### 자율주행 산업 및 직무 강연

- Introduction to Autonomous Driving -

Autonomous Driving Research Engineer April 21, 2021

### **Contents**

- Why Autonomous Driving?
- Definition of Autonomous Driving
  - Classification by Technical Level
- Module of AD system
  - In terms of software
- Required Competence
- Q&A

## **Why Autonomous Driving?**

### Why Autonomous Driving?

- Do we really need autonomous driving?
  - Convenience





### Why Autonomous Driving?

- Do we really need autonomous driving?
  - Safety





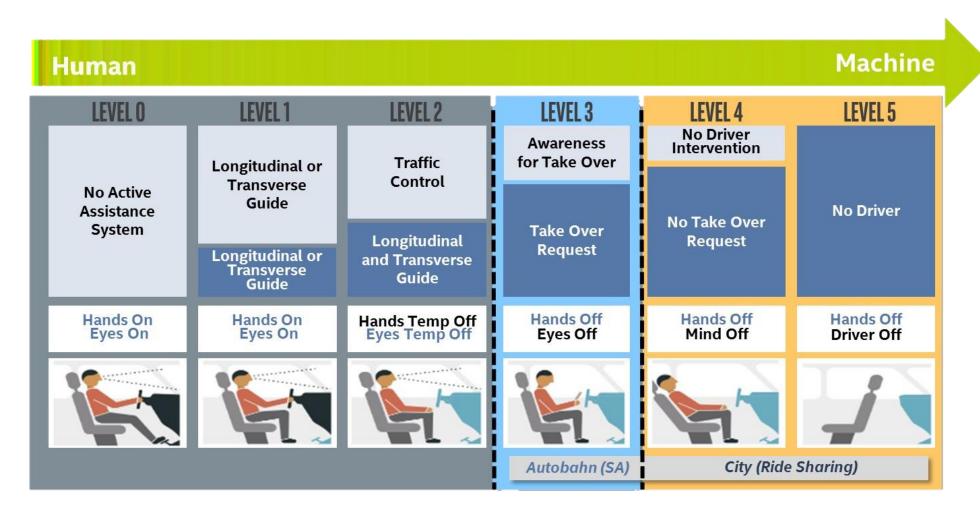
- Classification by Technical Level
  - by SAE (국제자동차기술자협회)



#### SAE J3016™LEVELS OF DRIVING AUTOMATION

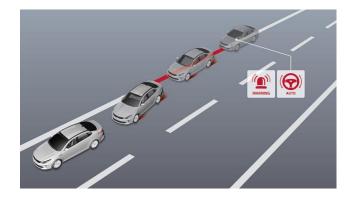


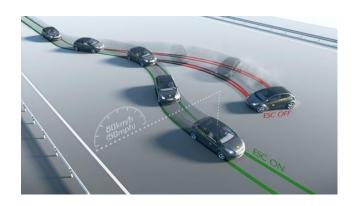
Classification by Technical Level

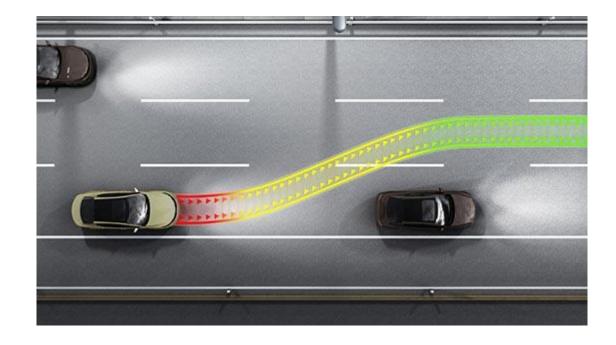


#### • Current AD system?

- maybe...level 2...?
- ADAS (advanced driving assistance system)







#### • What is autonomous driving?

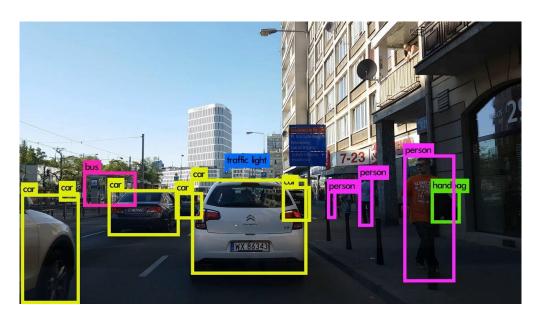
- To reach the goal
  - 주변에 무엇이 있는가
  - 여긴 어디이고
  - 나는 어디에 있는가
  - 주변상황을 예측하고 판단한 뒤
  - 목적지까지 가기 위해 계획을 세우고
  - 적절하게 움직인다
  - ...
  - 도착했나?

