

Introduction to Intelligent Vehicles

[13. Edge Computing]

Chung-Wei Lin

cwlin@csie.ntu.edu.tw

CSIE Department

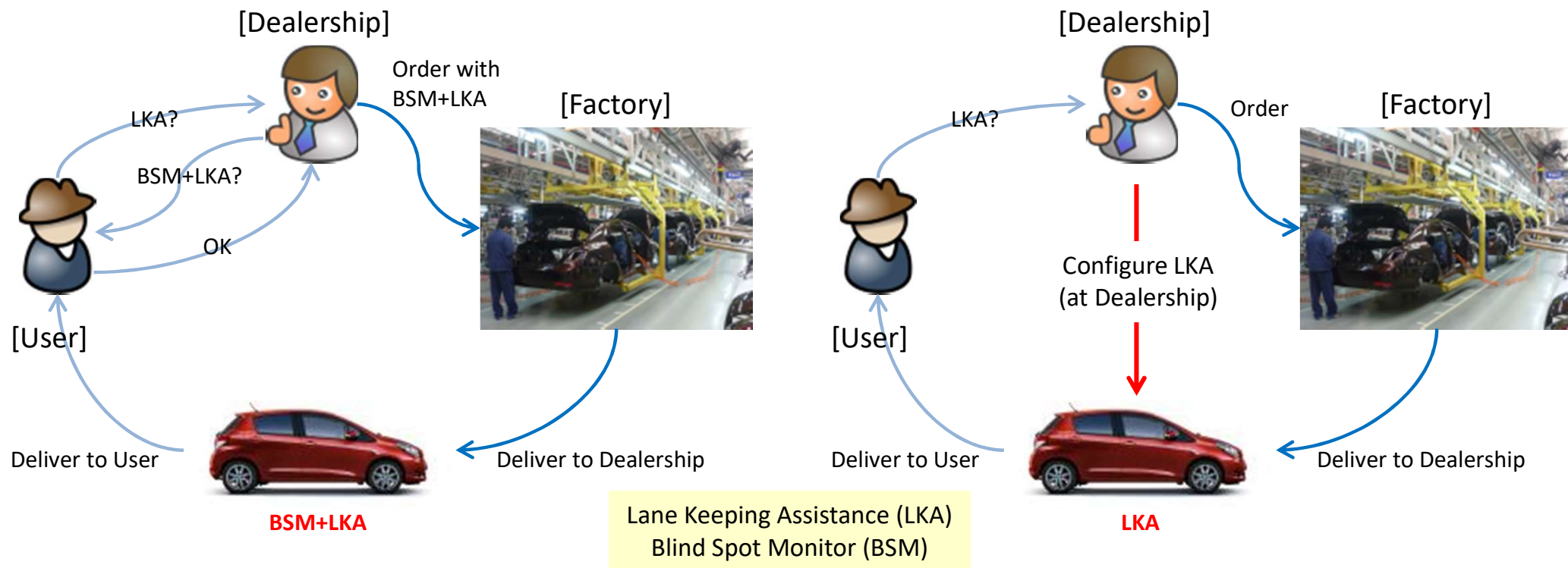
National Taiwan University

Fall 2019

Plug-and-Play Systems

❑ What if a vehicle is like a smart cellphone that applications can be downloaded, updated, and activated?

- At dealership (customized vehicles)
- Before driving or even during driving?



Over-The-Air Update

❑ Over-The-Air (OTA) update

Tesla remotely extends range of vehicles for free in Florida to help owners escape Hurricane Irma

Fred Lambert - Sep. 9th 2017 3:20 pm ET [@FredericLambert](#)

