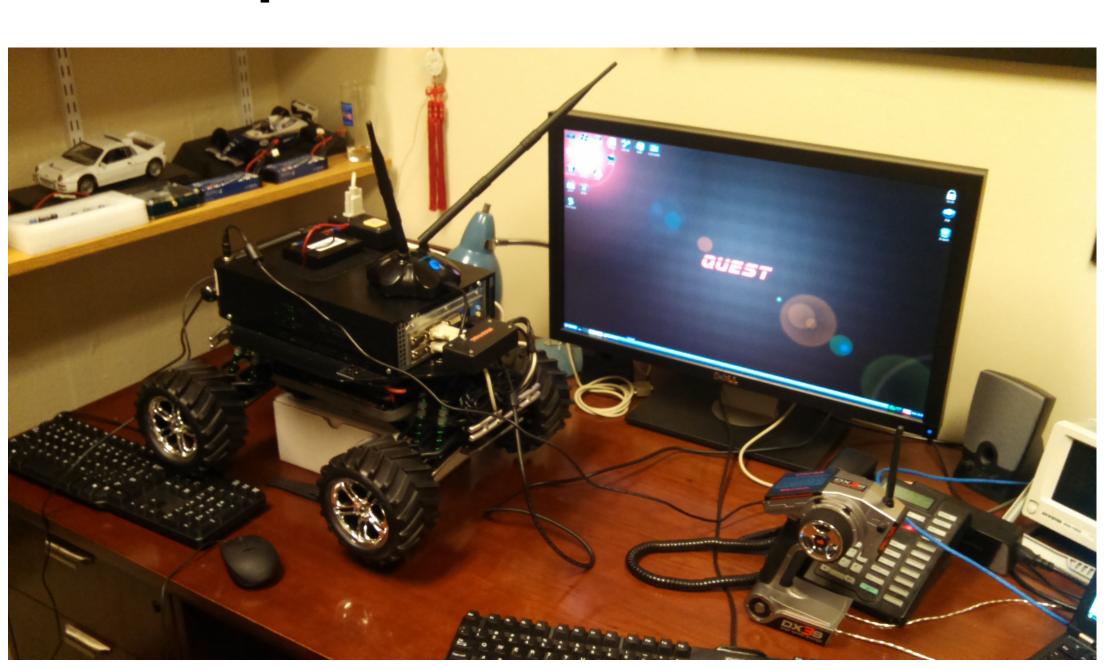
# **ComputerScience**

# **RacerX: High-Speed Autonomous Vehicle Control** Richard West, Ye Li, Zhuoqun Cheng

## Motivation

- Build a prototype vehicle to understand the computation and energy demands of autonomous vehicle control
- Simulate real automotive environment to understand the isolation required by subsystems in a vehicle
- Consolidate multiple system components onto a single platform with multi-core and Quest-V separation kernel