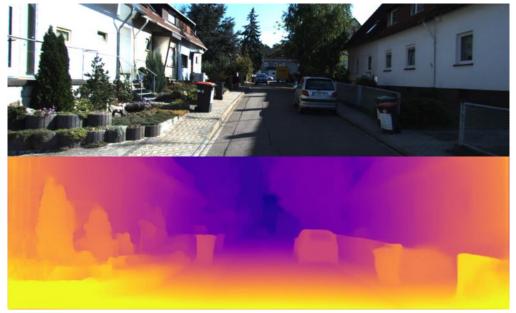


### Perception

- Camera
  - Computer vision

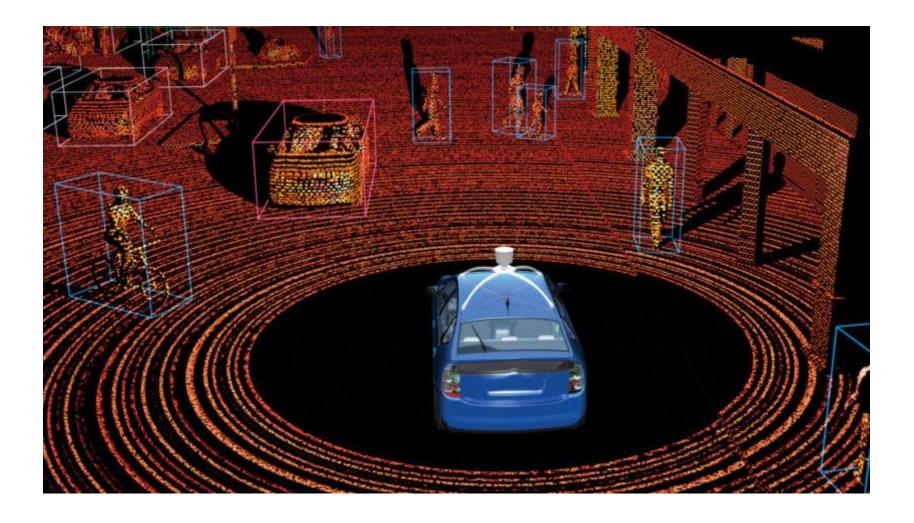






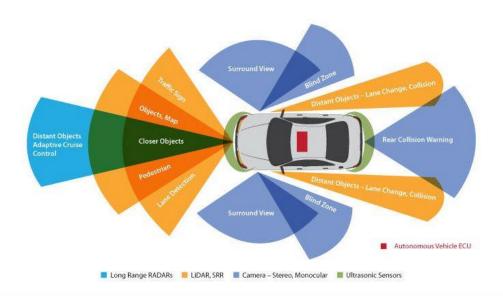
### Perception

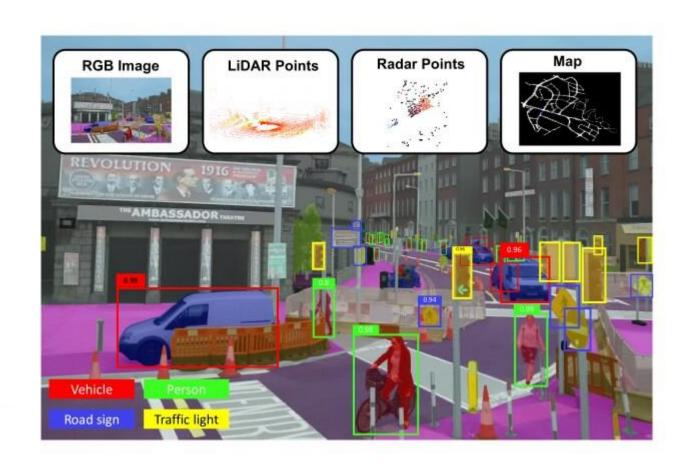
- Lidar
- Radar



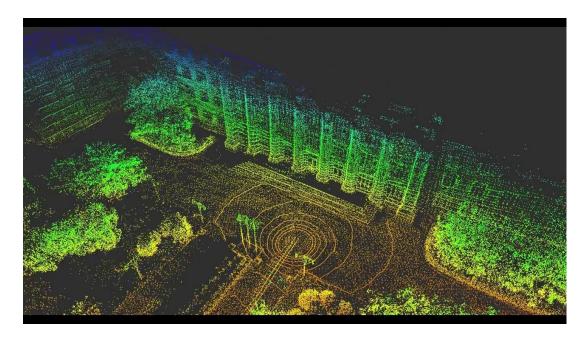
#### Perception

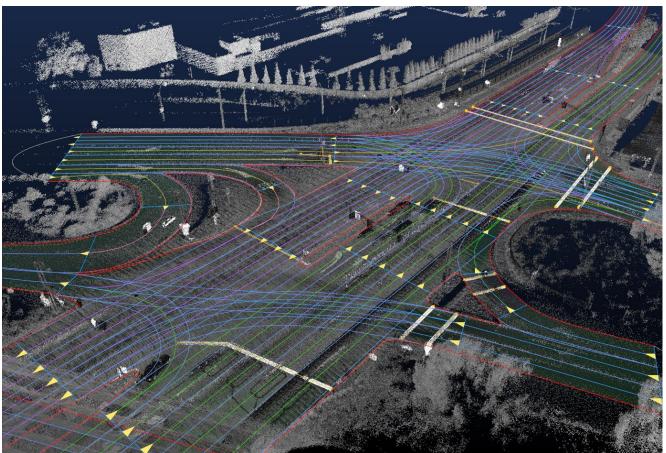
- Sensor fusion
  - Pros and Cons of each sensor
  - Gathering Advantages