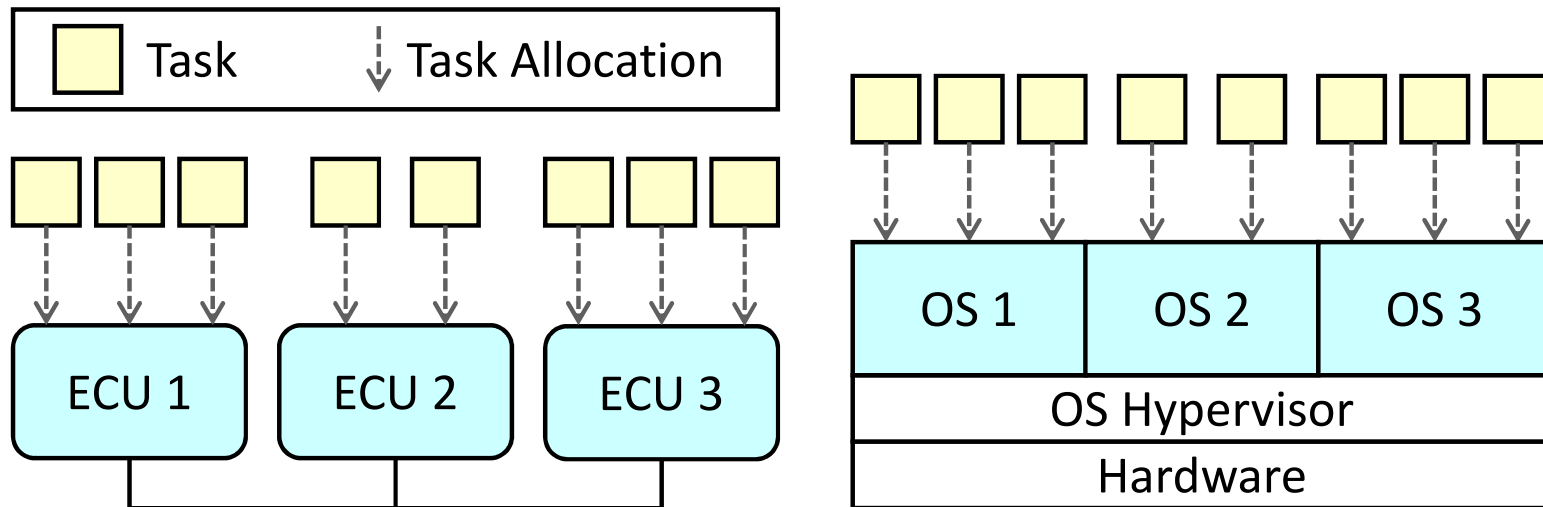
FEATURE

❑ What are the safety risks?

- Vehicles are not completely uniform
 - Some updates may affect some vehicles but not others
- Time and location of an OTA update may have a safety risk
- Automated testing of an OTA update is problematic without observers

