**Web Simulator Interface for Autonomous Vehicle Software Stack.**

**This thesis is confidential.**

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# Table of Abbreviations

|  |  |
| --- | --- |
| ROS  AV  VTD  LGSVL  SCP  RDB | **R**obot **O**perating **S**ystem  **A**utonomous **V**ehicle  **V**irtual **T**est **D**rive  **LG** **S**ilicon **V**alley **S**imulator  **S**imulation **C**ontrol **P**rotocol  **R**untime **D**ata **B**us |
|  |  |

# Glossary

|  |  |
| --- | --- |
| **AV Software Stack** | An Autonomous driving software that controls the autonomous vehicle with the inputs from the sensors. |
| **Ego Vehicle** | Vehicle that is autonomously controlled during the simulation. |
| **SCPGenerator** | A VTD tool to send simulation commands. |
| **RDBSniffer** | A VTD tool to extract the runtime simulation data. |
|  |  |
|  |  |

# Abstract

Autonomous driving market with the advancement in the sensor, AI and the software technology is rapidly shifting towards the increased levels of autonomy. With increased autonomy, the autonomous vehicle should be capable to take the decisions during runtime with accuracy as any error would result in a loss of life and property. To achieve this level of decision making, the software that controls the autonomous vehicle should be validated with a lot of scenarios and under a lot of circumstances.

Validation can be performed by testing the autonomous vehicle on the roads under different conditions. But that is too much of an effort with a significant amount of risk involved. The validation of the autonomous software stack using simulation techniques is one way where it is possible to test the autonomous software with various scenarios and circumstances without the need of a significant effort and risk.

In this master thesis, an analysis is performed to check the possibility of having a flexible software interface between the autonomous driving simulators and the autonomous software stack. The conclusion was that it is not convenient to have such an interface given the existing status quo of our system. Furthermore, a web-based interface software has been enhanced to better utilize the autonomous software stack of the VTD simulator. This thesis also presents a literature overview and a concept for the traceability between the requirements, test cases and the test results for our system. Finally, a literature review for the automatic generation of test cases has been presented.

**Key Words: ROS, Autonomous Vehicle Software Stack, Validation of Autonomous Systems, VTD Simulator, Web Interface, Django framework, Traceability, Test Automation**

# Introduction

Autonomous systems in general are widely used in today’s world. Autonomous driving has been the latest trend in the market with rapid advancement in the AI, sensor, and the software technology. Major players in the automotive market are conducting research in autonomous driving and shifting towards increased levels of autonomy. A completely autonomous car with level 5 autonomy is expected to drive without any human intervention and handle any situation safely. This means that the vehicle should be intelligent enough to be able to take decisions in worst of the situations that are on par with the human decisions [1]. For this, the autonomous vehicle should be tested thoroughly under various scenarios such that they are safe enough to operate on roads. That brings us to the most important and wide research topic in autonomous driving – Validation of Autonomous Driving.

Before an autonomous vehicle is made available in the market, it must be validated and deemed fit enough to operate safely on the roads under any circumstances. The public trust in autonomous vehicles can only be achieved by continuous validation of the autonomous vehicle software [1]. One way of performing the validation is to directly test the vehicle on road. This technique, though possible to use is not convenient in terms of the number of miles that need to be driven to certify safety of autonomous vehicle and poses threats to the human life and property. To demonstrate that the failure rate of autonomous vehicles is statistically significantly lower than the human driver failure rate they need to be driven an approximately 5 billion miles [2]. This is highly inconvenient validation activity and it would take years to cover all weather conditions, road and traffic conditions in different parts of the world.

The other way of validation is to perform the simulation of the scenarios and test the performance of the autonomous vehicle software. A scenario consists of different weather, road, light and traffic conditions in different parts of the world, on different terrains and with contrasting driving conventions. For the autonomous vehicle software to be deemed safe, it must perform optimally under various scenarios as mentioned. The autonomous vehicle under test in the simulation is controlled by the autonomous vehicle software depending on the inputs received from the simulation environment.

There are various test or validation strategies like the HIL (Hardware in Loop), MIL (Model in Loop) and SIL (Software in Loop) used in automotive industry. These strategies can be used with the simulation platform to perform the test of autonomous vehicle software. HIL involves flashing of the autonomous vehicle software on the ECU and the ECU is then plugged in with a simulator platform to perform the tests. MIL consists of a model running in loop with a simulator platform, whereas SIL consists of a software stack connected to a simulator and performing the tests. This master thesis uses the simulation technique with SIL. The autonomous vehicle software stack is connected with simulator platform and its functionality is evaluated with different test scenarios created using simulation.

In order to establish a communication or data exchange between the simulator platform and the AV software stack, a suitable interface is required. The figure below highlights the various simulators and software stacks that are available in the market for autonomous vehicles.

Diagram

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Figure 1.1: Simulators and AV Software Stacks

There are multiple open-source simulator platforms available in the market like the LGSVL, CARLA, PGDRIVE and open-source software stacks like the APOLLO and the AUTOWARE. With a suitable interface layer in between, these simulators and AV stacks could be used with one another. The focus of this thesis is the design of an interface between the simulators and AV stacks available in the Robo-Test demonstrator system.

The exact test scenarios for the simulation are determined from the requirements of the system under test. A requirement can have multiple or single test case that would be simulated as a scenario and the results for the same are gathered and stored. To have good quality and coverage of the tests, the concept of traceability is very important in autonomous vehicle software life cycle. Traceability ensures that the different artifacts in a system are linked throughout their development life cycle starting from the requirements to the test results and the issues that occur. It is therefore important to ensure traceability in the system as it provides a good test coverage and the requirement mapping with test results. The requirements can be traced either forward or backward [30]. Forward tracing of requirements means linking them with the test cases, test results and the issues [30]. Backward requirements tracing means tracing the source of the requirement [30]. This master thesis conducts a literature review on the methods of traceability and provides a conceptual approach to implement the traceability between different artifacts in the Robo-Test system.

Before diving into the exact scope for this thesis, some background on AV software stacks is discussed followed by the discussion of the current system setup for Robo-Test.

## Autonomous Driving Software

Autonomous driving software is the main component or the control unit of the autonomous vehicle. It basically receives the environment data from various sensors embedded in the vehicle, processes and makes decisions on the received data and sends the control commands back to the autonomous vehicle. The control commands include the throttle, gear, brake, and acceleration values that determine the next position and the action of the autonomous vehicle. Any autonomous vehicle software stack consists of Localization, Perception, Prediction, Planning and Control as its core components.

The ‘Localization’ module is responsible for single digit centimeter level accuracy localization of the vehicle in the environment. Generally, the data from GPS, IMU (Inertial Measurement Unit) and LiDAR sensors is input to this component. ‘Perception’ module takes in the data from LiDAR, RADAR, Camera sensors and performs tasks such as classification, detection, segmentation and learning convolutional neural networks to perceive the surroundings of the vehicle. ‘Prediction’ module predicts the movement of other traffic elements like cars and pedestrians with respect to the autonomous vehicle. This information is consumed by the ‘Planning’ module to generate the right trajectory for the vehicle. Finally, the ‘Control’ component ensures that steering, throttles, and brake commands are issued to the vehicle to execute the planned trajectory [3].

## Current Setup

The Robo-Test demonstrator has the LGSVL simulator connected to the Apollo autonomous vehicle software stack, a proprietary simulator VTD (Virtual Test Drive) and a web interface designed to create the test scenarios for the LGSVL as well as the VTD simulators. The web application was designed in MT-3136 [4] and VTD was introduced and integrated at a basic level in the web application in MT-3183 [5].

MT-3192 [6] has established an interface between the VTD simulator and the Apollo autonomous software stack using ROS [6]. The interface doesn’t support all the sensor data exchange between VTD and Apollo, also it introduces a few problems that are analyzed further in this thesis.

## Scope of the Thesis

The focus of this master thesis is the design of an interface between the simulators and the AV software stack. This master thesis explores the possibility of creating a flexible interface between the LGSVL, VTD simulators and the Apollo software stack using ROS or ROS2. An evaluation regarding a ROS based interface is performed before taking the decision. The analysis resulted in a different approach which basically uses the VTD simulator’s internal driver module (internal AV stack) due to the issues regarding VTD’s data exchange with the external components. To realize this approach, the existing Robo-Test web application interface has been upgraded with the necessary functionality.

