpful comments and feedback from readers. Based on this, the second edition was improved by extending and rewriting multiple chapters and adding two commercial test case studies. In addition, a new section entitled "Teaching and Learning from this Book" was added to help instructors better utilize this book in their classes. The second edition captures the latest advances in autonomous driving and that it also presents usable real-world case studies to help readers better understand how to utilize their lessons in commercial autonomous driving projects.

The technology and engineering behind autonomous driving is advancing at pace. This book presents the latest technical advances and the economic, environmental and social impact driverless cars will have on individuals and the automotive industry.

As the progression of the internet continues, society is finding easier, quicker ways of simplifying their needs with the use of technology. With the growth of lightweight devices, such as smart phones and wearable devices, highly configured hardware is in heightened demand in order to process the large amounts of raw data that are acquired. Connecting these devices to fog computing can reduce bandwidth and latency for data transmission when associated with centralized cloud solutions and uses machine learning algorithms to handle large amounts of raw data. The risks that accompany this advancing technology, however, have yet to be explored. Architecture and Security Issues in Fog Computing Applications is a pivotal reference source that provides vital research on the architectural complications of fog processing and focuses on security and privacy issues in intelligent fog applications. While highlighting topics such as machine learning, cyber-physical systems, and security applications, this publication explores the architecture of intelligent fog applications enabled with machine learning. This book is ideally designed for IT specialists, software developers, security analysts, software engineers, academicians, students, and researchers seeking current research on network security and wireless systems.

Autonomous vehicles (AVs) have been used in military operations for more than 60 years, with torpedoes, cruise missiles, satellites, and target drones being early examples.1 They have also been widely used in the civilian sector—for example, in the disposal of explosives, for work and measurement in radioactive environments, by various offshore industries for both creating and maintaining undersea facilities, for atmospheric and undersea research, and by industry in automated and robotic manufacturing. Recent military experiences with AVs have consistently demonstrated their value in a wide range of missions, and anticipated developments of AVs hold promise for increasingly significant roles in future naval operations. Advances in AV capabilities are enabled (and limited) by progress in the technologies of computing and robotics, navigation, communications and networking, power sources and propulsion, and materials. Autonomous Vehicles in Support of Naval Operations is a forward-looking discussion of the naval operational environment and vision for the Navy and Marine Corps and of naval mission needs and potential applications and limitations of AVs. This report considers the potential of AVs for naval operations, operational needs and technology issues, and opportunities for improved operations.

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