Plug-and-Play Mapping Problem

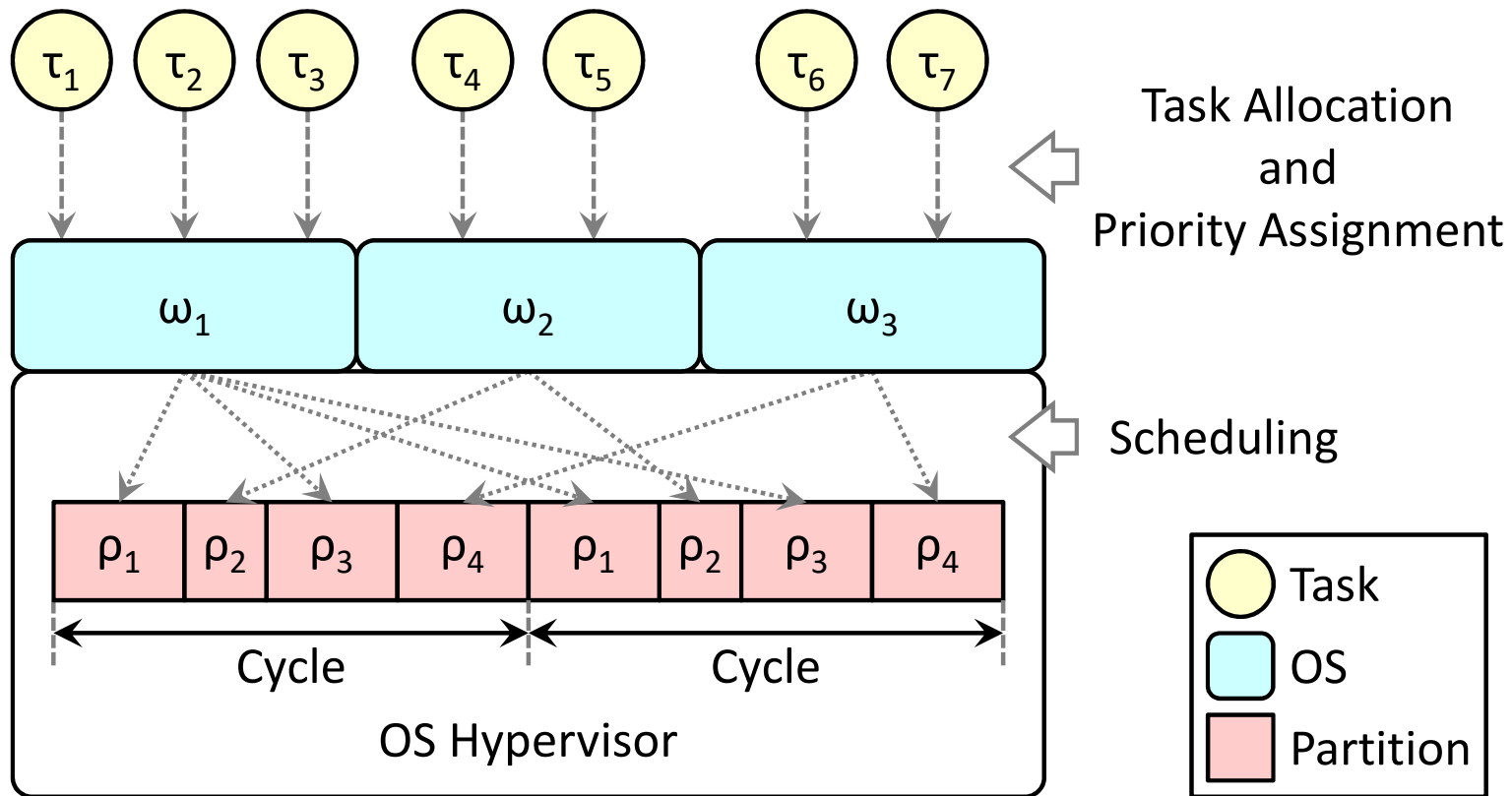
- ❑ Allocate software applications or sets of tasks to
 - Distributed Electronic Control Units (ECUs), or
 - Separated operating systems supported by virtualization techniques such as OS hypervisors



