## The Human Touch with iRemote

Paul Newman

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Abstract

This document will give you a description of how to use and configure iRemote to inject commands into a community and also to query the status of certain commonly used variables from a terminal.

## 1 Manual Control - iRemote

iRemote was designed to be a control terminal for a deployed vehicle. It is really nothing more than a long switch statement based on characters input from the keyboard. One of its many functions is to allow remote control of the actuators of the vehicle. This is an invaluable asset for land and sub-sea vehicles alike. The application is multithreaded. The primary thread blocks on a read of keyboard input. When a character is pressed some action is taken - for example publishing a new value for DESIRED\_THRUST. The fact that iRemote can take control of a real vehicle presents a safety problem. What if the human controller walks away or even worse the vehicle moves out of communication range (eg a submarine dives) and the console is not available? To prevent the last issued actuator command being carried out ad-infinitum a secondary in thread iRemote prompts the user to hit an acknowledge key (') at least every 15 seconds. If the human driver does not respond the all actuators are set to the zero position.<sup>1</sup>

## 1.1 Summary of Functionality

The following (not exhaustive) list describes some of the online functionality that iRemote provides:

 $<sup>^1\</sup>mathrm{The}$  actuation driver in iActuation will also shut down all motors if it does not receive control commands for an extended period of time. In the Bluefin vehicle the driver class within iActuation sends a message to the Janitor processes which resets a watchdog on the power management board - keeping the tail cone powered.

Function	Key	Comment
Reload Mission File	R	Tells pHelm to rebuild its tasks
Restart Navigation	V	Tells pNav to reboot all navigation
		filters
Restart Logger	G	Tells pLogger to begin recording to a
		new set of log files
Begin Mission	О	Instructs pHelm to go online
Halt Mission	O or space	pHelm goes offline and iRemote takes
		control immediately.
Navigation Summary	*	Prints a summary of salient navigation
· ·		information
Rudder Left/Right	$_{ m N,M}$	Steer control
Elevator Up/Down	P,L	Pitch control
Thrust Up/Down	A,Z	Throttle control (+ shift gives 100 per-
1 /	,	cent)
Stop	space	Immediate zero of all degrees of free-
•	-	dom
Fetch DB	F	Prints a summary of the contents of the
		entire MOOSDB
CustomKey	$[0 \rightarrow 9]$	The numeric keys can be made (via
v	,	iRemote s configuration block) to pub-
		lish any named variable with a speci-
		fied value. In the example configura-
		tion block below (Figure 1), pressing
		key "2" will cause iRemote to write
		the variable JANITOR_SWITCH with
		the string value (quotes) ACTUA-
		TION::OFF
CustomSummary	+	The configuration block allows a cus-
v		tom summary to be built consisting of
		any variable names used within the sys-
		tem. iRemote subscribes to this data
		and prints its current value when re-
		guested.
CustomJournal	$[0 \rightarrow 9]$	Similar to CustomSummary but in-
	,	stead of keeping the most recently pub-
		lished variable it keeps a history of val-
		ues. Each Journal can be bound to
		a numeric key. In the example below
		pressing key "6" will show the past 10
		values of DESIRED_RUDDER with every
		delta captured as the capture time is 0.
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## 1.2 Informing the Pilot

In most missions iRemote is the only interface the vehicle pilot has with the vehicle. Clearly then a method is needed by which *important* information can be sent to the iRemote console from any process. The CMOOSApp member function MOOSDebugWrite achieves this by issuing a notification on a variable watched by iRemote . Such messages are displayed on the iRemote console

Figure 1: A small configuration block for iRemote showing typical usage of the  ${\tt CustomX}$  commands

at run time along with the process making the announcement. Note that this name is somewhat unfortunate as this function should not be used for debugging - it is a run-time thing. It is frustrating to have a cornucopia of messages flashing on the screen during a mission the content of which is meaningless to the pilot. Typical uses of this functionality would be a very occasional summary of navigation status and system level warning messages - for example notification of unexpected mission task termination.