



MECH5170M

Connected and Autonomous Vehicles Systems

Kalman Filter

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Kalman Filter

The standard equations of the Kalman Filter are divided into two main steps:

1. **Prediction** (estimates the current state based on the previous state and the system model)
2. **Update** (corrects the prediction using the new measurement)

Vehicle position model: $x(t) = v \times t$

Example of 5s prediction for a vehicle driving at $20 \pm 1 \text{ m/s}$:

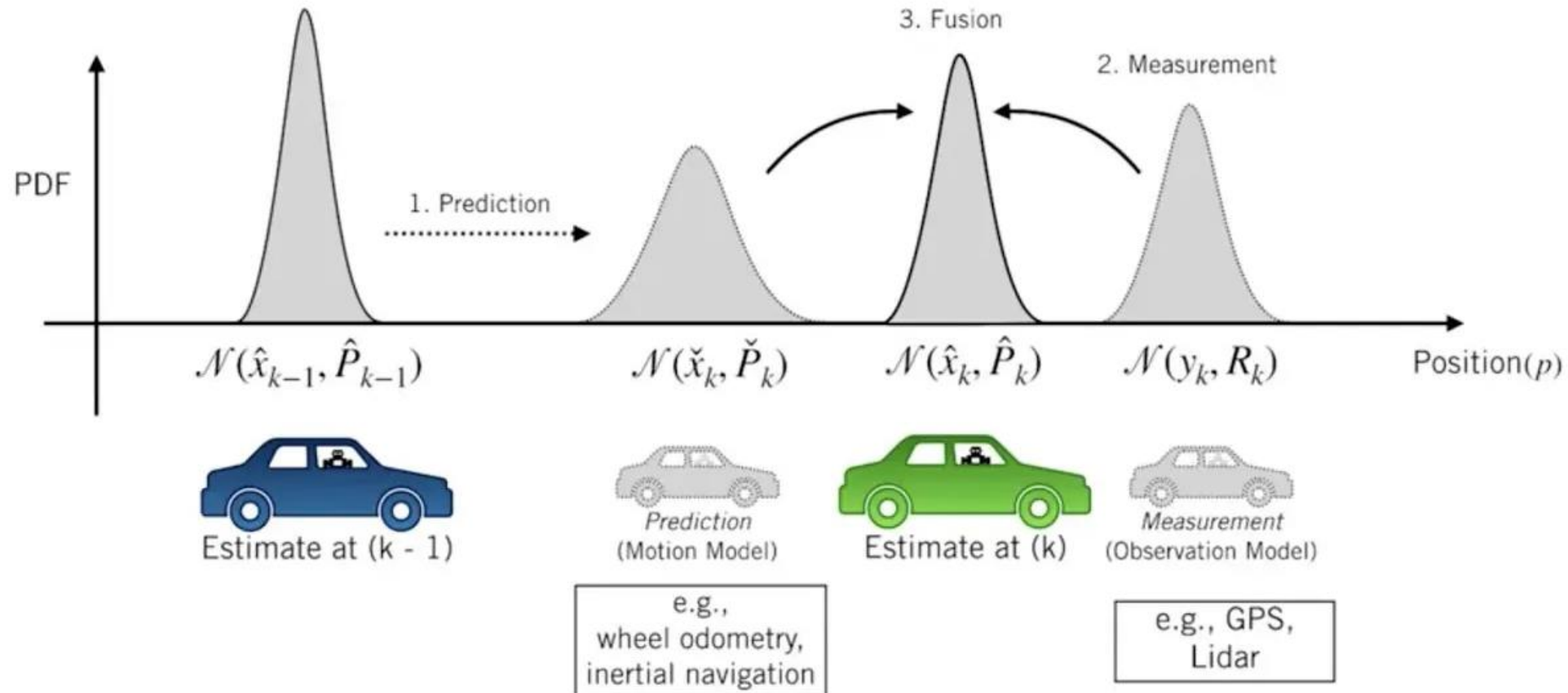
$$x(5)_{min} = v_{min} \times t = 19 \text{ m/s} \times 5 \text{ s} = 95 \text{ m}$$

$$x(5)_{max} = v_{max} \times t = 21 \text{ m/s} \times 5 \text{ s} = 105 \text{ m}$$

Predicted position depends on speed measurement accuracy.

But speed is estimated from **position** (GPS) or **distance** (encoder, IMU) and **time**.

The Kalman Filter I Prediction and Correction



Estimation of position and velocity of an autonomous vehicle, by combining sensor data and a vehicle position model.

1. Prediction Step

This step estimates the current state based on the previous state and the system model.

State prediction:

$$\hat{x}_{k|k-1} = A\hat{x}_{k-1|k-1} + Bu_k$$

Where: $\hat{x}_{k|k-1}$: predicted state at time k
 $\hat{x}_{k-1|k-1}$: previous state estimate

A : state transition matrix
 B : control input matrix

u_k : control input

Covariance prediction: $P_{k|k-1} = AP_{k-1|k-1}A^T + Q$

Where: $P_{k|k-1}$: predicted estimate covariance Q : process noise covariance

2. Update Step

This step corrects the prediction using the new measurement.

State update: $\hat{x}_{k|k} = \hat{x}_{k|k-1} + \mathbf{K}_k(z_k - H\hat{x}_{k|k-1})$

Where: z_k : measurement at time k

Kalman Gain: $\mathbf{K}_k = P_{k|k-1}H^T(HP_{k|k-1}H^T + R)^{-1}$

Where: K_k : Kalman gain H : observation matrix R : measurement noise covariance

Covariance update: $P_{k|k} = (I - K_kH)P_{k|k-1}$

These equations form the basis of the linear Kalman Filter. For nonlinear systems, in autonomous vehicles, the Extended Kalman Filter is often used.

ANY QUESTIONS
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