Furthermore, in this thesis a detailed literature survey regarding the traceability techniques between the requirements and the test results is performed and a concept has been worked out for the current setup of the Robo-Test system. The concept tries to link the requirements engine to the test execution and test results. A detailed literature review regarding the techniques for automatic generation of test cases from requirements is also presented.

The rest of the report is structured as follows. Chapter 2 discusses the analysis of the current system and the fundamental design decisions. In the Chapter 3, we discuss the software architecture and corresponding system model. The implementation details are discussed in the Chapter 4, followed by the results in Chapter 5. Chapter 6 presents the concept for traceability in our system along with a literature review of the automated test case generation techniques. User manual is provided in the Chapter 7, followed by the future scope discussion in the Chapter 8. Finally, the thesis work is summarized in Chapter 9 and thus the report is concluded.

# Analysis and Design of AV Software stack

For the selection and connection of an autonomous vehicle software stack with LGSVL and VTD simulators using a flexible software interface, the analysis of the current system architecture has to be performed, and the interface options have to be explored. In the following sections, we will analyze these aspects and arrive to a decision with the help of certain criteria.

## Existing Interface Architecture

The existing architecture of the simulators and AV software stack connection in the Robo-Test system is presented in the figure below.

Robo-Test Web Application

VTD Connector

LGSVL Connector

VTD Simulator

LGSVL Simulator

ROS Interface

Apollo Cyber RT

Apollo 5.0

Apollo 6.0

Figure 2.1: Architecture of Simulators and Apollo AV software stack.

The architecture shown above consist of the VTD and LGSVL simulators connected to the Robo-Test web application using the individual connector components. The web application is a tool developed to generate test scenarios easily, without knowing the process to create scenarios on different simulators. The process and scenario creation details for the LGSVL simulator using the web application can be found in MT-3136 [4], whereas the details for VTD are in MT-3183 [5].

Both the simulators are connected to different versions of Apollo software stack using different interfaces. The LGSVL connects to Apollo 5.0 using the Cyber-RT based interface and the VTD connection is using ROS interface to Cyber-RT developed in MT-3192 [6]. The Cyber-RT layer is a common layer that connects both the simulators to Apollo. To better understand this, let’s look at these concepts in more details.

### Apollo AV software stack

Apollo is an open-source, high performance, flexible software architecture developed by Baidu for development, testing and deployment of autonomous vehicles [7]. It provides all the AV software stack components like localization, perception, prediction, planning, control, and its own HD map format specifications. The Apollo versions upto 3.0 support the ROS interface to connect any external component. Since Apollo 3.5, Baidu has developed a robust Cyber-RT layer that takes care of Apollo’s interactions with the external components. So, the versions starting from 3.5 don’t support a ROS interface with Apollo directly as there is a Cyber-RT layer in the middle.

### Apollo Cyber-RT

Apollo Cyber-RT is a robust framework and offers developers with a high-performance computing ability to support complex tasks of autonomous driving [8]. It is an open-source framework that has building blocks specifically created for autonomous driving modules making it robust [8]. Each building block contains a specific algorithm to process a set of inputs and generate a set of outputs [8]. The framework is built on top of these components, and it extracts dependencies and links them together using a DAG dependency graph [8]. It enables a high concurrency of execution, low latency, and high throughput [8]. The newer versions of Apollo have improved since the introduction of Cyber-RT making it one of the most robust open-source AV software stacks available. Integration of external software components with Cyber-RT framework is easy due to its plug-and-play architecture.

## Interface options between Simulators and Apollo

As per the current architecture of our system, we have Apollo versions 5.0 and 6.0 which come with a Cyber-RT layer on top of it. Thus, any interface for our simulators with Apollo will interact with Cyber-RT layer to establish communication with Apollo. The analysis of different possibilities of interface with Apollo is discussed in this section.

### Cyber RT Interface

One way of connecting both the simulators to Apollo AV software stack is to interface them directly with Apollo’s Cyber-RT layer. The LGSVL simulator offers this functionality and offers support for a connection with Cyber-RT. In the architecture that we showed, the LGSVL is interfaced to Apollo using Cyber-RT without any additional middleware component. The LGSVL simulator offers four types of bridges where each bridge has its own message format – ROS, ROS Apollo, ROS2 and Cyber-RT [9]. Using the Cyber-RT message format, it is convenient to exchange data between both the components. Let us look at a couple of important factors that need to be considered for the interface between the simulators and the AV software stack with respect to our system.

#### Addition of a new Simulator

What if a new simulator is to be integrated into our system? A standardized middleware interface layer will ensure the flexibility to accommodate a new simulator. The table below shows a few simulators and the interface support that they provide.

Table 2.1: Simulators and Interface Support.

|  |  |  |
| --- | --- | --- |
| Simulator | Type | Interface Support |
| LGSVL | Open Source | ROS, ROS2, ROS Apollo and Cyber-RT. |
| VTD | Proprietary | ROS and ROS2. |
| Carla | Open Source | ROS and ROS2. |

Table 2.1 indicates that the VTD simulator does not explicitly offer any support for Cyber-RT interface data communication. Being a proprietary simulator, there are quite a few limitations on the exchange of data into and out of VTD. Since there is no Cyber-RT message format supported in VTD, there is a need of an additional layer to convert the messages into Cyber format and vice versa. Also, most simulators provide a ROS/ROS2 based interface support for further data exchange.

#### Migration to a new AV software stack

How about the software interface if a migration to a new AV software stack is desired? The following table contains different AV software stacks and the interface support they provide to communicate with the external components.

Table 2.2: AV stacks and Interface Support.

|  |  |  |
| --- | --- | --- |
| AV Stack | Type | Interface Support |
| Baidu Apollo | Open source | Apollo Cyber-RT |
| Autoware | Open source | ROS migrating to ROS2 |
| Nvidia Drive | Proprietary | NVIDIA Driveworks SDK |

In case of our system, the possibility of migration to Autoware AV stack is high as it is an open-source AV stack and supports open-source ROS based interface for data exchange. Based on the inputs from the above tables, a ROS/ROS2 based interface looks a better option. Thus, the idea of having a single Cyber-RT interface that handles data exchange for both the simulators is not possible due to the factors analyzed above. Moreover, the VTD doesn’t support a Cyber-RT type message exchange, so designing a full Cyber-RT interface is not an option.

### ROS or ROS2 Interface

The analysis so far suggests that it is better to design a ROS/ROS2 based software interface to connect the LGSVL and the VTD simulators to Apollo. There already exists a ROS interface between the VTD and the Apollo but the system is not fully functional with this interface. Also, the LGSVL is connected to Apollo using its Cyber-RT message support. Thus, we explore the possibility of a ROS2 interface between both the simulators and the Apollo AV software stack by migrating and enhancing the existing ROS interface. A comparison between ROS and ROS2 is presented based on certain features.

Table 2.3: Comparison between ROS and ROS2 [10].

|  |  |  |
| --- | --- | --- |
| Feature | ROS | ROS2 |
| Multi-machine application | Set one machine as ‘master’. | No ‘master’ required. Independent working. |
| ROS Master | Required. | No more necessary. |
| Parameter Server | Global parameter server. | Local parameters to nodes. |
| Underlying Middleware | Central discovery mechanism. | Based on DDS standard. |
| Nodes in a process | One node per process. | Multiple nodes per process. |
| Roslaunch | XML | Python (Complex logics) |
| Language Support | C++ 03 and Python 2. | C++ 11,14 and Python 3.5 or greater. |

Table 2.3 compares ROS and ROS2 on a few features and ROS2 prevails better due to its distributed mechanism, support for modern C++ and Python for application development, multi-master capabilities, multiple node support in a process and good support for a next few years depending on the version.

## Problems with VTD connection to Apollo

As discussed above, there is a ROS interface between the VTD and Apollo software stack which was developed in MT-3192 [6]. The work puts forth a few problems that were encountered during the design and development of this ROS interface to connect the VTD and Apollo. This analysis is very important for our decision regarding the software interface between simulators available in our setup and the Apollo stack. The issues that occurred are discussed below in details.