- Mapping
  - HD map

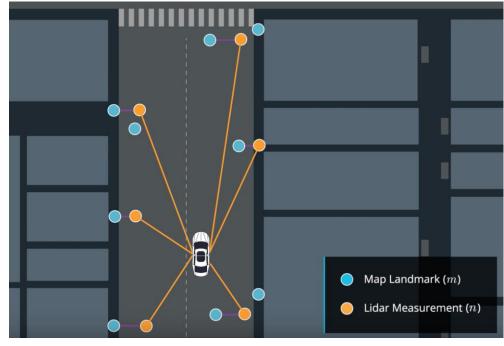




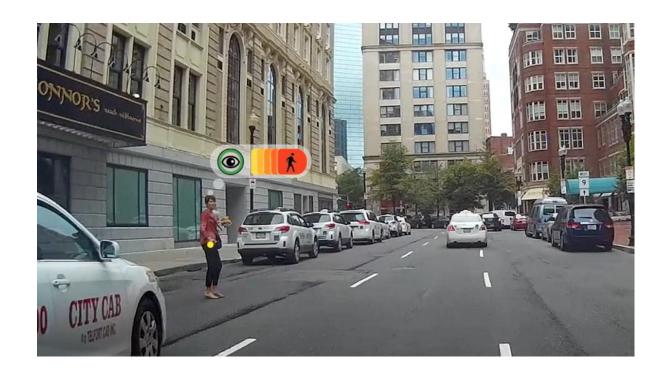
#### Localization

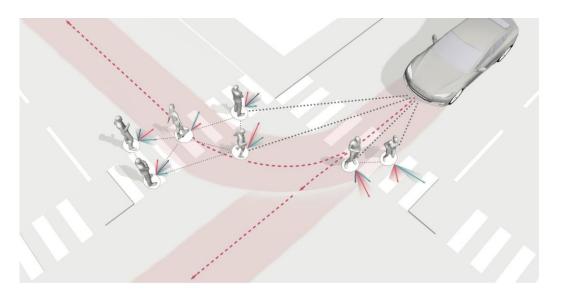
- GPS
- Env. Sensors
- Dead reckoning

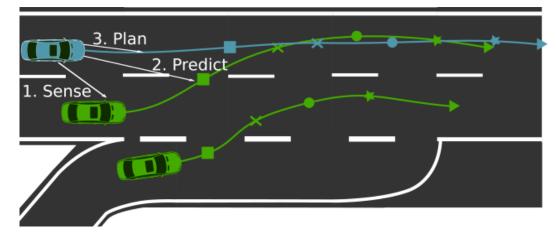




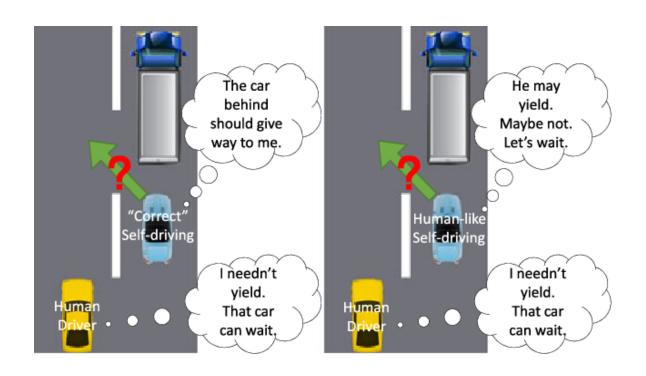
#### Prediction





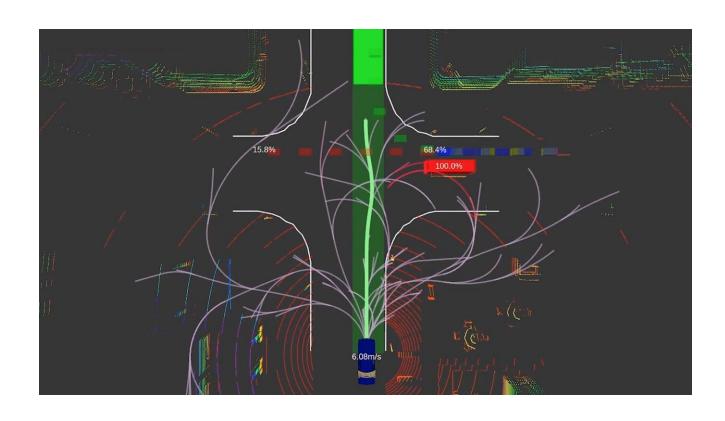


### Decision Making





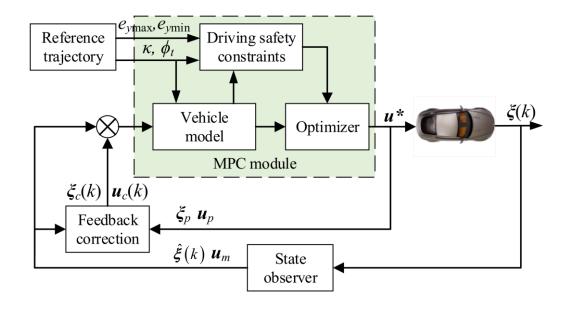
### Planning





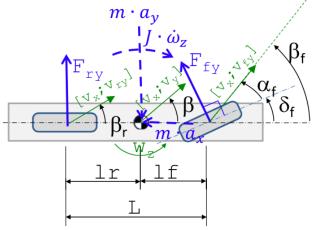
#### Control

- Dynamics
- Control Theory



#### **Physical model:**

- Path radius >> the vehicle. Then, all forces (and centripetal acceleration) are approximately co-directed.
- Small tyre and vehicle side slip. Then, angle=sin(angle)=tan(angle).
   (Angles are not drawn small, which is the reason why the forces not appear co-linear in figure.)



#### **Mathematical model:**

#### Equilibrium:

$$\begin{split} m \cdot \left( \dot{v}_{x} - \omega_{z} \cdot v_{y} \right) &\approx F_{fx} + F_{rx}; where \ \dot{v}_{x} = 0; \\ m \cdot \left( \dot{v}_{y} + \omega_{z} \cdot v_{x} \right) &\approx F_{fy} + F_{ry}; \\ J \cdot \dot{\omega}_{z} &\approx F_{fy} \cdot l_{f} - F_{ry} \cdot l_{r}; \end{split}$$

Constitution:  $F_{fy} = -C_f \cdot s_{yf}$ ;  $F_{ry} = -C_r \cdot s_{yr}$ ;

