Plant Modeling for an Autonomous Vehicle

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Objective and Contributions

Objective

- Create models for the subsystems of an autonomous vehicle

Contribution

- Determine if System Identification or Neural Network modeling produces better models
- Non-linearity modeling

Applications

- Use in testing to help develop more accurate vehicle controllers
- Create a guide for modeling future vehicle subsystems

Problem Setup

Figure 1:High level architecture of the proposed system.

Figure 2:2-DOF helicopter (Quanser Aero).

- State-space representation of 2-DOF helicopter

$$\begin{bmatrix}\dot{\theta}\\ \dot{\psi}\\ \ddot{\theta}\\ \ddot{\psi}\end{bmatrix} = \begin{bmatrix}0 & 0 & 1 & 0\\ 0 & 0 & 0 & 1\\ 0 & -K_{sp}/J_p & -D_p/J_p & 0\\ 0 & 0 & 1 & -D_y/J_y\end{bmatrix}\begin{bmatrix}\theta\\ \psi\\ \dot{\theta}\\ \dot{\psi}\end{bmatrix} + \begin{bmatrix}0 & 0\\ 0 & 0\\ K_{pp}/J_p & K_{py}/J_p\\ K_{yp}/J_y & K_{yy}/J_y\end{bmatrix}\begin{bmatrix}V_p\\ V_y\end{bmatrix}$$

Motion (Trajectory) Control Algorithm

Figure 3:A desired orientation is given by a user. The difference between this input and the actual position is calculated. The controller the calculates the proper amount of voltage to apply to the DC motors.

1. Employ state-space representation of 2-DOF helicopter:
$$\dot{\mathbf{x}} = \mathbf{A}\mathbf{x} + \mathbf{B}\mathbf{u}$$
2. Use state feedback law
$$\mathbf{u} = -\mathbf{K}\mathbf{x}$$
to minimize the quadratic cost function:
$$J(\mathbf{u}) = \int_0^\infty (\mathbf{x}^T\mathbf{Q}\mathbf{x} + \mathbf{u}^T\mathbf{R}\mathbf{u} + 2\mathbf{x}^T\mathbf{N}\mathbf{u})\mathrm{dt}$$
3. Find the solution $\mathbf{S}$ to the Riccati equation
$$\mathbf{A}^T\mathbf{S} + \mathbf{S}\mathbf{A} - (\mathbf{S}\mathbf{B} + \mathbf{N})\mathbf{R}^{-1}(\mathbf{B}^T\mathbf{S} + \mathbf{N}^T) + \mathbf{Q} = 0$$
4. Calculate gain, $\mathbf{K}$
$$\mathbf{K} = \mathbf{R}^{-1}(\mathbf{B}^T\mathbf{S} + \mathbf{N}^T)$$

Optimal Noise Resistant Control Algorithm

- Utilizes gain calculated in LQR
- Added Kalman filter to reduce external disturbances to the system

Figure 4:Noise resistant 2-DOF helicopter model.

Reinforcement Learning Algorithm

- Uses neural network based on difference between desired and actual orientation to determine optimal gain

Figure 5:ADP Neural Network

Simulation Results

(a)(b)(c)(d)

Figure 6:A comparison between LQG and LQR control for a step input is shown for (a) the main rotor and (b) the tail rotor and the corresponding voltages in (c) and (d)

Experimental Results

Figure 7:Experimental Setup

(a)(b)

Figure 8:ADP experimental results for (a) the main rotor and (b) the tail rotor given a step input

(a)(b)

Figure 9:Comparison between P and PI control for a step input is shown for (a) the main rotor and (b) the tail rotor

(a)(b)

Figure 10:(a) Time = 0 and (b) Time = 10

Conclusion and Future Work

- Using Neural Networks produced more accurate models than System Identification
- Test models using Hardware-in-the-Loop
- Create new vehicle controllers