### Camera Video Data Stream

The camera sensor data includes the camerainfo, image or compressed image provided by VTD. Since, sending the video image data over the TCP/UDP network may cause overload issues, the VTD does not support to take image data as a sensor plugin. Only the information regarding the image is available at the port 48196 using the TCP communication. A VTD API allows to save the image of every frame in a video to a local memory and it can be then published to the ROS topic. So basically, this approach introduces a delay in the camera sensor video data exchange with the ROS server [6].

Analysis of possible options to address this issue was done by contacting the VTD support team. We proposed the use of an API that streams the data without saving each frame to the local memory and sought feedback from the VTD support. The VTD support team confirmed that the use of streaming API would result in a poor quality of the camera sensor video data. No other API is available in VTD to address the video data issue in a different way. The approach to save every image frame by frame and publish it to ROS would cause performance issues in the system and is thus discarded.

### VTD LiDAR Sensor Point Cloud

The LiDAR sensor point cloud data collection from the VTD causes troubles in the current ROS interface system. The simulation hangs in between if the LiDAR sensor plug-in is enabled in the Module Manager configuration file. Disabling the LiDAR sensor plug-in makes the system function properly [6].

Disabling the LiDAR sensor data is not a solution as point cloud data from the LiDAR sensor is an important input to Apollo’s localization and perception modules. Incorrect or loss of data as inputs to these modules would lead to an incorrect control of the autonomous vehicle by the Apollo AV software stack.

### HD Map conversion

HD (High Definition) maps, also called as 3D maps are roadmaps that have inch perfect accuracy, and they contain exact information about pedestrian crossings, traffic lights/signs, barriers and more [31]. This is required for autonomous vehicles as they cannot compromise with accuracy at all [31]. HD maps provide centimeter level accuracy and are very important for the correct localization of the autonomous vehicle.

HD maps are being used as a fast-track solution to boost the self-driving ability of the autonomous vehicles. The self-driving vehicle understands the world with the help of a HD map.

VTD uses the standard OpenDrive format for the road layout and OpenSceneGraph for the 3D graphics. Apollo on the other hand uses its own modified version of OpenDrive format. Since VTD does not have any communication interface with Apollo, there is no implicit map conversion from VTD’s format to Apollo’s format. One way is to convert standard HD map to Apollo HD map using Apollo’s OpenDrive specifications. But Apollo has stopped sharing its OpenDrive specifications to the outside world. The other way is to use some software like Roadrunner and Unity LGSVL Map Annotation to convert standard maps into HD maps. The problem with Unity LGSVL tool is that it supports OpenDrive version 1.4 whereas the VTD maps are in version 1.5. Also, the HD map is generated without road boundary and junctions. In the Roadrunner tool provided by MathWorks, only simple maps are converted correctly. Complex maps generally end up getting converted with loss of features or sometimes the conversion crashes. Moreover, the location of the Ego vehicle is also incorrect on the new generated HD map [6].

The HD map conversion to Apollo’s format is an important step as Apollo’s modules will work based on the vehicle’s location in its HD map. For the simulator and Apollo to function as expected an accurate conversion of HD map is required, which unfortunately lacks at the moment.

## Decision on flexible Software Interface

The above sections present a detailed analysis from the perspectives of the LGSVL and VTD simulators as well as the Apollo AV stack. Analysis of the existing ROS interface between the VTD and Apollo is also presented. Also, possible interface options that suit both the simulators are discussed keeping in mind the possibility of integrating a new simulator or migration to a different AV software stack in the future. A discussion of the important factors that affect the design of the flexible interface is summarized below.

1. The analysis suggests that a ROS based interface is better than the Cyber-RT interface given the current status quo of our system.
2. An interface developed using ROS2 would benefit given that ROS2 is more advanced than ROS and benefits from a better community support.
3. The analysis of existing ROS interface between VTD and Apollo highlights a few problems from the VTD end discussed in section 2.3. The issues discussed are important from the system performance and functionality perspective. Migration of this interface into a new ROS2 interface would add no value to the system unless the VTD can provide API’s that solve these data exchange issues in a better way.
4. From the LGSVL perspective, it is connected to Apollo using the Cyber-RT bridge. A new ROS2 interface in between could mean an additional layer that is not necessary for LGSVL to function. Though a standard interface in between simulators and Cyber-RT + Apollo would benefit the system from a flexibility perspective as discussed earlier, the problems from the VTD end have ensured that a new interface would add a little value and further complicate our existing system.

Considering all the factors discussed, a new interface between both the simulators and the Apollo AV software stack is not a value adding option given the problems at the VTD side. Therefore, this idea is not taken into consideration further.

## AV stack with VTD

The decision of not having an interface in between the simulators and Apollo has brought up a question – Which AV stack to use with VTD simulator? Since, the LGSVL is connected to Apollo using a Cyber-RT bridge there is no need to contemplate a new AV stack for LGSVL.

Rather than exchange of VTD data with an external component such as any AV software stack, utilization of VTD’s internal AV software stack is a better solution given the problems that exist with VTD. Our system will benefit from this as there is no need of any interface to exchange the data in and out of VTD. The figure below is a high-level view of the proposed approach in this thesis.

Diagram

Description automatically generated

Figure 2.2: Proposed Approach

Figure 2.2 shows our proposed approach regarding the AV stack to be used with the VTD. Instead of a new interface between VTD and Apollo, the simulator and AV stack is one single system. The LGSVL and Apollo Cyber RT connection is as it was before. With this approach for our system, the problems occurring between the VTD, and Apollo are eliminated, and the complexity of the overall system is also reduced. Moreover, the system has two simulators with separate AV software stacks which will allow to test the same scenario with different simulator and AV stack combination. In the below sub-section, we will discuss the usage of VTD’s AV stack with our system.

### VTD Internal AV stack

Vehicle dynamics and Driver are two important components inside VTD that are responsible for the control of the Ego and other traffic elements in VTD. They can be internal components from the VTD or external user defined components like Apollo AV software stack to control the vehicles [11]. The functions of these two components are as described.

1. **Driver**: It sends the control commands like steering, speed, brake, and acceleration to the traffic elements. Driver belongs to VTD’s task control module whose output is available at port 48190. Either an internal or external VTD driver can be selected at one time, else there is a conflict [11].
2. **Vehicle Dynamics**: Vehicle dynamics utilize the driver control commands and different vehicle parameters to calculate the updated position of the vehicle. VTD offers a configurable simple and a complex vehicle dynamic [11]. In this thesis, a simple vehicle dynamic has been utilized.

A quite sophisticated model for driver is available in VTD’s internal implementation. It is referred as ‘ghostdriver’ or VIRES driver. This driver model is responsible for the control of all traffic elements in the VTD [12]. In this thesis, the internal VTD driver has been utilized as an AV software stack with the VTD simulator.

### Using VTD Internal AV stack

The VTD’s internal AV stack can be used and tested with more complex scenarios where the tester has a choice to apply certain actions to the scenarios and configures different driver types for different scenarios. This allows to test the behavior of internal AV stack under different scenarios. The Player Action Control Concept in VTD is discussed below to understand this better.

#### Action Control Concept

In VTD, a deterministic behavior of a player is achieved by assigning it with some specific actions. By default, the traffic module controls the vehicles autonomously and ensure that they follow the road, keep distance between each other and obey the recommended speed. The action control concept allows the tester to test the Ego vehicle with some action like Lane change, Speed change or Autonomous control. Player actions are linked with trigger points which ensure certain conditions are fulfilled before an action set by the tester becomes active. In general, the actions can be added for any player in the simulation, but this master thesis focuses on the actions for Ego vehicle [13].

Let’s discuss about the types of triggers that could be created to associate an action with the Ego vehicle.

1. **Absolute Trigger:** This trigger is in absolute (inertial) co-ordinates and the actions associated with it would get activated inside a circular range around the Ego vehicle called activation radius [13].
2. **Relative Trigger:** This trigger is activated when the distance between the selected player i.e., the Ego vehicle and the pivot player is less than the activation radius. A pivot player can be the Ego vehicle, or any other vehicle present in the simulation scenario. But for relative trigger it is necessary that the pivot is anything other than the Ego vehicle [13].

For the players in VTD, three actions are available which could be active concurrently. We will discuss all with respect to the Ego vehicle as the focus is the same.