Compatibility:

$$\begin{cases} \delta_f + \alpha_f = \beta_f; & \beta_f \approx \frac{v_{fy}}{v_x} = \frac{v_y + l_f \cdot \omega_z}{v_x}; \\ \alpha_r = \beta_r \approx \frac{v_{ry}}{v_x} = \frac{v_y - l_r \cdot \omega_z}{v_x}; \\ \alpha_f \approx s_{yf}; & \alpha_r \approx s_{yr};; \end{cases}$$

Eliminate  $F_{fy}$ ,  $F_{ry}$ ,  $\alpha_f$ ,  $\alpha_r$ ,  $\beta_f$ ,  $\beta_r$  yields:

$$m \cdot \dot{v}_{y} + \frac{C_{f} + C_{r}}{v_{x}} \cdot v_{y} + \left(\frac{C_{f} \cdot l_{f} - C_{r} \cdot l_{r}}{v_{x}} + m \cdot v_{x}\right) \cdot \omega_{z} \approx c_{f} \cdot \delta_{f};$$

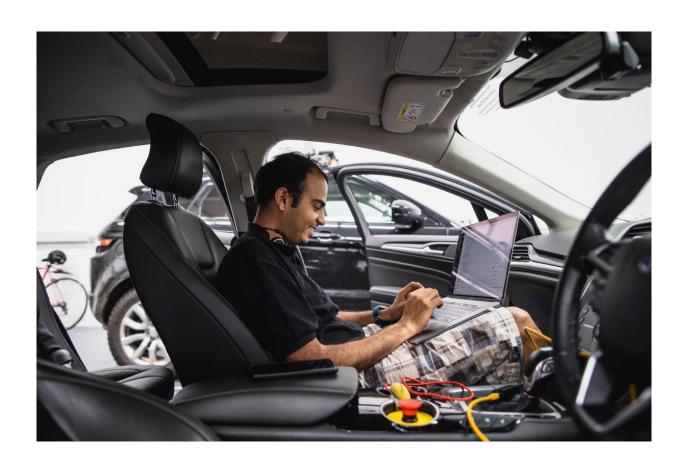
$$J \cdot \dot{\omega}_{z} + \frac{C_{f} \cdot l_{f} - C_{r}l_{r}}{v_{x}} \cdot v_{y} + \frac{C_{f} \cdot l_{f}^{2} + C_{r} \cdot l_{r}^{2}}{v_{x}} \cdot \omega_{z} \approx c_{f} \cdot \delta_{f};$$

- Embedded system
  - Low level programming
  - Optimization

System Arch.



Validation / Test Engineer



• What do you want?

#### Collection of Technologies

- Mechanical / Electric & Electronic / Computer engineering
- Mathematics, Science, AI, Data science, Programming
- etc...

#### Understanding about Vehicle

- Modeling/Dynamics
- Just interesting

#### Domain Knowledge

• is still needed!!!



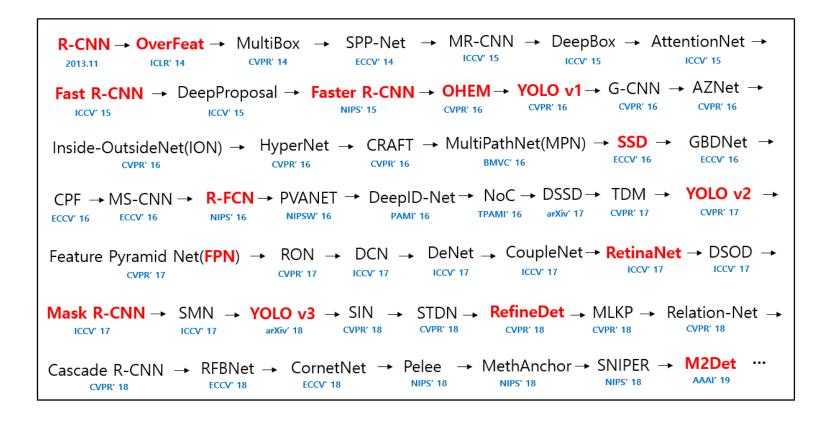
#### SW development ability

- Programming
  - You need familiar and appropriate language
  - CS knowledge Algorithm, Data structure
- Development
  - Research alone is not enough
  - Need many many practice



#### Study

- Do you like study?
  - even after employment
- Enjoy new things
  - theory and some skills



- Strong point
  - Why should we hire you?

# Q&A