

ELROB 2016

20 - 24 June 2016
Eggendorf, Austria

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REAL TASKS, IN A REAL WORLD SCENARIO

Transport – repeated shuttling between two camps

Transport tasks are an important element of military operations. Movements of personnel, material, humanitarian aid etc. are often necessary. Yet, in hostile environments this is a dangerous and demanding task. In addition, dismounted troops have to carry ever more and heavier equipment when on a mission. This tends to distract the soldiers from their actual tasks and tires them out. Robotic transport systems should be able to support in many of these situations.

Environment:

Non-urban, wooded, hilly terrain with roads and paths ranging from small streets (covered, e.g., with asphalt, loose chippings or concrete) to simple dirt roads; bushes and trees, grass, sand, water, stones; ditches and trenches.

Situation:

There are two camps (P1 and P2) with a distance of approx. 250m in between.

A vehicle should serve as a “mule” between the two camps, carrying as much payload as possible. The vehicle should learn the position of P2 and the route how to get there by following a human guide (teach-in).

There will be dynamic objects and static obstacles on the route. Dead ends, sharp turns, road blockings and narrow passages might occur. Fences, barriers, trenches or any kind of blockades can be expected. Dynamic changes of the route between P1 and P2 are possible!

Objective:

From the starting point P1 the vehicle must autonomously follow a human guide to the turning point P2 (teach-in phase). This guide can be either one of the organizers or the team’s technical assistant (see the rules), who, in turn, is led by one of the organizers.

At the turning point P2 the person walking in front should give the command to start autonomous shuttling. Afterwards, the vehicle should shuttle as often as possible between the two points P1 and P2 with the highest achievable autonomy, carrying as much payload as possible.

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If a robot is not capable of following a human guide, the teach-in phase can be omitted. Instead, at the start the team will receive a section of a digital map and the UTM coordinate of P2, possibly together with one or more intermediate waypoints specifying the route from the start (P1) towards P2. For the data formats see the examples in the rules.

Only one vehicle can be used. There is only one control station allowed, either stationary or carried by the team's technical assistant.

Return driven path as UTM coordinate list and plot it into the digital map (see rules for format description). If possible, transmit live position and video imagery to the control station.

Additionally, search for Objects of Potential Interest (OPI), i.e. particular markers with special characteristics as defined in the rules. Whenever an OPI is found, acquire imagery and mark its position inside the digital map.

Report all gathered data to the control station, online or offline after having returned to the starting point.

Remarks:

- Be prepared to deliver additional data in ROS bag format; exact specification and data types will follow.

Timing:

Duration approx. 30 min. The scenario ends with reaching the time limit and must include the transmission of the acquired data.

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