1. **Action Autonomous:** This action controls the Ego vehicle autonomously using the VTD simulators internal AV software stack. If the force option is enabled, this action interrupts other running actions if any [13].
2. **Action Lane Change:** If this action is enabled, the Ego vehicle will change the lane. The direction of lane change could be left or right and is selected using the Directions field in the test scenario editor. The duration of the lane change is set using the fields Type and Time [13].
3. **Action Speed Change:** In this action, the Ego vehicle will change its speed from the current speed to the target speed that is set, with the rate of speed change set by the tester [13].

There are a few attributes that are common to all the actions that we just discussed.

1. **Delay Time:** It specifies the time in seconds by which the activation of given action is delayed after the trigger condition is met [13].
2. **Activation Event:** It specifies whether the action is active on enter (when the conditions are met) or on exit (when the conditions are false again) [13].
3. **Number of Executions:** It specifies the number of times an action is executed in one run of the simulation. It could be any positive number, infinite or never [13].

In our system, a web application Robo-Test allows the tester to create different scenarios and run the simulation using LGSVL and the VTD simulators. In this thesis, the VTD scenario creation using the web application is enhanced with the action control concept discussed above to utilize and test the VTD AV software stack under different driver types and the scenarios. Furthermore, the test results of the simulation are also captured and displayed on the web application.

# System Model

In this chapter, let us discuss the model for our system. We will look at the use-case diagram for our system and discuss the important use-cases. The existing use cases of the Robo-Test web application for the LGSVL simulator remain the same whereas for VTD two new use cases are added. The use case ‘Manual Test Editor’ is modified and improved to include a new use case – ‘Select Driver’ which further extends the ‘Add Player Actions’ use case. The database use case stays the same, but the functionality is enriched to accommodate the data generated from the new use case.

## Use Case Diagram

Diagram

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Figure 3.1: Use case diagram

## Use Case Description

Table 3.1: Use case ‘Select Driver Type’ description.

|  |  |  |
| --- | --- | --- |
| **USE CASE** | *Select Driver Type* | |
| **Objective** | To allow the tester to select the VTD driver type for the EGO vehicle. | |
| **Category** | Mandatory | |
| **External Actors** | Tester | |
| **Preconditions** | Tester is successfully logged into the application and is creating a test scenario. | |
| **Success End Condition** | Driver type is added and saved to the database. | |
| **Failed End Condition** | Tester is not able to select the desired driver type and data is not saved to the database successfully. | |
| **Trigger** | Tester starts creating a test scenario. | |
| **DESCRIPTION** | **Step** | **Action** |
|  | *1* | The application renders the page with Player Action options when requested by the tester. |
|  | *2* | Selected option by the tester for driver type is stored in the database. |
|  | *3* | Further actions are handled by the use case ‘Database’. |
| **EXTENSIONS** | **Step** | **Branching Action** |
|  | *1a* | None. |
| **SUB-VARIATIONS** |  | **Branching Action** |
|  | *1a* | None. |

Table 3.2: Use case ‘Add Player Actions’ description.

|  |  |  |
| --- | --- | --- |
| **USE CASE** | *Add Player Actions* | |
| **Objective** | To allow the tester to set various actions on EGO vehicle and enable autonomous control. | |
| **Category** | Optional | |
| **External Actors** | Tester | |
| **Preconditions** | Tester is successfully logged into the application and is creating a test scenario. | |
| **Success End Condition** | Player Actions are added and saved to the database. | |
| **Failed End Condition** | Tester is not able to create player actions and data is not saved to the database successfully. | |
| **Trigger** | Tester starts creating a test scenario. | |
| **DESCRIPTION** | **Step** | **Action** |
|  | *1* | The application renders the page with Player Action options when requested by the tester. |
|  | *2* | Entered values by the player are stored in the respective database. |
|  | *3* | Further actions are handled by the use case ‘Database’. |
| **EXTENSIONS** | **Step** | **Branching Action** |
|  | *1a* | None. |
| **SUB-VARIATIONS** |  | **Branching Action** |
|  | *1a* | None. |

## Sequence Diagrams

The sequence diagrams for these use cases are similar to that of the ‘Manual Test Editor’ use-case and can be referred in MT-3136 [4]. Therefore, the sequence diagrams are not discussed in this thesis.

## GUI Concept

Here, the main factors pertaining to the design of the UI in the web application are discussed in detail.

### Principle concepts of operation

The new web pages designed for the tester to add more details in the scenario creation should follow the existing template of the web application. The integration of new web pages should not break the existing functionality of the web application. The GUI should support different resolutions for the display. Also, the web GUI should contain enough information text to guide the tester through the scenario creation process.

### Elements of the User Interface

In synchronization with the existing design, the GUI must contain options to navigate to the previous and the next page. Consistency of design with the current GUI has to be maintained. The other important details such as the login, homepage are not affected by integration of the new web GUI pages.

### Structure and Design of Windows

The newly added actions page allows the tester to add three actions, the autonomous action, lane change action and the speed change action. All the three actions have similar parameters that must be set while creating the action. To distinguish between the actions and their parameters, every action is surrounded by a thick border on the GUI. The parameters that must be set irrespective of the action are not included inside the border. Before navigating to the next page, the data entered by the tester is saved inside the respective database at the back end. Moreover, every action has an enable button associated with it, so the tester can enable the action of his/her choice.

### Design of Dialogs

The dialogs are disabled by default for the actions page as the actions are not a mandatory requirement. On enabling the action using the ‘Enable’ button, the dialogs are enabled for the tester to input the details for the selected action. Necessary information is associated with every dialog box to ensure ease to the tester while creating the test scenarios.

# Implementation

In this chapter, the architecture for our system is presented with the details of implementation. The development details like the hardware and the software requirements for the utilization of VTD AV stack are discussed. The modified database design is also presented with the help of database Entity Relationship Diagrams.

## System Architecture

### Development Environment

#### Software Requirements

In this thesis, the below mentioned software tools are used to integrate the required functionality with the web application.

1. Django V3.0 framework for web-based applications.
2. Python 3.x
3. HTML5, CSS and JavaScript.
4. Bootstrap V4.0 CSS library.
5. Vires VTD simulator installed on a Linux PC [5].

#### Hardware Requirements

There are no special hardware requirements for this development. A Linux machine with the generally used web browsers and the VTD simulator installation has been used. The VTD simulator was being installed on the Linux system during the MT-3183 [5].

### System Architecture Diagram

The architecture diagram for the system is presented in this section and the important components are described. The important components of our architecture are the Robo-Test web app, the VTD and LGSVL simulators that are connected to the web application. The Robo-Test web application is built using the Django web development framework. The web front-end is managed using HTML, CSS, Bootstrap and JavaScript whereas the back end is in Python. In the Robo-Test web application project, all the components are designed as separate Django applications. More about the Django and Django applications can be found out on the official documentation on the website and in MT-3136 [4]. The VTD connector, the VTD test editor and the database view applications are utilized and modified during this development. The components that concern this thesis are discussed below.

Graphical user interface, diagram

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Figure 4.1: System Architecture

1. **VTD Test Editor**: VTD test editor application contains html forms that are rendered to the user while creating the test scenario for VTD simulator. User input is accepted, validated and stored in database successfully by the corresponding function assigned for each form. There are multiple forms that are supplied to the tester to create scenarios making this as one of the most important apps in the Robo-Test web application. In this thesis, additional form for the driver selection and setting actions on the Ego vehicle. Corresponding function to accept, validate and save the inputs to the database tables is also added in this application.
2. **VTD Connector**: VTD connector application is responsible for the communication between VTD simulator and the Robo-Test web application. It acts as an interface to the VTD simulator. It is responsible to run the simulation and allow the tester to fetch the results after the simulation. In this thesis, the functionality to generate runtime VTD data and store it into the database and display to the tester has been added.
3. **Database**: The database for the VTD simulator contains the test data entered by the tester. The database has been further extended in this thesis to record the test results of the VTD simulation run.

### Database Design

The database design is an important aspect in any software development project as it is not always flexible to change the design mid-way. In this thesis, the existing Python based SQLite database has been used and the current design for the VTD simulator database tables has been extended. In the VTD test editor application, the new database tables are added as Django models in the views.py file. The additional database tables and their integration with the existing database is discussed below with the help of Entity Relationship Diagram (ERD). An ERD contains of all the tables with attributes and relation between tables with the help of Primary and Foreign key constraints. First, the ERD for Ego vehicle Action Control is discussed followed by the ERD for VTD simulation results.