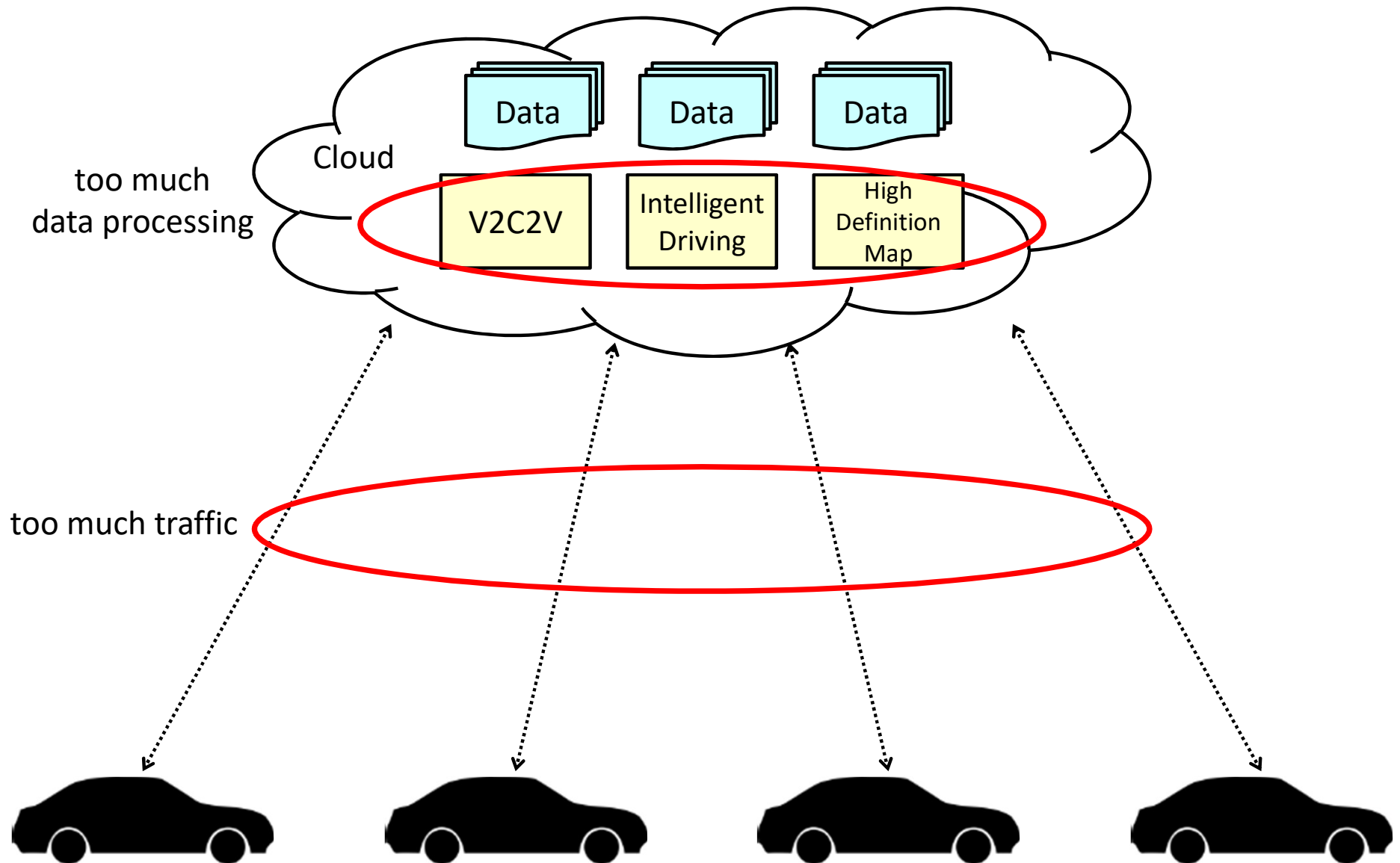
Formulation with OS Hypervisor

□ Question: should we solve the problem during design time or during runtime?

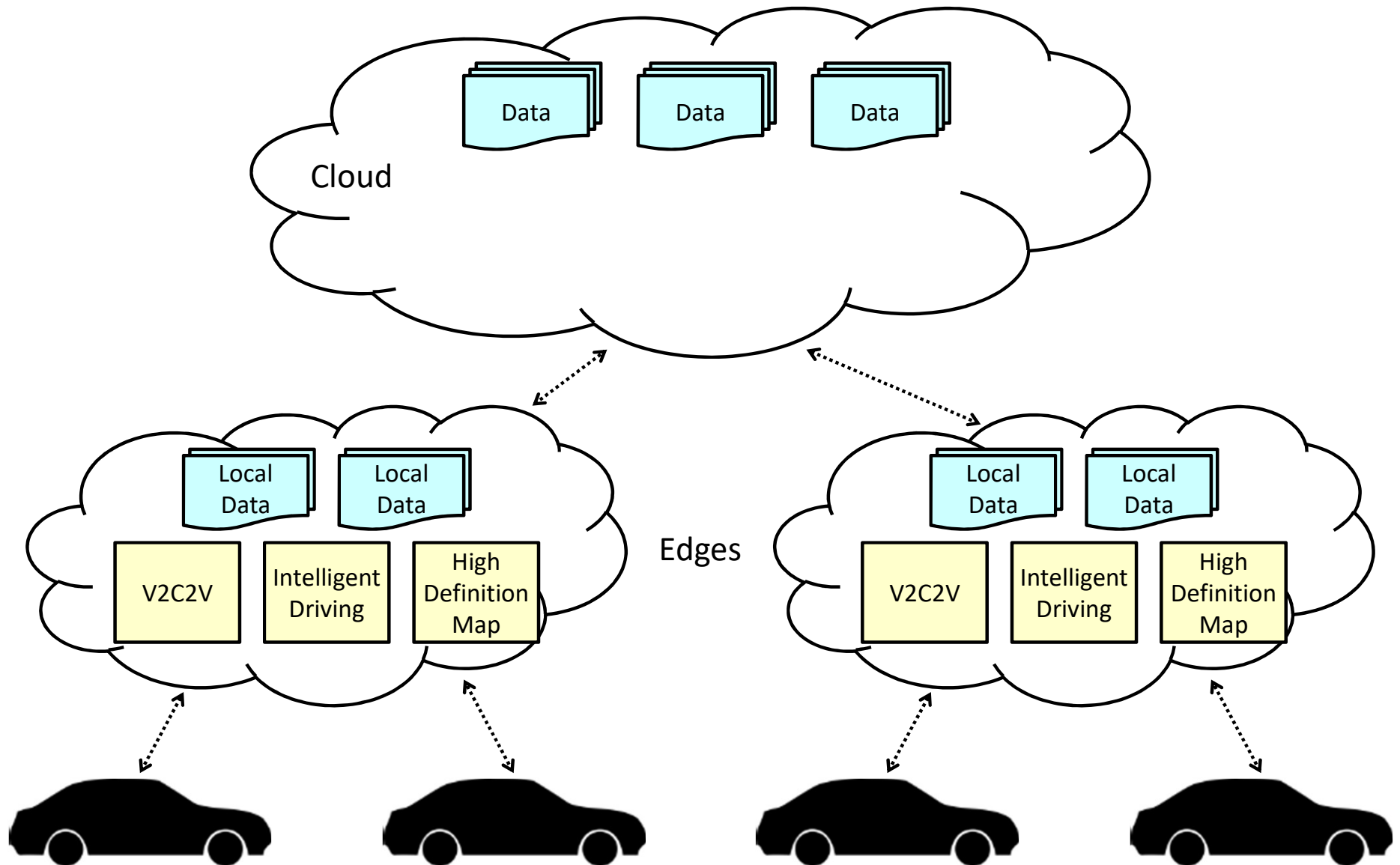
➤ A vehicle may not have sufficient computational resource



