



# **DARPA Grand Challenge 2005**

## **Rule Clarifications**

September 8, 2005

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**Defense Advanced Research Projects Agency**

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### **Rule Clarifications**

The following clarifications are in effect immediately:

- Driving I-15 from Los Angeles to Las Vegas does not violate the area closure provided it is not combined with vehicle testing or off-road surveying activities in the excluded zone.
- The area closure zone is amended to allow use of the entire Stoddard OHV area for testing.
- The autonomous vehicle that a team offers for inspection at the National Qualification Event (NQE) will be the only vehicle allowed to compete at the NQE and the Grand Challenge event. No substitute vehicles are allowed once the vehicle passes inspection.
- DARPA-assigned vehicle numbers do not have to be placed on the front and back of the vehicle. Inspectors at NQE will be looking for numerals that are readily visible on both sides of the vehicle and readily visible from a helicopter.
- Radio control devices are allowed for the control of the vehicle in non-autonomous mode provided the radio receiver can be verifiably disabled before starting the course at NQE or GCE.
- Regarding the requirement that the E-stop installation allows easy access, the E-stop may be installed behind a closed door. The door must be easy to open, and reading the display and accessing the serial port connector on the unit must not require excessive contortions which will be determined as part of the NQE inspection process.
- Regarding the procedure at the NQE dynamic inspection in which the team is handed a CD with the route on it and is required to load the appropriate RDDF within 5 minutes, teams may alternatively access the RDDF before leaving the garage area. The team must still select and load the appropriate file within 5 minutes to pass the inspection.
- Vehicles leaving the start chutes will not be within the in-bounds area of the first waypoint, but will not be considered out-of-bounds. Teams should consider that the RDDF contains a virtual initial waypoint at their position in the start chute (the location will depend on which start chute is used). This virtual waypoint is assumed to have the same lateral boundary offset and course speed as the first waypoint of the RDDF.
- In case of overnight operations, vehicle engines do not necessarily have to be shut down if the team prefers to allow the vehicle to idle overnight. The vehicle can be re-fueled only if the Chief Judge rules that all overnight vehicles may be re-fueled.