#### Entity Relationship Diagram for VTD Test Editor

A screenshot of a computer

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Figure 4.2: ERD for VTD Test Editor

The highlighted tables are the new additions in the existing database design for the Ego vehicle Actions. The details are discussed below.

1. **AddPlayerActionsDB**: The player actions database table contains the VTD driver type details along with the activation radius and the pivot. It is linked with AddEgoDB on a one-to-one relationship basis.
2. **AddLaneChangeDB**: This table contains the parameters that are necessary to set the lane change action on the Ego vehicle. It contains data like the lane change direction, activation event, number of executions and delay time for the action after the trigger condition is met. It is connected to the AddEgoDB on a one-to-one relationship basis.
3. **AddSpeedChangeDB**: This table contains the parameters that are necessary to set the speed change action on the Ego vehicle. It contains the data like the rate of speed change, the target speed, the activation event and the number of executions. This table is connected to the AddEgoDB on a one-to-one relation.
4. **AddAutonomousDB**: The autonomous action parameters are stored in the AddAutonomousDB table. The parameters like the delay time for the action, number of executions and activation event are stored in this table. It is connected to the AddEgoDB on a one-to-one relationship basis.

#### Entity Test Relationship for VTD Connector

Graphical user interface, application

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Figure 4.3: ERD for VTD Connector

1. **TestConfigDB**: The TestConfigDB contains the test case name, test description and the details about the creation of the test case. This database table acts like a parent entity for the other database tables.
2. **VTDSimulationResultsDB**: The VTDSimulationResultsDB is linked to the TestConfigDB on a one-to-many relationship. For a given test configuration there are more than one simulation result database objects in VTDSimulationResultsDB table. The VTD provides a large amount of runtime data relevant to the Ego vehicle, other traffic elements in the simulation and static information about the road and lane types. In this table, the most relevant data pertaining to Ego vehicle like the simulation time and frame, steering, gear, target acceleration and steering target has been extracted and stored.

## VTD Interface with RoboTest Web Application

Before discussing the software components that are used in this thesis, it is important to understand the interface of the RoboTest web application with the VTD simulator. The following figure depicts the interfaces that VTD offers to communicate with the outside components.

Diagram

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Figure 4.4: VTD Interfaces [14]

The VTD offers two public interfaces for communication with external components. The interfaces are the SCP (Simulation Control Protocol) and RDB (Runtime Data Bus). The SCP generally offers event-based data transfer and is used to send control/action commands and receive the status information. With the help of SCP commands, the tester can have control over the simulation. It has XML like syntax with tags and attributes making the SCP commands human readable, customizable, and extensible [14].

RDB protocol on offers a periodic data per simulation frame. It is possible to receive object information such as vehicle positions and states, environment information, sensor information as configured in the Module Manager file, road information like lane, road marks, image data, light sources etc. The RDB data is available for exact timestamps and frames of the simulation. It is possible to trigger the VTD via RDB as well as to send the custom data using RDB interface. It is possible to record the RDB data using three options – recording of the RDB stream into the task control, recording an arbitrary data stream using RDB sniffer tool, using RDBRecorder Plugin [14]. The utilization of one of these methods to record the simulation data is discussed in the later sections in this thesis.

## Software Components

The Django apps that are built in MT-3183 [5] are enhanced in this thesis to integrate and test the VTD AV software stack using the RoboTest web application. These apps are discussed here with the details of the new functionality and the additional URL’s that are added as a part of enhancement.

### Software Component VTD Manual Test Editor

The VTD Manual Test Editor application contains the functionality to collect the scenario creation parameters from the tester, validate the entered data and store it in the respective database. The application is named as ‘vtdtesteditor’ in the Django project and contains the necessary static and template files along with the urls.py, models.py and views.py files. The urls.py file contains the list of URLs that are associated with this application. The models.py file contains the database tables described as Django model classes and the views.py file contains the functionality like validation of inputs and storing them into a database table for every html form rendered to the tester. Let’s check the new URL that has been added in this application. The existing URL details can be referred in MT-3183 [5] and hence are not discussed in this thesis.

Table 4.1: Additional URLs for ‘vtdtesteditor’ application.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| URL Suffix | Mapped Function | HTTP Method | Parameters | HTML Template name | Purpose |
| …/vtdaddEgoActions | vtdaddEgoActions | GET-POST |  | vtdaddEgoActions.html | To render the VTD Ego actions form for setting actions on Ego vehicle. |

The new database tables added as Django models in models.py file are listed below.

Table 4.2: Additional database tables for ‘vtdtesteditor’

|  |  |  |
| --- | --- | --- |
| Django model name | Purpose | Belongs to |
| VTDAddPlayerActionsDB | To store VTD driver details and necessary parameters for actions on Ego vehicle. | VTDAddEgoDB |
| VTDAddLaneChangeDB | To store the Lane Change parameters. | VTDAddEgoDB |
| VTDAddAutonomousDB | To store the Autonomous action parameters. | VTDAddEgoDB |
| VTDAddSpeedChangeDB | To store the Speed Change action parameters. | VTDAddEgoDB |

The GUI design of the form input for the Ego vehicle actions is as follows.

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Figure 4.5: Ego Actions Common Parameters GUI

Figure 4.5 shows the Ego Actions common parameters like the selection of the driver type, the trigger type, pivot and activation radius. All the input fields are provided with the necessary information for the tester that would be useful while creating the scenarios.

Application

Description automatically generated with medium confidence

Figure 4.6 Action Autonomous GUI

Figure 4.6 shows the GUI for setting Autonomous action on the Ego vehicle. There is an ‘Enable’ checkbox that must be set by the tester for the form fields to become active. By default, the form fields are inactive, and the tester cannot enter any information. This is achieved with the help of the JavaScript file that has been added to deactivate all the form inputs if the tester does not enable a particular action.

Graphical user interface, text, application

Description automatically generated

Figure 4.7: Action Lane Change GUI

Figure 4.6 shows the Lane Change action GUI for the Ego vehicle. Here, the necessary information is provided for a few inputs. By default, all the form fields are inactive, and the tester has to select the ‘Enable’ checkbox to be able to activate this action and enter the inputs.

In the Figure 4.7 the Speed Change action GUI for the Ego vehicle is shown. The required form input fields are marked with an Asterix. Like the Autonomous and the Lane Change actions, by default the form input fields are disabled and the tester must enable the action before entering any information.

All the actions are available on a single form input page. The form template for this page is inherited from the existing VTD test editor template to maintain the consistency throughout the application.

Application

Description automatically generated with medium confidence

Figure 4.8: Action Speed Change GUI.

### Software Component VTD Connector

The VTD Connector component is responsible to interact with the VTD simulator using the SCP interface provided by VTD. The Django application in the RoboTest web application project is named as ‘VTDConnector’. This component is enhanced with the collection and the processing of the test results obtained from VTD during the simulation in this thesis. To collect the runtime data, VTD’s RDB interface is used in this software component. More details of the data provided by RDB interface are discussed in section 4.2.

VTD offers two tools called SCPGenerator and RDBSniffer that are used in this thesis. The SCPGenerator tool issues the SCP commands generated by this component to the VTD simulator for the simulation to execute. The RDBSniffer tool allows to extract the required runtime data during the simulation with the help of commands. There is a set of RDB commands with configuration options offered by the VTD to collect the data as per the user requirement as shown in the following figure.

Text, letter

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Figure 4.9: RDBSniffer Usage

The configurable options for the usage of the RDBSniffer tool are shown in the above figure. One of the options provided by this tool to store the runtime data is to gather it in a CSV file and then process it later as per the requirements. In this thesis, this approach to gather the runtime data during the simulation is used.

The data must be recorded and written to the CSV file while the simulation is running. For this it is required that the simulation and the data collection run parallel. In this software component, an additional thread is integrated that operates concurrently with the thread that is responsible to run the simulation and collects the data. Later, this data is read from the CSV file using the python’s Pandas and the required data like the steering, acceleration, gear is extracted and stored in the VTDSimulationResultsDB database model associated with this component.