Edge Computing (1/2)



Edge Computing (2/2)



Formulation with Edge Computing

□ Architecture

- 1 cloud server, 3 edge servers, and 6 vehicles
 - Vehicles generate tasks to be executed

□ Decide the "location" of each task

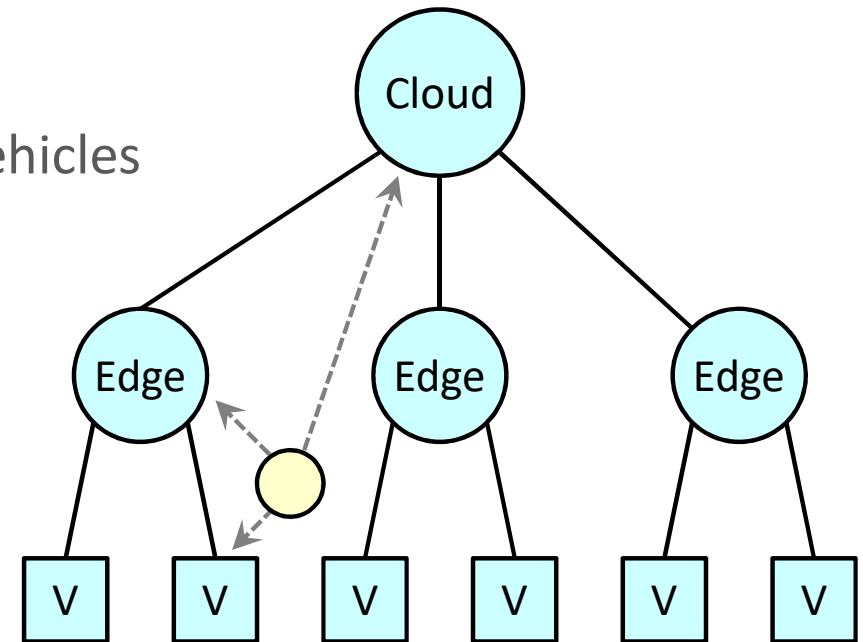
- The vehicle generating the task
- The vehicle's parent edge server, or
- The cloud server

□ Cost

- Computation: cloud < edge < device
- Communication: cloud > edge > device

□ Objective

- Minimize the total cost (of all tasks)



Short Summary

- ❑ A much more interesting problem
 - "Dual routing"
- ❑ It is not only the problem of task allocation
 - Programming model can be totally different
 - How about "cloudification"?

Q&A