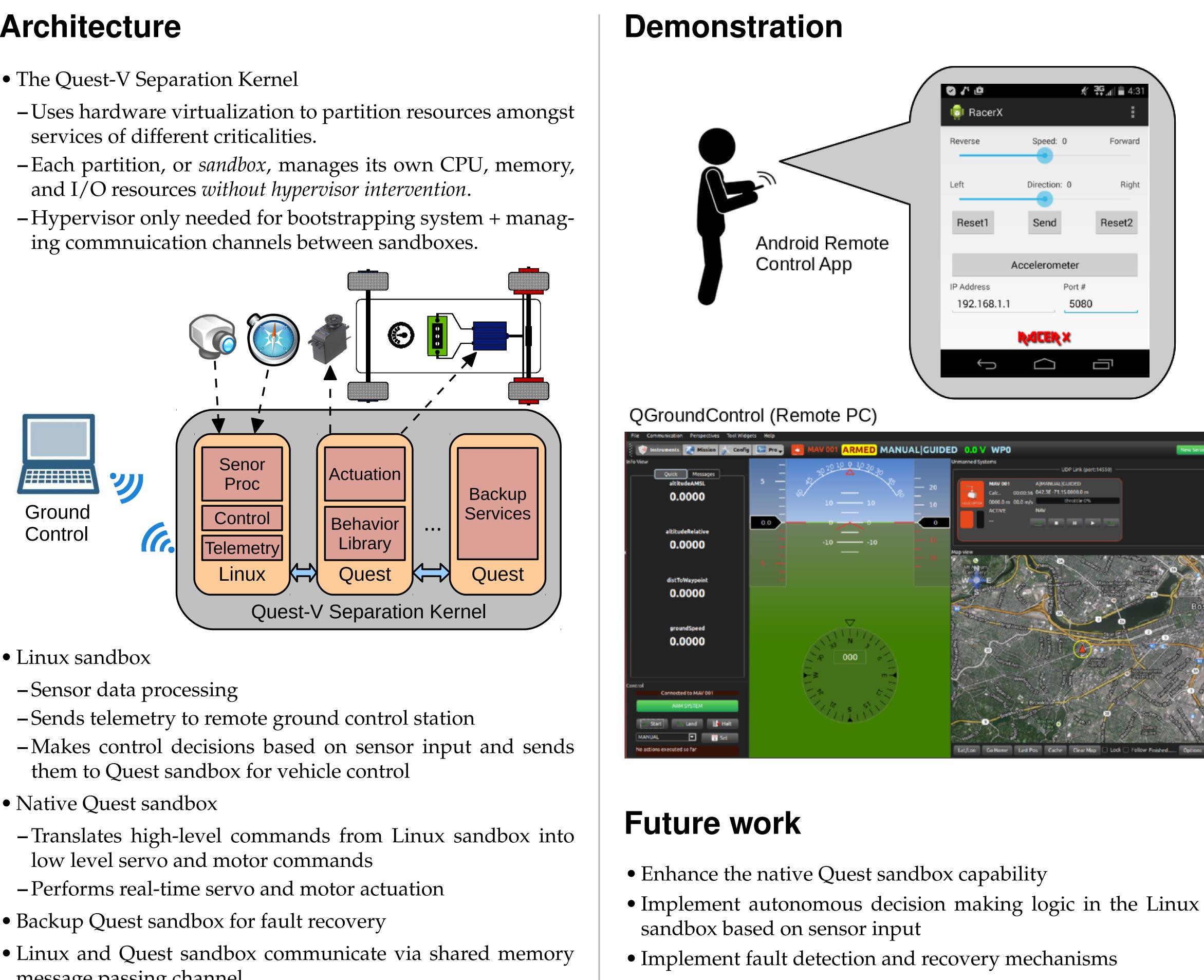
# Vehicle Specification



Chassis	<ul> <li>Traxxas E-Maxx (Model 3905)</li> <li>Modified suspension and gearbox</li> <li>Final gear ratio: 29.57</li> </ul>
Power	<ul> <li>12V Zeus AGM battery (computer)</li> <li>2x 7.2V NiMH battery (drive motors)</li> <li>M2-ATX mini-box regulator</li> <li>PicoUPS-120-ATV</li> </ul>
On-Board Computer	<ul> <li>Jetway NF9F-H61 Industrial Control Mainboard</li> <li>6x RS232 Serial</li> <li>Intel Core i3-3220T Processor</li> </ul>
Sensors	<ul> <li>UM7-LT Attitude and Heading Reference System</li> <li>66-Channel LS20031 GPS Receiver Module</li> </ul>
Comms	<ul> <li>POWERLINK Hermes 802.11N 300Mbps Wi-Fi</li> <li>XBee Pro 63mW (Series 2B)</li> <li>Up to 2km range</li> </ul>
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### Architecture

- The Quest-V Separation Kernel
- services of different criticalities.
- and I/O resources *without hypervisor intervention*.
- ing commnuication channels between sandboxes.



- Linux sandbox

- Native Quest sandbox

- Backup Quest sandbox for fault recovery
- message passing channel
- Ground control station communicates with the buggy wirelessly using MAVLink protocol and displays telemetry

#### **Boston University**

**Further Info:** http://www.cs.bu.edu/fac/richwest/racerx.php