No new URLs are added in this software component. All the enhancement is done in the views.py and the models.py files. The table below shows the database additions for this software component.

Table 4.3: Additional tables for ‘VTDConnector’

|  |  |  |
| --- | --- | --- |
| Django model name | Purpose | Belongs to |
| VTDSimulationResultsDB | To store the VTD simulation runtime data collected using the RDBSniffer tool. | VTDTestConfigDB |

The following table summarizes the new functions added in the views.py file.

Table 4.4: Additional functions for ‘VTDConnector’

|  |  |  |  |
| --- | --- | --- | --- |
| Function Name | Purpose | Parameters | Returns |
| generate\_rdbData() | Runs the command to use the RDBSniffer tool with the required packages and extract the runtime data for the simulation. This function is called inside a thread in vtdrun\_test function. | None. | No return value. |
| logic\_skiprows(index) | This is a helper function to skip a few rows while reading the CSV file that contains the runtime data. It is called inside process\_rdbData function. | Index (Integer) | Boolean. |
| process\_rdbData(request) | This function is responsible for reading, processing and saving the simulation results from a CSV file into the Django model in RoboTest web application. It is called when the ‘Save Results’ button is clicked on the UI. | HTTP Request |  |
| vtdShowSimResults(request, id) | Responsible for displaying the results of the simulation for the selected test case to the tester. It fetches multiple database objects and shows the results. It is called when the ‘Show Results’ button is clicked on the GUI. | HTTP Request, id (Integer) | Success: vtdSimResults.html. |

# Simulation Results

The scenario creation for VTD simulator with the introduction of action control concept has enabled the tester to test the VTD AV software stack with more options in the scenarios. A couple of scenarios along with the results of the simulation are discussed in this chapter. The scenario creation with the new driver type, actions is only discussed here as the rest of the process to create a scenario remains the same.

## Lane Change and Autonomous actions with Brisk driver

The process for the selection of the driver and addition of the actions is discussed here. For the detail scenario creation process refer to MT-3183 [5].

Graphical user interface, text, application, email, Teams

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Figure 5.1: Ego Actions Driver Selection.

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Figure 5.2: Ego Action Autonomous.

Graphical user interface, text, application, email

Description automatically generated

Figure 5.3: Ego Action Lane Change.

In the figure 5.1 the driver type is selected as ‘Brisk driver’ and the pivot element is defined as the Ego vehicle for this test scenario. With this driver type, two actions are added to the Ego vehicle to analyze the behavior of VTD’s AV stack for this scenario. As seen in figure 5.2, the action autonomous is active on enter and will be executed once during the simulation. Figure 5.3 shows the action lane change in the left direction with activation event on enter and it will be executed once during the simulation.

Figure 5.4 shows the simulation results for this scenario. The gear of the vehicle throughout the simulation is 5 which indicates that the Ego vehicle did not accelerate or change its speed. This is confirmed by the target acceleration recording all values as 0. The negative steering values at the start indicate that the vehicle is conducting a lane change as specified in the scenario. The difference of values between the steering and target steering is due to the type of driver. The brisk driver selected here is generally rougher while making the lane change operations. Later, after simulation time of 10s, the steering and target steering values match which indicates that the vehicle did not steer or change its lane. In this scenario, it is observed that if an action is associated with the Ego vehicle the VTD AV stack performs that action irrespective of the situation of traffic in the simulation.

Table

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Figure 5.4: Results for section 5.1

## Lane Change Action with Comfortable Driver

Table

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Figure 5.5: Results for section 5.2

Figure 5.5 shows that the steering values are negative and differ from the target steering values at the start of the simulation indicating that the Ego vehicle is making a lane change action. After some time, the steering and the target steering values are constant meaning that no further lane change takes place. Also, since this simulation uses the comfortable driver, the steering values are less than the target steering values unlike the case in section 5.1.

## Comfortable Driver with No Action

Graphical user interface, text, application, email, Teams

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Figure 5.6: Comfortable Driver Selection

Table

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Figure 5.7: Results of section 5.3

Figure 5.6 shows the comfortable driver selection on the Ego vehicle actions page. No action has been added to Ego vehicle in this simulation scenario. In this scenario, the pedestrian and NPC vehicle are placed in front of the Ego vehicle. Since there is no action associated with Ego vehicle, the internal AV stack controls the vehicle on its own and makes a lane change at the start of the simulation to avoid the traffic. The difference between the steering and target steering values indicates that at the start of the simulation. From the time 6s to 9s the steering values are the same as target, so it indicates that there is no lane change. After 9s there is again a lane change back to the original lane. From time 16s, the steering and target steering values are the same and the Ego vehicle maintains the same lane till the end of the simulation.

The point to understand is that the VTD internal software stack controls the Ego vehicle on its own when there is not any action associated with it. If an action is associated with the Ego vehicle, the VTD stack prioritizes the execution of that action irrespective of the traffic status in the simulation. The simulation results indicate the same.

# Traceability and Test Automation

The traceability between the various artifacts right from the requirements to the test results in a software life cycle is important as it reduces the time and cost in case of bug fixes. This chapter discusses the aspect of requirement traceability in the RoboTest system at a high level followed by a literature review on the methods of automated test case generation from the requirements.

## Requirements Traceability and its Significance

In a general sense, traceability is the ability to trace something. In software engineering, traceability is the ability to trace the work items across the development life cycle. Traceability works by linking the various artefacts of the software development life cycle. Similarly, requirements traceability is the tracing of the requirements in the forward as well as backward direction. Forward tracing of the requirements means tracing the test cases, test results, issues, source code whereas, the backward tracing means tracing the source of the requirement [30].

Traceability between the requirements and test cases ensures that the requirements are covered comprehensively by the test cases. A requirement can have a single or multiple test cases associated with it. Linking the test cases and the test results helps to verify that the requirements are met. For instance, consider a requirement that has multiple test cases. If any test case fails, then the requirement can be considered as not being met. The source code for the failed test case can be tracked and fixed if required.

Requirements traceability also ensures that the system conforms to changes in the requirements. If there is a change in any requirement, its corresponding test cases are changed, and the simulation is run for the new test scenarios. Depending on the test result, it is easy to understand whether the requirement has been met or not. This makes sure that the system conforms to changes right from the requirements to the test results.

Graphical user interface

Description automatically generated with medium confidence

Figure 6.1: Example of requirements traceability [32]

Figure 6.1 represents a requirement traceability example. As seen from the figure, a requirement can be split into multiple requirements. Every requirement can have a test case, a task, an incident, a risk and source code associated with it. In case of any problems during the development or test phase, the tracing of the artifacts related to a requirement is easy and so it the solution of the problem.

It is difficult to achieve traceability and more so when the project is large and complex. Different tools need to interact with one another to link its data for a good traceability in the overall project. There are tools available in the market for achieving traceability, but in many large projects there has to be a custom tool setup for traceability between the various project artefacts. In this master thesis, approaches for traceability considering the current system design have been presented by conducting a literature review on the traceability between the requirements and the test results.

The architecture presented below for high-level cognitive testing of Autonomous Systems was developed in MT-3253 [21] and is discussed briefly to highlight the area of focus with regards to traceability in this thesis.

A picture containing diagram

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Figure 6.1: Robo-Test Cognitive Testing Architecture [21].

Figure 6.1 shows the high-level Cognitive testing architecture for the Robo-Test system. The different artifacts of the system such as the Requirements engine, Data Generator, Test Environment and management of test cases and training data are depicted with their relationships amongst each other [21]. The Requirements Engine is responsible for the management of requirements and traceability. IBM DOORS Rational software has been used as a Requirements Engine in our system. The test environment for our system is the RoboTest web application which is connected to the LGSVL and the VTD simulators with their corresponding AV software stacks. The RoboTest web application also serves as a tool for creation of test scenarios and management of test results. The scenario indexing tool interfaced with the RoboTest web application acts as a data generator as it selects the corner test cases using reinforcement learning methods. The traceability between these system components is important and, in our system, there are two artifacts to link together – IBM DOORS Rational Software and RoboTest web application. As highlighted, this thesis focuses on the traceability options between the requirements from IBM DOORS and the test results in the RoboTest web application.

## Traceability between Requirements and Test Results

The focus of this part is to create traceability between the requirements, test cases and the test results in our system. IBM DOORS software is the requirements engine, and the RoboTest Web application is the test execution/simulation engine in our system. The idea is to have a traceability between the requirements engine and the test engine by being able to link the test cases/test scenarios with the test results. We will discuss the possible approaches at a high level to achieve the linkage between the requirements and the test results generated by the web application. The table below summarizes the literature survey and its relevance to our system with regards to traceability.

Table 6.1: Literature Review for traceability methods

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Article | Traceability between Requirements and Test Cases | Method/Tool | Traceability between Requirements and Test Results | Method/Tool | Relevance to our system |
| Linking functional requirements and software verification.[15] | Not with test cases, but traceability between requirements and implementation. | CBMC, a software bounded model checker for C. | NO. | NA. | LOW. |
| Test driven requirements engineering.[16] | YES. | NA. | NO. | NA. | MODERATE. |
| OSLC Tools Integration and Systems Engineering – The relationship between the two worlds.[17] | YES. | NA. | YES. | NA. | HIGH. |
| Integration of Requirements Engineering and Test Case generation via OSLC.[18] | YES. | Model based tools connected using OSLC. | YES. | Model based tools connected using OSLC. | HIGH. |
| An integrated framework for traceability and impact analysis in requirements verification of cyber-physical systems.[19] | YES. | A separate server hosted using Node js, python. | YES. | A separate server hosted using Node js, python. | HIGH. |
| Verification challenges for Autonomous Systems.[20] | NO. | NA. | NO. | NA. | LOW. |

H. Post, C. Sinz, F. Merz, T. Gorges and T. Kropf [15] base their research on linking the functional requirements and the formal verification methods. Requirements formalization together with formal verification leads to discovery of implementation problems missed in traditional testing [15]. C. Ebert and R. Ray [16] discuss test driven requirements engineering and the fact that requirements can be directly applied as test cases. This leads to reduction in lead time and the costs in testing are reduced by about 30% [16].

M. Saadatmand and A. Bucaioni [17] discuss the Open Services Lifecycle Collaboration based integration of tools used in different phases of software lifecycle. Relationships between different artifacts are established from the beginning of the software engineering starting from the requirements [17]. B. K. Aichernig et al. [18] addresses the traceability between requirements, test cases and test results using a requirement centered analysis and testing framework that uses model-based tools connected using the OSLC standard [18]. A. Mengist, L. Buffoni, and A. Pop [19] present an approach and a prototype for automatically generating and maintaining the traceability between requirements model, design model, down to simulation and verification results throughout the product lifecycle in model-based design of CPS. The approach consists of hosting a server using technologies like Python or Node.js and connect to an RDF based database that contains all the artifacts linked using a URI [19]. Redfield S.A. and Seto M.L [20] discuss the verification challenges for autonomous systems and identify existing tools and the gaps between them. These challenges are presented at an abstract level in this article [20].

The method and approach discussed in the above literature must be evaluated with respect to our existing system that uses the IBM Rational DOORS software as a requirements engine and RoboTest Web application with the VTD and LGSVL simulators as a simulation/test engine.

The approaches that could be possible for our system are discussed and the following table summarizes and evaluates them based on their complexity with regards to our system.

Table 6.2: Possible Traceability approaches

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Approach | Literature | Software Requirements | Implementation Effort | Complexity | Challenges |
| Use the DOORS database and traceability for requirements and test cases. Store the results of test execution in the RoboTestWebApp database. Create external links for every test case in DOORS database and link it with the test result in the RoboTestWebApp database. The link in DOORS should directly open the test result in the browser on clicking the URL. | Uses only the URL concept from [19]. | IBM DOORS, RoboTestWeb Application. | MODERATE. Linking effort required in DOORS. | Moderate. | Creation of links in DOORS for every test case. Fetching the test results in a browser page on clicking the URL in DOORS. |
| Host a separate server using Node.js or Python Django that connects to an RDF based database backend. Export the requirements, test cases data using a URI to the server. At the RoboTestWebApp end, generate the same URI for the test execution corresponding to the test case. Export the results using the same URI to the server. On fetching the specific URI, all the linked requirements, test cases and test results data should be available. | Utilizes the OSLC, server and URI concepts from [17], [18] and [19]. | IBM DOORS, RoboTestWeb Application, New server (Node.js / Python Django). | Very High. | Highly Complex. | Creation of same URI in RoboTestWeb App for every test execution corresponding to a test case. Exporting results from DOORS and RoboTestWebApp to the new server. |

Table 6.2 summarizes the possible approaches that could be implemented going further in our system to ensure the traceability. The first approach in the table does not need a complex architecture and is moderately easy to understand and implement. The following architecture is a high-level overview of the second approach discussed in the above table. The second approach in figure 6.2 consists of a server hosted in Python/Node.js which interacts with an RDF (Resource Description Framework) based database engine. The server provides its own user interface to fetch the traceability results for any desired URI. The requirements from DOORS are posted into the hosted server using HTTP request. Similarly, the results are posted using HTTP into the server. The requirements and the test results are linked using the same URI and stored into an RDF based database managed by the server. In this way, every individual requirement and its corresponding test results are linked using one URI and are available to the tester using the web interface of the hosted server.

Diagram

Description automatically generated

Figure 6.2: Server and RDF concept for traceability.

The approach presented above is very complex and its implementation requires sound knowledge of RDF based databases and client server architectures. Moreover, the challenge lies in the URI generation methods and linking the URI generated for test results with the corresponding requirement in the DOORS database.

## Automated Test Case Generation

Automatic generation of test cases for the system from requirements is one of the research areas in software life-cycle automation. There is a lot of research being done already in automated test case generation. The research is based on different techniques like the model-based methods, semantic mining of text and NLP based approaches. Going forward, the objective of the RoboTest system is to have automated test case generation from the text-based requirements. In this thesis, a literature review is done on the existing methods for the automatic generation of test cases from requirements using different methods. The following table summarizes a few articles that discuss these techniques in detail.

Table 6.3: Literature Review for Automated Test Cases Generation.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Article | Details | Tool Proposed | Validation Method | Industry | Rating |
| A Novel Approach for Scenario based test case generation [22]. | Focus on model-based testing by generating test cases from scenarios. Approach consists of parsing activity diagram and generate scenarios that satisfy path coverage area. After all scenarios are generated, create sequence diagrams and class diagrams for each scenario. Analyze the functional requirements using category partition method and split into different functional units. Identify the relevant testing parameters for each unit and generate test cases by finding significant values of environment conditions and parameters. | NA | ATM case study. | NA | Good test coverage. |
| Requirement based automated black box test generation [23]. | Model based test generation techniques are good, but the models created by humans are inaccurate and very laborous as well. Complete automation of test activites from specification to execution is desired. The approach presented here consists of individual requirements expressed in SDL and creates a combined automated system model by combining different SDL fragments. Next step is to automatically convert the SDL model to EFSM model. The EFSM model is an input to the black box test generator. The test generator generates different strategies like state coverage, transition coverage, path coverage etc. In this approach, each generated test case is mapped to individual requirements. | NA | Analysis based. | NA. | NA. |
| Automated Test cases generation from requirements specification [24]. | An approach to generate test cases is using use case description is proposed in this article. Necessary information is extracted from this for the development of control flow graph and NLP table. | NA | Analysis based | NA | NA |
| Testing against natural language requirements [25]. | The test cases are identified and extracted from the requirements document. The tool called text analyzer was developed to scan through requirements document and extract potential test cases. The tool does the following steps. Recognizing and selecting essential objects, defining keywords in context, recognizing, and extracting potential test cases, storing the potential test cases, and finally generating a test design. | Text Analyzer. | Case Study (Coca-Cola bottling, mobile billing system) | NA | High functional coverage of 95%. Good error discovery rate of 89%. |
| Automated generation of system test cases from use case specification [26]. | UMTG approach uses NLP to generate Use case Test Model (UCTM) from Restricted Use Case Modeling (RUCM). UCTM captures control flow from RUCM. UCTM is combined with constraint solving using an algorithm to generate test cases. | UMTG. | Case Study (Body sense). | Automotive. | NA |
| C&L: Generating Model based Test Cases from Natural Language Requirements Description [27]. | The C&L tool automatically transforms the requirements into UML activity diagrams. The diagram is represented as a directed graph from which test cases are generated using graph search strategies. | C&L. | Activity diagram and generation of test cases. | NA | NA |
| Waterfall and Agile Requirements based model for automated test cases generation [28]. | The proposed method for agile based requirements is - Parse user stories, cluster by sprint, generate test paths, optimize test paths, generate optimized test cases, test data generation and validation. For a waterfall based requirements - Use text miner to detect verbs, store detected verbs in a knowledge base, perform symbolic execution of test data generation, validate the test cases. | NA | Library management and data management system. | NA | Very Good requirements coverage. |
| Test Case generation from Natural Language based on SCR specifications [29]. | The requirements are written according to Controlled Natural Language to avoid ambiguity using SysReq-CNL. Each syntactically valid requirement is mapped into a semantic representation from which an SCR specification is derived. T-VEC tool is used to generate test cases from SCR. | SCR-Generator. | Analysis based | Aviation Industry, Embraer. | Good generation of test vectors. |

# User Manual

In this thesis, the existing web interface for the VTD simulator using the RoboTest web application has been enhanced to add the features that better allow to test the internal driver module of the VTD simulator. The usage of the web application is almost the same as it was for the previous version, but there are a few modifications that must be discussed. In this user manual, all the scenario creation steps are not discussed in detail, they can be referred to previous master theses. The steps related to the configuration of the project, saving the simulation results, and viewing the simulation results are discussed. The screenshots are included only where it is necessary. To create a test scenario and start a simulation using VTD with the RoboTest Web application, please follow the following steps.

1. On the ubuntu machine, go to the path **/robo-test/Lili/VTD/VTD.2021/bin** and open it in a terminal.
2. Run the command **‘./vtdStart.sh’** to start the VTD simulator. The vtdStart.sh bash file is the main file to run the VTD simulator.
3. Once the VTD simulator is started, on the main UI go to **File -> Open Project**. Select the project named **‘ssbTest2’** and click OK. The project is already configured with a module manager config file. The module manager configuration allows the tester to configure the required sensor modules for the simulation. Also, the configuration of VTD’s internal driver module named ‘ghostdriver’ is possible in the module manager configuration file. This file is very important in the project, missing this file will not start the simulation successfully.

Graphical user interface, application

Description automatically generated

Figure 7.1: Project selection in VTD.

1. Now, on another terminal go to the path **/robo-test/Sarthak/Implementation** and activate the python virtual environment using the command **‘source bin/activate’.** This will activate the already created virtual environment called **‘Implementation’**.Change the directory to RoboTestWebApp\_V2 using **‘cd RoboTestWebApp\_V2’**.

Text

Description automatically generated

Figure 7.2: Activate virtual environment.

For deactivating the virtual environment, go one step back to the Implementation directory and give the command ‘**deactivate**’. This will deactivate the virtual environment. This must be done before closing the terminal.

1. The RoboTest Web app with the latest changes could be now started. To start it, use the command **‘python manage.py runserver’** and then the Django server will start running on localhost. Go to the browser and enter **‘http://127.0.0.1:8000’**. This will lead to the homepage of the RoboTest Web application where the tester must sign in to access the further forms.
2. Create test scenarios in the RoboTest web application as normally done and explained in previous master theses. There is a new web page added to request the driver type and the actions for the ego vehicle. Please select the driver type from the list of available options. Select any action for the ego vehicle if required, this step is optional. All the form fields on the Ego actions page are presented with the necessary information for the tester to create a test scenario. The field description contains the adequate details for the creation of the scenarios.
3. After the test scenario is created, start the simulation and the main UI of the VTD application will visualize the same. After the simulation is complete, it is possible for the tester to save the results of the simulation for that scenario in the database and view them anytime.
4. To save the simulation results to the database, click on the **‘Save Results’** button available on the Test Execution page. A message will be rendered to the tester indicating that the simulation results are saved successfully. To view the results for the test execution, click on the **‘Show Results’** button on the Test Execution page after saving the results. This will render all the results for that test execution on a new page. The test results of any existing scenario can be visualized by selecting the scenario from the database listed on the page **‘List of Manual Test Cases’**.

Graphical user interface, application

Description automatically generated

Figure 7.3: Saving a test result.

1. If any existing scenario is edited and executed, the simulation results for that execution can also be saved. In this case, the existing simulation results for that scenario are deleted from the database and the new simulation results are stored.
2. After the simulation is done, the VTD program and the RoboTest Web app can be terminated by **‘CTRL+C’** on the respective terminal.

As discussed at the start of this chapter, only the necessary steps for the simulation have been highlighted in the user manual. For more details regarding the creation of test scenarios in VTD, refer to the MT-3183 [5].

# Future Scope

The focus of this master thesis is the interface for the autonomous vehicle software stack with the VTD simulator by utilizing its internal driver module. Also, the thesis is focused on the traceability concept with regards to the system and a literature review about the test automation from requirements. In this chapter, some future aspects for the RoboTest demonstrator system with respect to the overall traceability and VTD simulator are discussed.

## Enhancement of RoboTest Web Application to create more complex scenarios with VTD

The scenario editor in VTD is a highly complex tool for the creation of test scenarios for the simulation. The RoboTest web app interface allows the tester to create complex scenarios with ease, however, not all the features that are available in the scenario editor tool are available in the web app. In this thesis, the driver and actions related features are implemented in the web app but further complex features like support for any map, association of actions with NPC vehicles can be analyzed and developed at the RoboTest web application end.

## Gather more data for VTD simulation

This thesis has created a mechanism for gathering the runtime simulation data for the VTD simulator. The data obtained currently is about the Ego vehicle’s steering, acceleration, and gear for every simulation frame. More data about the Ego vehicle such as the position and some useful information about the road requires further analysis. The utilization of the position data to determine whether the Ego vehicle has collided with any other traffic element is one of the possible future tasks for our system.

## Traceability Implementation

In this thesis, a literature survey was performed to develop a short concept for the traceability between different components or artifacts of the RoboTest system especially between requirements and the test results. Two approaches were proposed and evaluated with regards to their complexity and the implementation effort. This thesis is not focused on the implementation of any of these approaches. It is a good future activity to further contemplate the improvements with the proposed approach and implement it in our system. Also, with more literature review it could be possible to explore further different options to link the requirements and test cases with the test results.

## Research on Test Automation techniques

An evaluation of few articles has been presented briefly in this thesis with a focus on the automatic generation of test cases from the requirements. The articles mostly are based on NLP approaches like semantic mining of requirements to generate test cases. A few articles utilize the system modelling techniques to extract the data for the generation of test cases. A possible future work in this area is to narrow down on any selected approach and propose a brief approach in context of the RoboTest demonstrator system. This is a complex task and would require expertise in NLP to accomplish fully automated test generation from the requirements document. Thus, to avoid the complexities, a basic working prototype using simple NLP algorithm or system modelling techniques could be a good start point.

# Summary

In this thesis, a detailed analysis for the flexible ROS or Cyber-RT based software interface between the simulators and the Apollo AV software stack was conducted. Depending on the analysis based on certain criteria and with a focus on the issues, a decision was made to utilize VTD simulator’s internal AV software stack and treat both the simulators and AV stack combination as two separate black boxes instead of a standardized middleware interface.

The existing RoboTest web application was enhanced to further support creation of scenarios with various aspects of VTD simulator’s internal driver module such as different driver types and actions like autonomous control, speed change and lane change. The tester has more flexibility with the upgraded web interface for the scenario creation for VTD simulator. The thesis has also developed a mechanism to gather the run time simulation data using the tools offered by VTD. The data pertaining to Ego vehicle such as acceleration, steering and gear for every simulation frame is captured, processed, and stored into the database and is available to view anytime to the tester.

Furthermore, a detailed literature review on the traceability was conducted in this thesis and a couple of approaches with regards to the RoboTest demonstrator system were proposed. The main idea behind the traceability concept was to link the requirements, test cases and the test results to establish traceability between the requirements and the test engine.

Finally, a literature review was conducted to understand the practices for the automated test case generation from the requirements document. A summary of the few articles has been presented in this thesis along with its evaluation using criteria like the validation strategy, the test coverage, and the industry in which the validation method is used. In this thesis, the literature review regarding the test automation is conducted at a basic level and hence can be extended and enhanced going further.

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